

THE KNOCK OFF

January 2024 Issue

MOHUD ON
FACEBOOK



MOHUD ON THE WEB



THE REPORT

As we enter the new year, MoHud enters with a new RE soon. At the beginning of 2023, with various family responsibilities requiring more attention, I decided to step down from the Regional Executive position at the end of 2023. This past year I had to cut back on my participation in various SCCA activities, and thus stepping down is just an extension of this effort to dedicate more time to family matters.

One of my goals this year was to make sure we had a good candidate to take the reins and continue tackling the challenges the current motorsports climate presents, and I believe I've done that. With that, I'd ask that if you've ever felt compelled to help out with the administration of your region, there's no better time than now to approach the leadership and ask how you can leverage your skills to support our region.

Our Annual Meeting and Awards Banquet will be happening on January 6th, and a new slate of officers will be elected. I hope you're already signed up to attend, because that will be when the new RE is revealed when the 2024 officers are elected (those who attend monthly membership meetings or read the meeting minutes already know who is stepping in). See this space in the February issue for an introduction!

Speaking of the Knock Off, our temporary newsletter editor, Greg Rickes, will be stepping down after this issue to hand off to new editor Chip Van Slyke. We extend our gratitude to Greg for his

contributions to the Knock Off and for everything else he does on behalf of the region. He's a gem! We also thank Chip for stepping up and taking on the editor duties for us.

Speaking of Greg Rickes, he's contributed some interesting articles in this issue under the "Tales From the Track". He asked me to review them and give him my opinion as to whether they were too controversial to be published. I didn't think they were, but I told him in response to his Legends article, I'd counter that if SCCA members find road racing too expensive these days, there are less costly SCCA-based options to offer our members in the form of time trials and autocross. Intrigued? Make sure to read his articles.

Speaking of stepping down (whew - I'm starting to get cramps from stretching for these seques), Paul and Diane Malecki have reminded us that they are stepping down as Street Survival co-chairs and MoHud needs to find a

replacement/replacements for the upcoming 2024 season, which is right around the corner. I feel like a broken record, but if you are interested in helping continue this important program, please contact any member of the MoHud leadership team. We want to thank Paul and Diane for efforts in organizing and leading MoHud's TRSS program.

And finally, (Finally!), I want to thank all those MoHud members who helped me with everything it takes to fill the RE role these past few years. You made it a pleasant experience, which I appreciated, and I hope you'll continue this for the next RE.

See you at the banquet,

Eric "EJ" Smith
RE, MoHud Region SCCA

As Mohud prepares for the leadership transition which will welcome Sal Baisley to the role of Regional Executive we want to thank Eric for his dedication. Not only did he serve in multiple roles simultaneously, he faced the unprecedented task of guiding the region through a pandemic, a task for which there was no guidebook. That the region emerged from this with a continued dedication to #funwithcars is a tribute to his commitment and creativity.

We all wish Eric many days of Happy Motoring!

The Hurdles We Face

Finding event sites is an on-going problem, especially for our autocross program. Even for time trials and road-racing there are limited dates and significant financial implications. What would it take to have access to a mo facility that would check all the boxes?

If you need a reality check, read on about what some of our fellow enthusiasts are facing in trying to open a motorsports facility in the Hudson Valley. Would this provide any utility to MoHud? Should we get involved in supporting this endeavor?

<https://www.timesunion.com/hudsonvalley/news/article/modena-drag-racing-strip-zoning-controversy-18546530.php?IPID=Times-Union-HV-spotlight>

MINUTES OF THE MEETING

Mohawk-Hudson SCCA Board Meeting of December 4th 2023, Start 7:00 PM

Location: Zoom

Officers Present: Eric Smith, Shelby Blanchette, Paul Malecki, Salvatore Baisley, Chip Van Slyke, Russ Burkhard

Total number of members present: 7

Annual Banquet- Eric Smith & Salvatore Baisley

- Email sent to solo community to nudge people to sign up for the banquet
- Deadline to sign up for the Banquet is December 29th
- Minimum for The Factory is 40 people
- Time Trials will be same amount of awards as usual including classes, driver of the year and the spirit award
- Road Racing will be similar to last year
- Need to pick the menu for the banquet

TRSS- Paul Malecki

- Need someone to take over leadership role for 2024
- SAM does not do as much as they used to due to less resources
- If having an April event need to reserve the dates soon
- Will start advertising for the leadership position of TRSS this next meeting
- Will reach out to get a sponsor for lunch for future events

Meeting adjourned at 7:36 PM

Meeting minutes recorded and submitted by Shelby Blanchette

Mohawk-Hudson Region SCCA Monthly Membership Region of December 6th 2023 Start 7:00 PM

Location: Metro 7 Diner Latham, New York

Officers Present: Eric Smith, Chip Van Slyke, Shelby Blanchette, Paul Malecki, Salvatore Baisley,

Total number of members present: 18

Bruce Kosakowski makes a motion to accept the meeting minutes as published in the December Knock Off. All members in favor.

Membership Report- submitted by Jim Garry

- 313 members
- New members from October and November include
 - Benjamin Gallant from Carmel, IN
 - Linda Murphy from Peru, NY
 - Steven Murphy from Peru, NY
 - Kristina Crowley from Schenectady, NY
 - Matthew Crowley from Schenectady, NY
 - Michael Orabona from Kingston, NY
- Dave Burnham celebrates his 25 year anniversary with the club in December.

Knock Off- Greg Rickes

- Will be publishing one more issue then Chip Van Slyke will be taking over
- If you have anything to submit please submit it to Chip Van Slyke

Treasury Report- Paul Malecki

- Checking account has \$31,459.20
- November monthly statement has been reconciled, there are no open invoices

Solo Report- Eric Smith

- Solo Advisory Committee met to discuss end of season awards
- No news about a lot (site) for next season

Street Survival- Paul Malecki

- Need a new coordinator for the Tire Rack Street Survival events for spring and fall.

Road Rally- Ken Relation

- Had Fall Rally, ended in Bennington, VT at the VFW
- Was a successful event
- Winners went home with pies
- Next event will be Mid- April, planning on working closely with the Mohawk Tow Path Historical Society

Track- Salvatore Baisley

- Spoke with Time Trial board and will be organizing awards
- CARTs will have 2 events at Thompson, and including the National Time Trial at Pocono

Old Business

- Annual meeting and Awards banquet, at 20 registrations, need a minimum of 40 to hold venue, count needs to be submitted sometime after Christmas

New Business

- Still need a TRSS chair person
- Set a date for Mini Con. On 2/9 and 2/10
- Calendar is up to date on the Mohud website

Vincent Gentile makes a motion to adjourn meeting, Kirby White seconds motion, all members in favor. Meeting minutes recorded and submitted by Shelby Blanchette.

Meeting adjourned at 7:37 PM

Membership Report – Jim Garry

On December 20th Mohawk Hudson Region's membership stood at 313, which has been about average for 2024. It's been a disappointing year in that regard. While the other upstate NY SCCA Regions have rebounded well since the height of the pandemic, we have been stagnant at just about a dozen more members than at our lowest point in membership numbers.

New Members in December : None

New Members in October & November

Benjamin Gallant, Carmel, IN

Linda Murphy, Peru, NY Steven Murphy, Peru, NY (primary interest: Track Days & Nights)

Kristina Crowley, Schenectady, NY Matthew Crowley, Schenectady, NY

Michael Orabona, Kingston, NY (primary interest: Solo)

Significant Anniversaries in January

Five Years: Robert Clear

Fifteen Years: Hilton Tallman - Hilton has an active Competition License, and has raced in FC.

Twenty Years: John Ogle - John has an active Flagging & Communication License as well as an active Competition License. John is one of our Western Mass. Members from the Pittsfield area.

Twenty Nine Years: Lynn Zarzycki - Lynn keeps well known Formula Vee Racer Chris in line.

Forty Years: Richard Welty - Rich is a National Scrutineer of high standing and runs tech at many races in the New England area. He attends Divisional meetings to help improve his work speciality. He has road raced, time trialed, and autocrossed.

What's Happening

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

Feb.7 2024 - Mohawk-Hudson Membership Meeting, [Metro 7 Diner](#), Latham social 6 p.m., meeting at 7

It's not too early to think about the 2024 racing season 😊

2024 New England Road Racing Championship Schedule

May 11-12: Season Opener + CRE (Palmer)

June 14-15: Paddock Crawl (LRP)

July 6: Midnight Madness + CRE (TSMP)

July 27-28: RAL + CRE (NHMS)

Aug 9-10: Last Chance Majors (TSMP)

Sept 7-8: Pig Roast + CRE (Palmer)

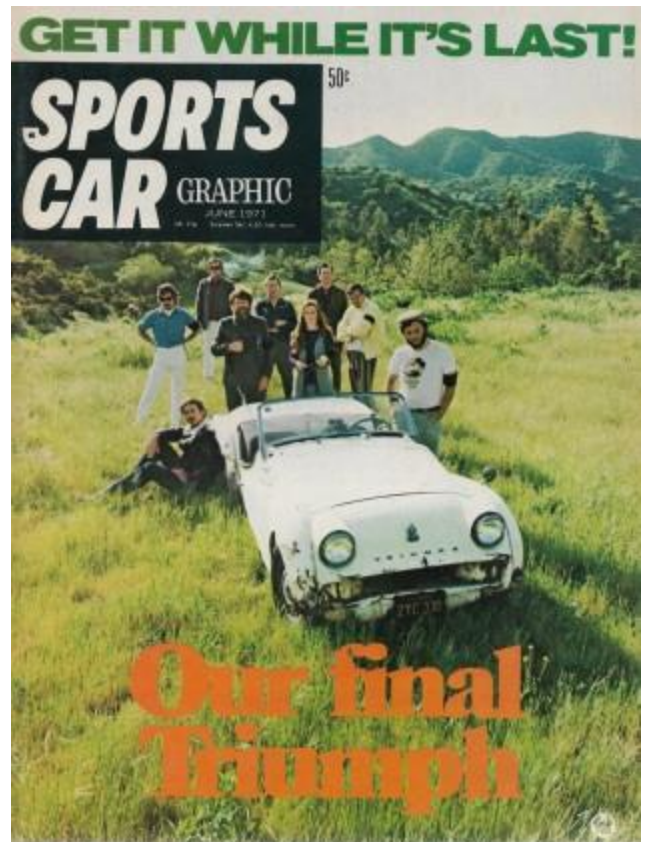
Oct 18-19: Championship Weekend (TSMP)

2024 Event Notes

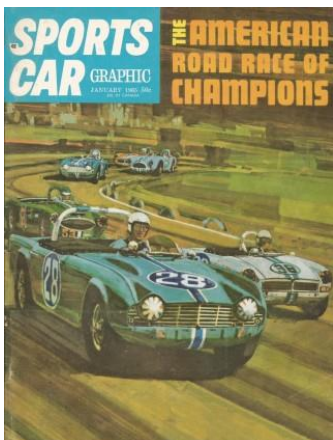
The official calendar of events for the New England Road Racing Championship (NERRC) 2024 season is now available. Registration links to MotorsportsReg are available for each event and included on [the master schedule](#) and [individual event calendar pages](#). Please note there have been some changes to dates this year that are slightly different than in previous years. These include:

- Like 2023 – the NER Majors event will be in August and Midnight Madness will be in July.
- We are back to having 2 events at Palmer for 2024.
- Championship weekend is again, AFTER the Runoffs.

The Saga of *Sports Car Graphic* – An Allegory for our times – Greg Rickes



When I first got interested in cars, and sports cars in particular, in the mid-1960s I would take the money I earned from my newspaper delivery route and invest in the monthly issue of a magazine called "*Sports Car Graphic*". While *Road & Track* and *Car and Driver* covered cars that even then were out of the reach of mere mortals and races that were far away, SCG was the magazine of the people, with project cars, road tests of affordable sports car, and coverage of grass-roots level racing.



In fact it was SCG that was largely responsible for the initial American Road Race of Champions in 1964, which was the foundation for the SCCA National Championship Run-Offs as we know it today.

For all that there was to recommend it, by 1971 SCG was no longer viable, and ceased publication. As I complete my tenure as interim editor of The Knock-Off I'm given to pondering the medium and the message.

There's no denying that the media landscape has changed vastly with ascension of the digital world. For all its charm for us old-timers, the days of paper and ink are in undeniable decline. The SCCA's own *SportsCar*, which dates back to the founding of the club in 1944 will soon cease publication . At this time it's not clear what may take its place.

Even with the preeminence of social media it seems to me there is still a place for what is now the hybrid-version of a monthly newsletter. Whereas social media seems to exploit the text equivalent of a sound byte the newsletter format enables club members to share their stories and opinions in a longer form. It also provides a compilation of the business matter of the club such as meeting minutes and committee reports. In my iteration The Knock-Off has also aimed to personalize (in words and images) the wide range of activities that involve club members having “#funwithcars, effectively a journal of our history as it unfolds.

As a sidebar I've had an informative exchange of ideas with the MoHud leadership team about what constitutes our membership. While the official count of our membership has hovered around 300, I've evolved the view that our “effective” membership is closer to 200 (though I hasten to add this is anecdotal rather than empiric). The 300 number includes family memberships where the primary member may have a direct interest but the remaining family members are mostly along for the ride and wouldn't be involved on their own (I know there are some families that are exceptions to this generalization, but I also know that children, and even pets, have been part of the MoHud member rolls over the years).

What do we know about readership of The Knock-Off? From the RE's monthly mailing to roughly 300, something on the order of 50 click on the link to the KO. Anecdotally we've heard some members access the KO directly via the website. So let's say for argument's sake 75 readers, or 25% of the membership. One more datapoint: in August the MoHud Facebook page had a survey about KO readership. On the plus side 75% of the respondents said they read all or some of the KO every month. On the minus side there were only 38 replies, out of FB membership of over 1000. 10% of the respondents (4 people) said they don't read the KO at all, though there was no follow-up on why they make that choice.

So, is the KO worth the time & effort? If you're reading this you probably think so. Would you miss it if it was gone? Lots of sports car clubs seem to have given up their newsletter and rely by and large on social media. Whereas social media is a choice made by the reader, MoHud's monthly email from the RE is pro-active outreach by the club to engage the membership, and the KO is one component of that. While the digital format has eliminated the financial impact of printing and postage a commitment of time to produce it remains a foundational element.

After a meritorious tenure Paul Malecki stepped down as KO editor, and there was no one forthcoming to take over the task. A creative solution was a rotating cast of interim editors. Following my final edition Chip VanSlyke will step into the rotation. Unless Chip finds the editorship overwhelmingly compelling compared to his other efforts on behalf of the region (MH Director, Merchandise, or yeah let's not forget chief mechanic and driver for his own racing effort) there will be another crossroads for the KO. There might be a new interim editor, a repeat appearance by one of the previous occupants, or (amazingly) someone who will take on the primary responsibility. There are a couple of variations that could work, for example a group of people each performing part of the editorial task (such as content editors for our various activities, a calendar specialist, and an editor focused on compiling all of the content).

The situation of The Knock-Off in Mohawk-Hudson Region is not unique. There's also a search for leadership for the community-focused Tire Rack Street Survival program that has proved enduringly popular with participants (and parents). Our autocross programs hangs on a precipice due to marginal locations. We have a full team of club officers for 2024 in large part because all of the incumbents from last year have agreed to stay on in some capacity.

While I've enjoyed my turn in the KO rotation I'm not sure you'll see me in that role again. I've reached my mid 70s, and have the real feeling it's time to step aside and give a new generation of enthusiast the opportunity to make their mark on the future of Mohawk-Hudson Region. If they, or more accurately you, decide the KO is no longer relevant then that's the reality of changing times., with gratitude for the entertainment and enrichment it has provided.

From a financial standpoint every member counts, but the region's leadership also offers a broad array of opportunities for you to be more involved. The future direction of the region, and its role in local motorsports, really is in your hands.

With that, I wish you Happy Motoring.

Solo Report

Looking ahead to 2024

Schedules are starting to appear for SCCA National-level events

2024 Solo National Tour Schedule

February 23-25: Phoenix, AZ; Arizona Motorsports Park

March 1-3: Moultrie, GA; Spence Field

April 12-14: Crows Landing, CA; Crows Landing Naval Airfield

Spring TBD: Concord, NC; zMAX Dragway

May 25-27: Lincoln, NE; Lincoln Airpark

June 14-16: Brunswick, ME; Brunswick Executive Airport

June 21-23: Cleveland, OH; I-X Center

July 5-7: Bristol, TN; Bristol Motor Speedway

July 12-14: Packwood, WA; Hampton Mills

July 26-28: Chicago, IL; Route 66 Raceway (*tentative*)

August 2-4: Romulus, NY; Seneca Army Depot

August 9-11: Peru, IN; Grissom Aeroplex

September 3-6: Solo Nationals, Lincoln, NE; Lincoln Airpark

2024 ProSolo Schedule

March 8-10: Beeville, TX; Chase Field

March 15-17: Las Vegas, NV; Las Vegas Motor Speedway

March 22-24: Las Vegas, NV; Las Vegas Motor Speedway

April 5-7: Oklahoma; Location TBD

April 19-21: Crows Landing, CA; Crows Landing Naval Airfield

May 3-5: East Rutherford, NJ; New Meadowlands Sports Complex

May 23-25: Lincoln, NE; Lincoln Airpark

June 7-9: Brunswick, ME; Brunswick Executive Airport

June 28-30: Cleveland, OH; I-X Center

July 3-5: Bristol, TN; Bristol Motor Speedway

July 19-21: Packwood, WA; Hampton Mills

August 30-September 1: ProSolo Finale, Lincoln, NE; Lincoln Airpark

Make it a summer vacation in Brunswick Maine with ProSolo June 7-9 and National Tour June 14-16

Solo Report

The autocross season may be over but SAC (MoHud's Solo Advisory Committee) is hard at work planning for the future.



(Around the table, starting lower left and going clockwise: Andy Furlong, Nigel Boyce , Russ Burckhard, Lyndon Peck, Russ Gorman, Tracey Burckhard, Ken Relation, Bruce Kosakoski (back to camera) . Thanks to Eric Smith for the photo.

With a new year about to begin there's always a place for MoHud members who want to contribute their interest and expertise. Join us at a monthly membership meeting or [email Russ Burckhard](#) for information about SAC.

Tales From The Track

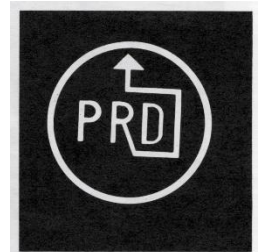
Racing Through Time – Greg Rickes

From the mid 1960s to the mid '70s Phil Raeder was one of MoHud's most involved members. After starting his sports car career racing an MGTC he took some time off and re-joined the sport in the mid 60s through gymkhanas (autocross) and hill climbs.

Phil had a penchant for doing things his own way. His MG Midget was out of the ordinary. Rather than hop up the BMC powerplant he did a hot-rod style engine swap, installing an Alfa Romeo 1600 and 5 speed transmission which produced startling performance, with almost no external clues of anything out of the ordinary.

When Phil was ready to resume his racing career he made the unlikely choice of a Renault R8 sedan to compete against the plentiful MiniCoopers of the era, then made the dramatic switch to open-wheel formula cars.

After a brief fling with an out-dated front-engined Stanguellini Phil went for the competitive approach with a Brabham BT18 which he raced in Formula C. He followed that up with a Lotus 43, and then a Lotus 59. True to form he put extensive time and effort into tweaking the 59, eschewing the dominant British-based Holbay engines that had the force of numbers for a one-off French Matra racing engine. His re-work was so extensive that the car was unofficially dubbed the PRD (Phil Raeder Developments), with its own logo.



Phil eventually moved on to other endeavors, but one who he made a lasting impression on was his son Pearce, who as teenager had an extensive role on the PRD pit crew. (Pearce on the left, Phil on the right, surrounding the Lotus 59/PRD, MoHud's Terri Novotny with her back to camera).



Tales From The Track

Fast-forward to the SVRA Finale at Circuit of the Americas in November 2023. Appearing on the entry list in the Formula B class, racing against IMSA and IndyCar standout Geoff Brabham, and his IndyLights and TransAm winning son Matt, is a Lotus 59, driven by one Pearce Raeder. (Sharp-eyed readers will notice the Lotus Racing East decal to the left of the #68



After a half-century we had the opportunity to get re-acquainted. The teen-ager I remember is now, after experience flying F16s for the Air Force, a senior Captain with American Airlines, and just a few years away from retirement. One of the benefits of his career path has been the opportunity to pursue his racing ambitions fostered those many years ago, and with a car that has a life-long familiarity and connection. Pearce hasn't been back to Lime Rock with the 59, but don't discount that possibility for the future.

Initially missed in last month's coverage of the MiataCon at Lime Rock Park was our Canadian representative William Jandrisits, who finished 9th in the Spec Miata feature race, driving the Housatonic Racing Developments #33



Tales From The Track

Go Your Own Way – Greg Rickes



In my first term as editor of The Knock-Off in 1972 I incurred the wrath of our SCCA Area Governor by publishing information about another group that also offered road-racing opportunities. I was accused of dis-loyalty to SCCA by acknowledging that there were other options. My response was that the KO was a news and information source for our members, not an extension of the SCCA Public Relations Department. That alternate organization by the way was a fledgling group called the International Motor Sports Association – IMSA. Seems to me they've done pretty well for themselves, Knock-Off support notwithstanding.

In any case, seeing as how this is my last issue as editor of the KO maybe it's time to stir the pot just a bit. The SCCA offers an array of worthy programs, but there are still areas where the club struggles. In looking at the road-racing scene in our closest proximity, New England, there are a couple of things that bear some scrutiny, mainly time & money.

Time. If you want to race in NER be willing and able to commit time. Races at LRP and Thompspon both just about require the ability to take time off from the traditional work week to fully participate. Palmer and NHMS, while focused on weekends, still require two full days (and maybe a bit more depending on travel). Some people who want to race, especially those younger members who are in the prime of their career (and perhaps additionally family) may not be able to make this commitment. Once upon a time there was such a thing as a one-day Regional race at Lime Rock. It was a time-compressed schedule, with practice/qualifying in the morning and racing in the afternoon. It was, admittedly, not a lot of track time, but it was nonetheless a racing experience (and reflectd accordingly in the entry fee).

Money. One of the dangers of being around racing for decades is a long memory, and that includes sticker shock at the cost of participation. At least to this old-timer entry fee has reached an eye-watering level. This is, after all, something we do for fun. Combine the cost factors of entry fee and car costs and you begin to significantly segment the market.

By now you may be saying so much of this is just blah,blah,blah. What's the answer? There is at least one alternative that attempts to address these issues. It is the humble and anachronistic Legends Car. If your idea of a worthy racing car involves high-tech, and aero-doodads you probably want to look elsewhere, but if you're just looking to go racing at an elemental level, read on.

Tales From The Track

The Legends Car is spec racer originally designed for short oval track racing. It's a basic tube-frame chassis with bodywork that harkens back to the early days of stock car racing, in 5/8 scale. Sleek they are not.



Engine-wise the original powerplant was an air-cooled motorcycle 4 cylinder Yamaha. More recently a water-cooled engine has been supplemented, but the air-cooled is still allowed, and it's a known entity.

Here's where market-force comes into play. With the new engine option the price on a complete car with the air-cooled legacy powerplant is now commonly under 5 figures, ready to race.

Unlike the SCCA Spec Racer there's more latitude in tune-ability, primarily in the area of shocks and springs, so there will be a learning curve to work the car, and driver, up to speed. This is not a set-it and forget race car.

What about the actual racing? A group called NELCAR (New England Legends Car) runs a once-a-month series from Spring to Fall at the Thompson MotorSports Park road course. In the oval-track mode, it's a one day show, on Sunday afternoon. Roll in to register by noon, 20 minutes for practice, 20 minutes for qualifying, two fifteen (or so) minute races. Load up and go home before the sun goes down. Entry fee for 2023 was \$200 per event. (You can find NELCAR on Facebook, along with another page called Just Legends that has lots of information on cars & parts).



Tales From The Track



Does this look like fun?

A couple of other considerations. At 1300 pounds the Legends car is lightweight. While luxurious, an enclosed trailer might not be a necessity. A two-wheel trailer and a mid-size SUV would do the job, no dually needed.

In addition to the races at Thompson there's a Legends group that races at New Hampshire Speedway, though they usually run a full weekend format. There are plenty of oval track racing opportunities too.



Legends cars are not the answer for every one, but they may be a path to wheel-to-wheel racing that fits your situation. And you might even find yourself welcome in the good old SCCA as well



A Rose is a Rose, and I know what a Rose is.

So Don't Try and Sell me a Tulip Bulb.

Would you pay 1.7 million dollars for this car?



This 1954 Ferrari 500 Mondial was the star of the RM Sotheby's August auction in Monterey. Promoted as a "Garage Sale," primarily from the collection that had been damaged in storage, all of the cars were touted as being *restorable Ferraris*, the objects of a fetish that seems to reach its peak among car collector-investors who annually migrate to California that month.



Some of the cars offered for sale look desirable, but \$1.7 million for a burnt-out hulk? Most of us would say "no, it's a lot of money for a pile of junk." But the car has an interesting race history, and aside from its current fire-caused condition, the only prior black mark was a swap of the original engine for a Chevy shortblock when the car came to this side of the Atlantic.

A Rose or a Tulip Bulb? cont'd...



To a person with time, money, and connections within the *I-have-old-Ferrari-old-bits* universe, an additional \$1.5 million investment in somebody's garage-fail (above) is likely to result in a \$7 million car, so it's a worthwhile investment. But with so many parts that have to be replaced or rebuilt, will it still be the original Ferrari or something else? Which brings us to the philosophical *Ship of Theseus* question: *if each individual part of the Ship of Theseus was replaced, one at a time, was it still the same ship?* Simply asked: *is it authentic?*

This is what the Mondial looked like when new. Will it still be *authentic* when restored? Will it still be a rose?



If you were able to rebuild it with Ferrari parts, without the original engine, it wouldn't be authentic. It would be a glorified kit car. And if by some miracle you could locate the original engine, it would still be a kit car, admittedly an over-the-top kit car. And if you installed an appropriate Chevy engine, it would still be a freshly- built kit car.

To me, the market for these things has the aura of the fabled 1630s Tulip Bubble. Or 19th Century academic art; or paintings on velvet. Boom to Bust.

Twenty years from now, the post-internal combustion engine generation of collectors won't give you a nickel on the dollar for these overhyped cars. Zoom to Rust.

A Rose or a Tulip Bulb? cont'd...

But what if you ignored the Sotheby's marketing hype and looked for something authentic, something with patina, something that showed it was a *survivor* still able to convey the beauty and performance that made it so desirable when new. The best example of a *survivor* in the automotive sense is a vehicle that has received, and still receives, the minimal maintenance that is needed to function as it was designed and built for sale.

Holy Ferrari! The Sotheby's Garage Sale had several offerings that were *survivors*, or needed just a bit of maintenance that had been deferred for some time to make them *survivors*. Here's some examples...

965 Ferrari 275 GTB/6C Alloy by Scaglietti

The 275 was introduced in 1954, with significant upgrades in the front bodywork to overcome lifting at speed and transmission driveshaft joints to overcome vibration damage . This car was the first roadgoing example of the revised version in aluminum alloy.



Aside from a slight dent in the roof, just a little cleanup, especially in the cockpit, should have this survivor running as smooth as it was in its last event: a 1979 Ferrari Club outing at Daytona.

It sold for \$3.3 million. A bit above your budget? How about something more reasonable?

A Rose or a Tulip Bulb? cont'd...

1972 Ferrari 365 GTB/4 Daytona Berlinetta by Scaglietti

This is the bad boy of the lot. Wild custom sound system, staggered wheels, and the strangest-looking knockoff hubs you've ever seen. It would be shunned at any Ferrari Club of America gettogether as "not our type, Dearie." But it is a *survivor* that appears to only need some Marvel Mystery Oil though the sparkplug ports, a quick vacuum of the cockpit - don't forget to bleed the brakes -- and a shot of starting fluid to be the king of Washington Avenue Extension. What a steal for only \$401,000!



!! But the Garage Sale car that has captured my heart is the 1966 Ferrarri 330 GT !!

A Rose or a Tulip Bulb?

1966 Ferrari 330 GT 2+2 Series II by Pininfarina

Mom! Dad! Can I bring it home? I love this body style. It's a rose!



Some work to do. I'd have to re-laminate the steering wheel, and get a seat cover kit from Etsy - although I bet J&S Upholstery in Menands could probably sew up something close to the original. Engine looks like it's all there. Just take it apart, clean everything using a toothbrush with more Marvel Mystery Oil, and put it back together.

Bodywork needs some attention; maybe tack-weld some steel where rust seems to have gotten the upper hand.

Somebody stole this car from right under my nose for only \$182,000.

So what's your style? Concours restoration? Survivor? Or something in between?

~ PaulM.

MoHud In The Holiday Spirit

Adam Wright added some MoHud spirit to the annual winter holiday parade in Berne by organizing this sporty and colorful group. It was a big hit and Adam hopes there will be even more MoHud cars next year.



(left to right) Sal Baisley, Shelby White , Kirby Valiant, and Adam Wright ready to spread good cheer. (Trevor Hermance/Palmer MotorSports Park photo)

Meanwhile the Mohawk-Hudson Region Council of Elders convened for their Fall/Winter celebration.



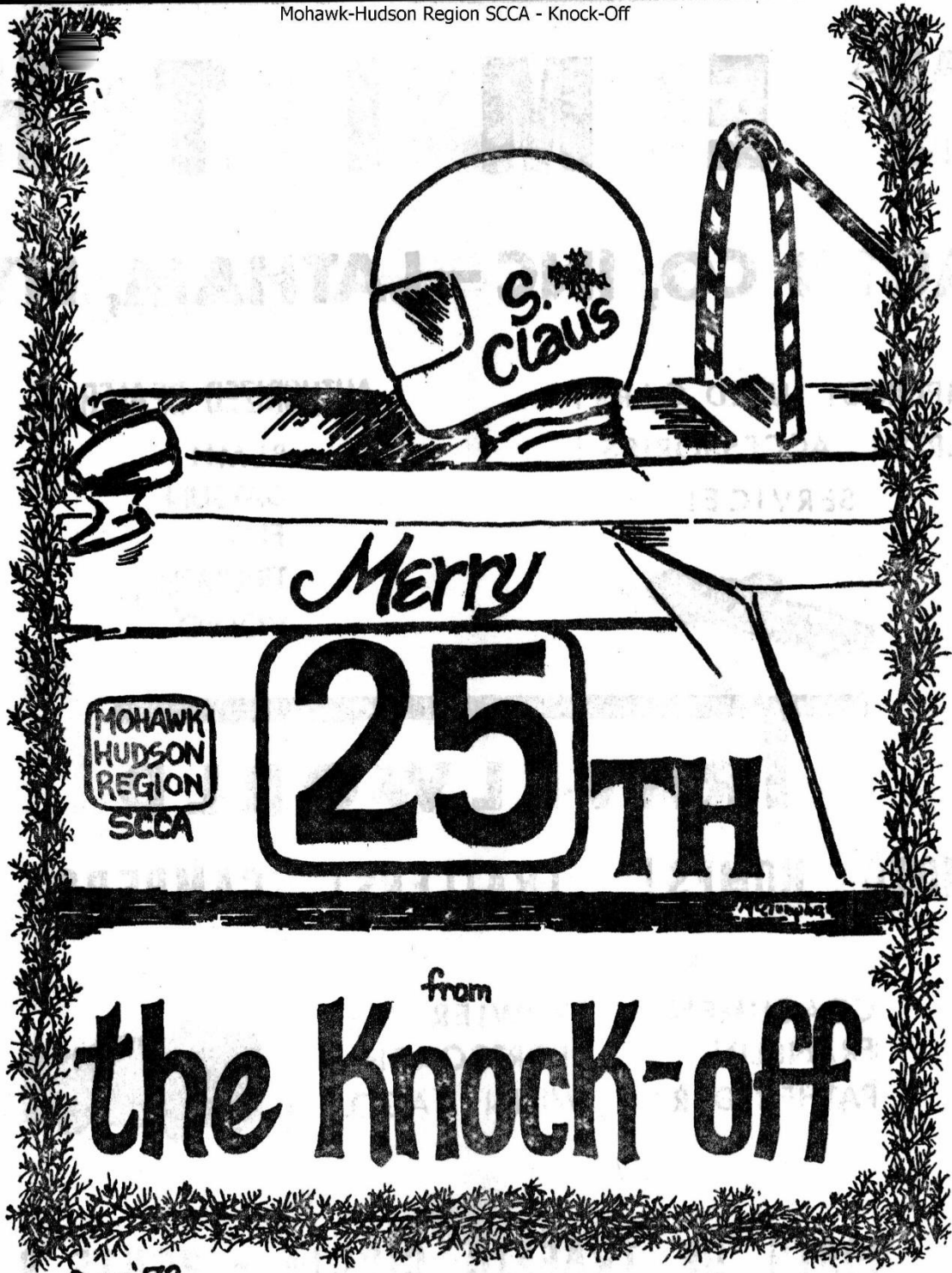
(from left to right: multi-time NARRC Formula Vee champ Dick Stewart, rallyist & racer Thom O'Connor, former HP Bugeye Sprite driver John Sheridan, championship driver and crew chief Tom Campbell, former Renault LeCar racer Craig Robertson. Just out of the photo is all-around Spec Miata expert and MoHud supporter Bob Karl)

(Greg Rickes photo)

A Page From The Past

And to all a good night

Mohawk-Hudson Region SCCA - Knock-Off



Dec. 72



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Autocross (Solo) Advisory Committee

Russ Burckhard

Tire Rack Street Survival Program

Your Help Needed – contact Sal to volunteer!

Track Events (Track Night and Time Trials)

Sal Baisley

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