

# THE KNOCK OFF

July 2024 Issue

MOHUD ON  
FACEBOOK



MOHUD ON THE WEB



200+ Cars Take the Flag  
at NER Paddock Crawl



Race Report on Page 6

## From the Editor

Well, I did it again. Another race has gone by (NER Paddock Crawl at LRP) and I have not taken any photos. Fortunately, due to the SCCA mandate for a forward-facing camera, I have a built-in photographer on my car. Below we can see Mohud's own Sal Baisley ushering my car onto the scales at Tech.



Continue reading to hear about the fun Greg Rickes had with some racing nostalgia and my race recap where I take more advantage of my in-car camera.

# What's Happening

- July 3, 2024**      **Cars and Cones, Guptill's Ice Cream, 1085 Loudon Rd, Cohoes NY**  
<https://www.google.com/maps/place/Guptill's+Ice+Cream/@42.7810829,-73.7476869,16z/data=!3m1!4b1!4m6!3m5!1s0x89de11fecda8e99b:0xd32c63bfefff869e!8m2!3d42.781079!4d-73.745112!16s%2Fq%2F1f25283?entry=ttu>
- July 6, 2024**      **Midnight Madness, Thompson Speedway, Thompson CT. Event #3 in the MHR Road Racing Championship. For rules see the April 2024 Knockoff.**  
<https://www.motorsportreg.com/events/ner-midnight-madness-thompson-speedway-motorsports-park-scca-new-england-430837>
- July 21, 2024**      **Solo event #1, Tech City Kingston NY**
- July 28, 2024**      **Solo event #2, Tech City Kingston NY**
- Sept 2-6, 2024**      **Solo National Championship – Lincoln Airpark, NE**
- Sept 28-Oct 6 2024**      **The Runoffs National Championship – Road America, Elkhart Lake WI**
- Oct 24-27, 2024**      **Tire Rack SCCA Time Trials Nationals – NCM Motorsports Park, Bowling Green KY**

Check out the full regional calendar at:

[https://calendar.google.com/calendar/embed?src=4l0pcskqj0sbmtq8scke5et658%40group.calendar.google.com&ctz=America%2FNew\\_York](https://calendar.google.com/calendar/embed?src=4l0pcskqj0sbmtq8scke5et658%40group.calendar.google.com&ctz=America%2FNew_York)

# Solo Report

## Regional Solo Schedule 2024

<i>July 21</i>	<i>Tech City, Kingston NY</i>	<a href="https://www.motorsportreg.com/events/mohud-solo-2024-event-1-tech-city-kingston-ny-scca-mohawk-hudson-348658">https://www.motorsportreg.com/events/mohud-solo-2024-event-1-tech-city-kingston-ny-scca-mohawk-hudson-348658</a>
<i>July 28</i>	<i>Tech City, Kingston NY</i>	<a href="https://www.motorsportreg.com/events/mohud-solo-2024-event-2-tech-city-kingston-ny-scca-mohawk-hudson-716750">https://www.motorsportreg.com/events/mohud-solo-2024-event-2-tech-city-kingston-ny-scca-mohawk-hudson-716750</a>
<i>August 11</i>	<i>Tech City, Kingston NY</i>	<a href="https://www.motorsportreg.com/events/mohud-solo-2024-event-3-tech-city-kingston-ny-scca-mohawk-hudson-618859">https://www.motorsportreg.com/events/mohud-solo-2024-event-3-tech-city-kingston-ny-scca-mohawk-hudson-618859</a>
<i>August 25</i>	<i>Tech City, Kingston NY</i>	<a href="https://www.motorsportreg.com/events/mohud-solo-2024-event-4-tech-city-kingston-ny-scca-mohawk-hudson-737520">https://www.motorsportreg.com/events/mohud-solo-2024-event-4-tech-city-kingston-ny-scca-mohawk-hudson-737520</a>

# Cars & Cones June Meeting



Join us again at Guptill's on July 3<sup>rd</sup>, bring your hardware and/or your stories!

## Tales From the Track—The Circle is Unbroken by Greg Rickes

Back in the late 1960s the two major tire manufacturers, Goodyear and Firestone, were generous in providing suits to drivers who used their product, and there was quite a rivalry.

My dear friend Dave McClumpha however was not far enough up the pecking order to score one of these. So he took matters into his own hands and had B&B Motors make this one-of-a-kind in 1969.



After sitting undiscovered for decades, a neglected old duffel bag brought this back into the daylight. 55 years later, in Dave's honor, I brought the suit back to a familiar place. Though the background has changed the aura remains the same.



# Tales From the Track – Race Recap

**LRP Paddock Crawl June 14-15** - By Chip VanSlyke

I love this event. It is, as Clark Nicholls once told me, a homecoming. I see people I sometimes see only once a year and more of our region's people than anywhere else. Lots of MoHud representation both on the track as well as marshalling. We also get lots of visitors and old friends who are great to see.

With over 200 entries, registration was bound to be slow. Quite a few people had arrived by 4 o'clock versus the advertised 6 o'clock opening. Perhaps hoping to get in early (like I was). In past years the track has let people in early as long as they stayed in B-paddock which is fine with me. But on that Thursday I guess the SCDA event was highly subscribed. Fortunately, the track agreed to let us in at 5 and NER opened registration early.

Friday was hot and humid and it was threatening to rain all day. Which it did deliver in the afternoon. Everyone got a more or less dry morning. Our group, group 2, saw a little spatter in the morning but it wasn't enough to slow the track down. Personally, it was a great session for me, taking fastest lap of all the FFs and CFs. A time that would stand as fast lap of the weekend for both classes. Also, the best lap I have done at LRP with no draft assistance.

That put me on "pole" for the afternoon qualifying sprint. Of course, being the slowest class in the group, that really meant starting 10<sup>th</sup>. The qualifying sprint is really just another qualifying session with the fastest lap of either Friday session establishing the grid for Saturday morning. After about 10 laps in the afternoon it was clear that the track had slowed so I came in early. At the end of that session the rain started and the next few sessions were full wet. The rain did slow and I think at least the last two groups ran in the dry.

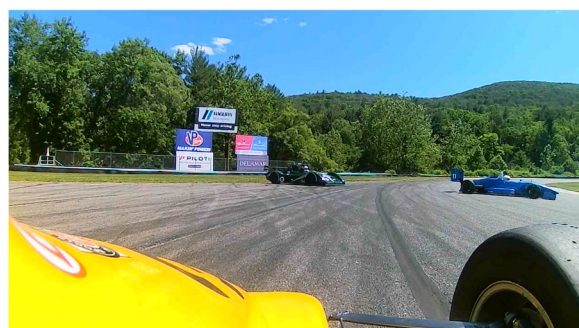
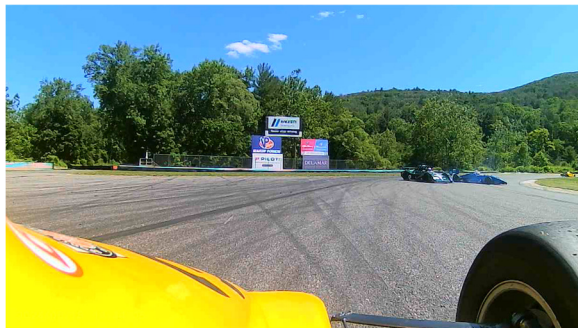
The Paddock Crawl was a great success. I always enjoy being able to talk with other drivers, course marshals, track announcers, etc. whom I often would not get a chance to talk to. Trish and Jim Bucci came up from Florida not just to visit but to man the Margarita stand which included ice cream this year.

Saturday morning brought clear skies and cooler temperatures. Absolutely perfect racing conditions. As far as my race, there was some trepidation. My main competition, Steve Roux, had an electrical gremlin in the morning, keeping him from his best lap and keeping him behind me in the am race. I knew this would not last. It didn't. By the end of the first lap he was

cruising by me on the front straight. In general, we run close at LRP, but his car has better straight-line speed. I was able to stay with him for a couple more laps and then took him on a late brake into turn one. He followed for a lap or two more but I saw him go off in West Bend in my mirrors. That would be the last I saw of him in that race giving me the victory. Turns out there was an issue with his rear suspension causing him to retire. He and his car were unharmed save for a lot of dirt picked up off track.



For the afternoon, my trepidation would continue. I checked in with Steve and his issue was easily repaired and I knew with his car running well it would be difficult to stay in front. The afternoon race turned out to be the best of the weekend (results notwithstanding). Because he DNF'ed and pm grid was based on am finishing position, Steve would be 5 positions behind me at the start. I got a good start but Steve easily dispensed with the cars in between us and he was in my mirrors by turn one. I still had a decent gap and was benefitting from a draft from a P2 and FC that were in front of me, but that blessing would turn into a curse as the P2 spun and touched the FC causing both to spin in front of me going into turn one. I was able to stay on the pavement but had to slow massively.



Steve was able to take advantage and took the position but I was still in his draft. The incident brought out a full course caution. After the restart, I more or less stayed even with Steve then benefitted slightly from lap traffic and got him into turn 1 to resume the lead. That didn't last long with Steve cruising by on the front straight on the following lap.





Not much would change after that. I tried to stay with Steve for the next few laps but he was able to inch away slowly until I was out of the draft. With a massive gap to the next FF/CF, I switched into “bring it home in one piece” mode for the remainder of the race.

Big takeaway regarding car development is how I could get Steve under threshold braking into turn one but he clearly has a straight-line speed advantage. This is likely due to aero, Steve’s car being of more modern design with a small cross section.

Highlights include one win and a second as well as my Friday morning qualifying lap standing as fastest lap for all of FF/CF for the weekend.

NER put on a great event as usual with no major hiccups that I could see. A fair number of cautions but all were managed well with minimum FCC and lots of green flag action.

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<i>Mohud Regional Road Racing Championship</i>	
<i>May 11-12</i>	<i>Palmer (divisional)</i>
<i>June 13-15</i>	<i>Lime Rock Paddock Crawl (divisional)</i>
<i>July 6</i>	<i>Thompson Midnight Madness (regional)</i>
<i>August 8-10</i>	<i>Thompson Last Chance Majors</i>
<i>Sept 6-8</i>	<i>Palmer Pig Roast (regional)</i>
<i>October 17-19</i>	<i>Thompson Championship (divisional)</i>

*See full rules in April Knockoff*



## Mohud Time Trials Championship

Mohud Time Trials Championship Events 2024

Time Trial National Tour Pocono Day 1	June 15th, 2024 @ Pocono Speedway
Time Trial National Tour Pocono Day 2	June 16th, 2024 @ Pocono Speedway
MoHudTime Trials Event	June 29th, 2024 @ Palmer Motorsports Park
CART Time Trials Event	Sep 21st, 2024 @ Thompson Speedway

For series details go to: <https://www.motorsportreg.com/events/2024-mohud-scca-time-trial-championship-thompson-speedway-motorsports-523092>

# Membership Report –

By Jim Garry

As of June 24th Mohawk Hudson Region membership stood at 327. It hasn't been near that level since June of last year when we were at 328. Before then, the last time we were at these numbers was July 2022. So we certainly do improve in the few middle months of the year and then fall off on either side of that time. And as the graph shows, we have yet to return to our pre-pandemic numbers at all. Even the late 2021/early '22 membership levels were better than they were in later '22, '23, and so far '24.

Last month I mentioned the issue of not having information on new member's primary areas of interest in SCCA and promised to look into it. After contacting the National Office I was informed that this is on the radar of national staff and the marketing team was going to rework the areas of interest including some additional categories. But the areas of interest question remains present, it's just not being filled in much anymore and it isn't a required field. I suggested highlighting the category in some way to catch the attention of the person filling in the form. Making it a required field is a good way to annoy people who are signing up and so that is off the table.

## New Members

Thomas Breyette, Morrisonville

Dave O'Connor, Stormville

Grant DeFayette, Morrisonville

Aidan Fahy, Johnsonville

David Peters, Warrensburg

Matt Fraley, Rensselaer

Kenneth VanWert, Mechanville

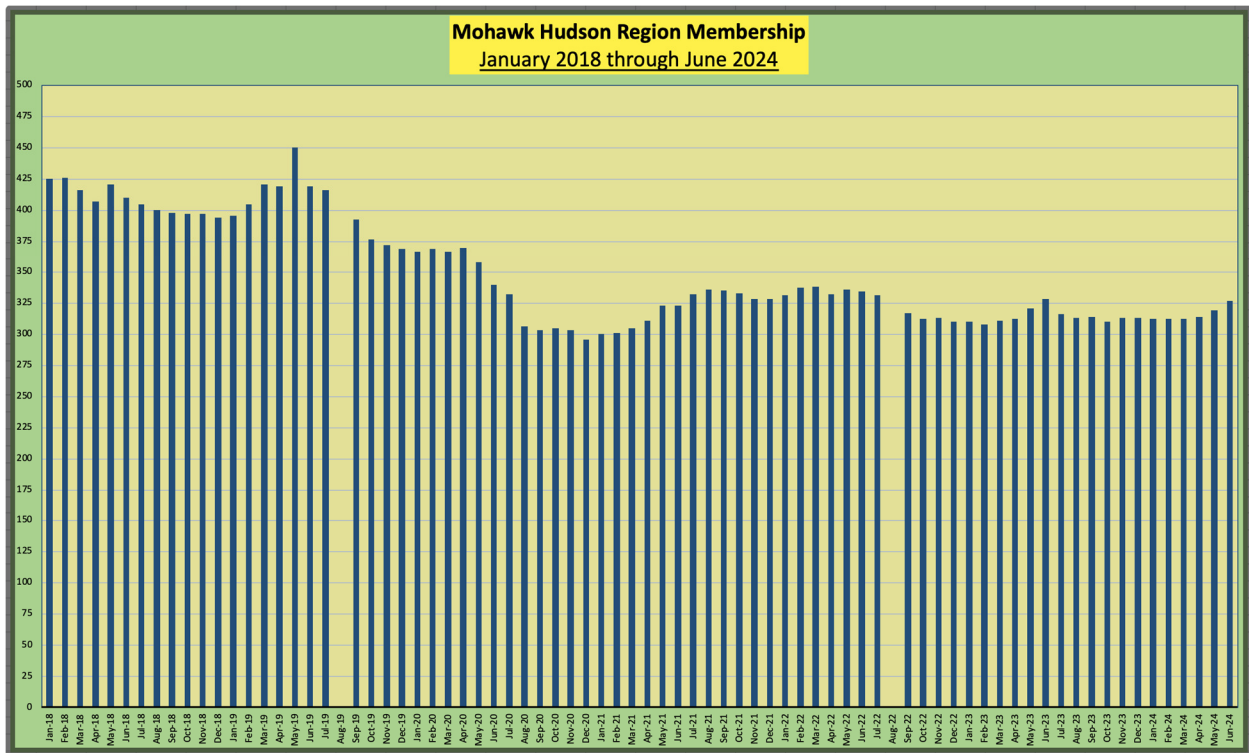
Jonathan Gould, Round Top

Jordan Lourie, Delmar

Also, welcome back to Joe Sell, not a new member but returning after some time away.

## Significant Anniversaries in July

Five Years - David Marchetti - Dave was a member previously, having originally joined in July of 2014. Just a note: if your membership lapses and you rejoin you don't automatically get your previous member years reinstated. Call the SCCA national membership department and discuss it with them. But Dave has been a member for at least 10 years.



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**Director**

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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

**Racing Program Committee**

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Rich Welty (Technical Scrutineer)

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