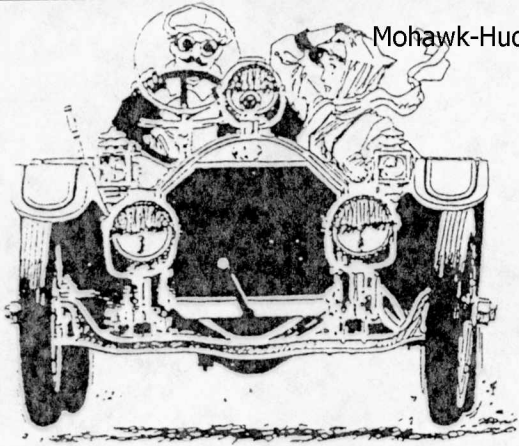


# DRIVE for Fun...



REGISTRATION: 11 am

FIRST CAR OFF: 12:01 pm

STARTING: Ramada Inn, 1228 Western Avenue, Albany

Trophies

For information call: 459-5082

T-Shirts

Enter the Costume Mystery Ride...Follow the clues and travel the Capitol District. Entrants will receive free T-shirts and mementos! Winners will receive trophies for 1st, 2nd, and 3rd places. Wear your favorite costume and win a trophy for Best Male, Female, or Child's Costume.

## Sunday, April 5 JOIN THE FUN!!!!

### Convenient Food Mart®

**WQBK-FM104**  
CLASSIC ROCK & ROLL

**WQBK-AM**  
TALK RADIO 1300

**WRGB**

MAKE: \_\_\_\_\_ MODEL: \_\_\_\_\_ YEAR: \_\_\_\_\_

COLOR: \_\_\_\_\_ LICENSE: \_\_\_\_\_ \$10.00 donation per person will go to the Arthritis Foundation. \$30.00 for a car of four or more.

DRIVER: \_\_\_\_\_ PHONE: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

ZIP CODE: \_\_\_\_\_

SIGNATURE: \_\_\_\_\_

NAVIGATOR: \_\_\_\_\_ PHONE: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

ZIP CODE: \_\_\_\_\_

SIGNATURE: \_\_\_\_\_

WHERE DID YOU LEARN ABOUT THIS EVENT? \_\_\_\_\_

PLEASE RETURN SIGNED FORM WITH THE PROPER FEE TO: ARTHRITIS FOUNDATION, 1237 CENTRAL AVENUE, ALBANY, NY 12205. CHECKS SHOULD BE MADE PAYABLE TO "ARTHRITIS".



# Secretary's Minutes

The 10/1/86 membership meeting was called to order at 7:38 PM by John Sheridan, RE reports the Secretary was not present; no minutes of previous meetings were available to be read. The Treasurer's Report was given by Jim Bishop.

P. Smith, Activities Director reported that he is working on movies for the November meeting; a B.F. Goodrich techs seminar is also possible. J. Gary, Solo Director, reported no progress in obtaining an autocross lot. There was discussion of an icecross in the winter. At the SCCA Solo II Championships, Jim Gary took 2nd, Bill Hudson 10th, out of 36 entries (with Jim's RX7). Guests were introduced by Membership Director, Mr. Weir.

Race drivers in attendance reported on their recent exploits. John Sheridan handed out 1984 and 1985 NARRC Points Fund checks. The Race Chairman, D. McClumpha, reported on our 9/27 race and thanked all who participated. It was a generally excellent event with 182 entries. Although the final tally is not complete, it should result in substantial profit to the Region, partially making up for previous years' losses.

George Smith, KNOCK-OFF publisher, reported that the October K-O would be in the mail the next weekend; the deadline for the November issue is 10/15/86. All material for the K-O should be sent to D. McClumpha.

**Old Business** - none

**New Business** - The annual banquet will be Saturday, December 6, 1986 at the Ramada Inn, Albany.

The Nominations Committee presented the following slate of officers for 1987:

- RE - J. Sheridan
- ARE - J. Hanifan
- SEC - D. Smith
- TREAS - J. Bishop
- DIR - T. Campbell
- DIR - H. Cameron
- ACT DIR - P. Smith

Nominations remain open through the end of the meeting.

**Announcements** - The Northeast Division Mini-Convention will be 11/7, 8, 9 at Syracuse. See John Sheridan for details.

The next Board meeting was set for October 15, 1986, 7:30 PM at Sheridan's.

The Region has received a Summons and Notice of Claim in relation to an incident at our 1985 race at Lime Rock Park. It has been passed on to K & K Insurance for necessary action. A general discussion of insurance and liability followed.

**Entertainment** - was provided by movies of our 9/27/86 race day at Lime Rock Park, courtesy of P. Smith Productions.

No additional nominations for officers were received before the close of the meeting. The meeting adjourned at 10:15 PM.

Semi-respectfully submitted,

J. H. Bishop  
Acting Secretary

## 1986 SILVERMINES - THANK YOU'S by Jack Hanifan

Well, it's all over and you all did a great job. My special thanks to all of the chiefs. Marilyn Hercox - Registrar, Tom & Dave Zabel - Tech, Dick Bayer - Fire Rescue, Sue Rogers - Starter, John Flowers - F & C, Harry Whitton - Grid, Clark Nicholls - Pit & Paddock, Jim Bishop - announcer. A special, special thanks to our chief stewards Roly, Harold & Morrow. Again, a special thanks to drivers John Stim and Jim Windleman for giving up their racing and working in T & S and helping with the trophies. A very special thanks to Charlie Senkier for not only bringing the H2 S2 racing CRX to the track and maintaining it for me for the day. All I had to do was put on my helmet and race (and that's about all I had time to do!) Another special thanks to Connie McIntyre for doing a good job at a difficult task.

P.S. Great to see Dr. Bill Morris, he worked in T & S all day.

# A Great Day At The Silvermines Races



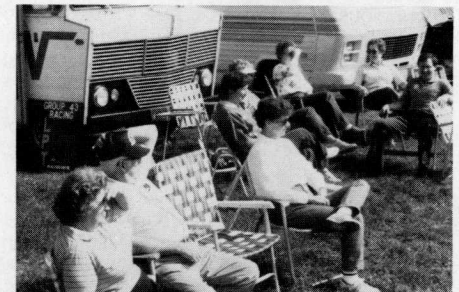
JACK HANIFAN



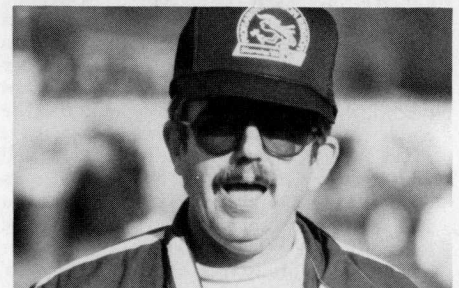
HARRY WHITTON  
Chief of Grid



JOHN & DENNI SHERIDAN



SUE ROGEN  
CL Starter



Mohawk-Hudson Region SCCA

# SOLO SPINS

by Jim Garry

This year's SCCA Solo II National Championships were attended by 671 entrants, a new record. The Championships were part of what was billed as the Solo Olympics. Scheduled before and after the Solo II event were the Solo I Nationals and the Pro Solo finale. The Solo I event drew less than 50 competitors and ironically was listed in the October edition of *Sports Car*, as a divisional event. There are a variety of explanations for the poor turnout but that's another story. The Pro Solo finale was well attended but couldn't match the thunder of the main event. For the great majority of competition making the ammend pilgrimage to Kansas, the Solo II Nationals were the only important game in town.

1986 found the drivers at a new site, although still in Salina. The old site was further from gas and food, but had a park-like atmosphere and allowed easy viewing and comfortable surroundings. The new site was larger (although the old site had more than adequate room for 2 large courses and paddock space), it was close to hotels, gas, service and food. However, being an active airport, it was noisier, and not as comfortable. In addition, the pavement broke up in places. Finally, but importantly, viewing this event was nearly impossible unless you were working the course.

That said, SCCA's first attempt at running a Solo II National came off quite well. What am I talking about? The first 13 events were handled by various SCCA regions. Denver had little to do with the event other than stamping their approval in the appropriate places and passing money along. This year however, the event was planned and run entirely by the Denver office. Of course, they employed experienced auto-crossers to direct the event. It's not surprising, therefore, that the event came off well.

My major complaint, however, strikes at the heart of any Solo II event: course design. The courses were designed by Gary Walton of San Francisco Region and Harry Mann of New England Region. These guys both know their stuff. However, Gary has a reputation for wide open, fast courses while Harry's reputation is nearly 180° different. Comparing the two courses, you got the feeling that each designer set up his course to over-compensate for what he thought the other guy was going to do. The result - two unsatisfying courses.

Walton's course was the more fun and flowing of the two. However, it was ruined by its gross wideness; in places wider than the front straight of nearly any race track you can name (except maybe Sebring). On the face of it, this sounds like a pretty nice course. But 60' - 75' wide gates make for a lack of reference points. Picking apexes from the mass of pylons was extremely difficult. Even driving down the

straightways was confusing at times. This course also featured the most bizarre start ever seen. From the green light a driver traveled a distance of about 250' and thru several corners before reaching the actual start line.

Mann's course, although more difficult to memorize, much longer and physically demanding, was a more typical autocross course for all the drivers except the San Francisco Region people.

However, there was absolutely no flow to this course. The drivers primarily drove from one odd corner to the next. A very unsatisfying course, it included some ultra tight sections, some 180°s, a long station offset in the middle and a 270° turn. Originally included was a 360° skid pad which the Solo Board mercifully insisted be removed.

Overall, the long, twisting courses were about as easy to memorize as the old Nurburgring. Both courses were somewhat lacking in National quality for different reasons as stated above. Neither was very satisfying. For the first time since I started competing at National Championships in 1982, I didn't feel I had been on the best courses of the season. I fervently hope that next year's courses are designed by people who aren't out to prove something. These events are for the competitors. They must not be used by individual regions in an effort to show everyone that their courses are better.

Competition-wise, as usual, the stock classes made up the bulk of the 671 competitors present. Nearby New England Region took home 4 Championships. Mohawk-Hudson Region actually sent two drivers to the 1986 Nationals. Bill Hudson attended his first National as my co-driver. In only his second event in my car, Bill finished an outstanding 10th in the 36 car C-Stock class. With that introductory taste for the Nationals he plans to return in 1987 after bringing his B Street Prepared Camaro up to a more competitive level. As for myself, I finished behind the same driver for the second year in a row for second place. Although disappointed, that I was pleased with it.

Hopefully, Mo-Hud's Solo program will improve next year and more region drivers will attend the Divisionals and Nationals. Despite my criticisms, the Solo II Nationals were still a great event, besides, the drive up and back is always a lot of fun.

I'm going to close this column with a repeated plea for input on potential event sites. If you know of an appropriate site, get me an address or phone number and a contact person if possible. You may pass such a site everyday or you may even work at or near one. Tell me about it. My telephone number (518) 449-5707. In the meantime, we will definitely have events at Cobleskill. However, we'll have to wait until next year.

# Connie's Corner

The Mo-Hud 1986 Annual race was a big success and my sincere thanks go to many Mo-Hud members and non-members. Without some special folks the job could not have been done. I take this opportunity to thank some who put forth extra special efforts in helping me with T & S.

Dave McClumpha for being the copier operator and carefully watching over the printer, to print results as fast as they could print.

Bill Morris whose efforts prevailed in spite of clocks that would simply refuse to work for him.

Carol Campbell, her son Greg and her friend Carol, for giving every spare minute to T & S when Tom could let them go. Thanks Tom!

To Sue Conklin and Lorinda Cherry for making sure the watches got to the track on time. And to Sue for working long after the last race to help get the last results out so I could get out of the T & S building prior to dark.

To John Stim for helping take down the computer and loading it into my car.

To FINSERV Computer Corp., MacDonald Computer Systems for allowing us to use the IBM-AT for publishing results.

To Jack Hanifan, Jim Bishop, Jim's friend Ted, Maureen Harris, Arlene Orofino, Roberta Danenenfeiss, Mark Weir, S.L. Neff and several others I'm sure I've forgotten. Special thanks to

driver, Ken Payson for keeping me supplied with sodas, my spirits up and assistance in many, many ways to get results out.

Finally, thanks to Teri McIntyre for all her help during qualifying.

Thank you all.

Dear Member,

On behalf of the Region's Board of Directors I invite and encourage you to attend our 1986 Awards Banquet and Holiday get-together. It will be held on Saturday evening, December 6, at the Ramada Inn on Western Avenue in Albany.

Naturally a good part of the program will be devoted to recognizing the contributions of our Workers and the achievements of our Drivers. There will also be the usual Door Prizes and a few surprises as well. And don't forget that we will have music and the ZANY antics of "Bob and Roy", the DJ's from our Roundtable Banquet.

So why not plan to attend. It is a great opportunity to renew old friendships, meet new people, but most of all experience what Mo-Hud is all about....FUN!

Please fill out the Reservation Form in the KNOCK-OFF and return it to me by December 1, 1986.

Hope to see you there.

John

# FROM THE EDITOR'S DESK

Well, the Mohawk-Hudson Region's annual visit to Lime Rock, aka the Silvermines Regional, has come and gone for another year. And this year it was not only an artistic success but appears to have been a financial one as well. As race chairman, I want to thank all of the Region's members who assisted, or raced, very much for their participation...particularly John Sheridan and Jack Hanifan for their scheduling efforts. The early fall date probably made the difference financially vis-a-vis our earlier summer dates. Don't forget to note the Race Report that is included in this issue, and Jack Hanifan's comments as well.

Also, in this issue of the K-O, we have our usual contributors plus a

return appearance of the Berkshire Bugler, Clark (not Charlie) Nicholls, Connie's and Jim Garry's columns return, and we even have an extensive set of minutes from the last membership meeting--please note your slate of candidates for next year. And note as well the motion to raise the Region's regular membership dues by vote at the January meeting.

Finally, in relation to the Annual Banquet/Year End Awards regalia--Drivers: don't forget to complete your 1986 resumes and return to Jack H; Specialty Chiefs: don't forget to select your workers of the year for recognition and inform Jack or yours truly of your choice. Until next issue.  
David McClumpha  
Editor



As a result of action taken by the Board of Executives at its October 15, 1986 meeting, the following motion was approved by a vote of 6-0. It is included in this issue of the KNOCK-OFF to properly inform the Mohawk-Hudson Region members, in accordance with our by-laws, of the vote to be taken on such motion at the January 1987 membership meeting.

Motion: To raise the regional dues for Mohawk-Hudson Region individual memberships to \$15, consistent with a policy made by the Board in 1984 to reflect the cost of the KNOCK-OFF and other services to members; the vote on this issue to be taken at the January 7, 1987 membership meeting.

# FROM OVER THE HILL

by Clark W. Nicholls

This article is intended to reflect the views of some of those members of Mohawk-Hudson Region living outside the Albany area. It may become a regular feature of the KNOCK-OFF. It does not reflect only those views of the Author.

I received my September issue of the KNOCK-OFF on Saturday, September 13th, only a couple of days after the September meeting. The reason for the 2 day delay, I am guessing, is the wrong Zip Code on the address label. Please correct it to 01238 from 01036, wherever that is. It appears that the address labels are now on a different computer, since the zip was correct on previous issues. I understand the great effort that must have undertaken. A few typos are to be expected. After all, we now have 210 members!

It was interesting to notice that we had such distinguished guests scheduled for the September meeting. Of course, I had to find this information buried in the REviews column. If I had known that (ie: received my K-O before the meeting) I may have attended. The lack of an August issue was appropriate, after all, it is summer, just when SCCA members are most active and there are more events to hear about. With two months to put the September issue together, why couldn't it be on schedule? It is now obvious that the KNOCK-OFF deadline is once again meaningless. Why do I say that? If the deadline is the 15th of each month, how did the results of an event held August 24th make the September issue? You have reverted to a newsletter that tells you of upcoming events that have already been held. Why not revert to third class postage?

By the way, I wonder why each issue doesn't have a big flier to let everyone know about the next meeting? There is less space devoted to membership meetings now than under my editorship! I especially would have expected to see this large, attention-getting flier on the outside, front cover, where everyone would see it. After all, this was a major part of the "constructive" criticism I received. It is interesting to see that the same executive board is not implementing its own solutions to the criticism they had of "my" KNOCK-OFF.

The Calendar is great, if you are interested in SCCA-only events. What about all the workers that work not only SCCA but also IMSA and CART? They won't find those events on our

Calendar. Don't Empire and Berkshire Motor Sports Clubs have any events that may be of interest to the readers? I know Berkshire has its annual Halloween Rally Saturday Night, November 1st. By the way, the Valvoline Road Racing Classic is, at a minimum, October 17th thru 19th, Friday thru Sunday. Three days of racing. Practice is Monday and Tuesday, October 13th and 14th, with qualifying Wednesday and Thursday, October 15th and 16th.

Another interesting bit of information in this issue was the Lewis Trophy points standing. It is now revealed why Jack Hanifan has received this coveted award so many times. Too many volunteers are being ignored and many who work hard don't get the appreciation they deserve. No points to the Membership Chairpeople? Chiefs or specialty, whether or not they work the race, they still are contributing to the Region just by holding their position. Worker Licensing? It does take time. How about the person that maintains the mailing label list. It is obvious from the points standing that the previous Editor (myself) garnered no points for the three mailings made earlier in 1986. You know, the one, with all the hard to read articles I wrote to earn 20 points each. Maximum of three articles earn points? Is that three per year or issue? It must be year. 60 points to be Editor and 250 to be race chairman? Which works harder and longer? I guess it's all in how well you want to do the job. The race chairman's main accomplishment in the last several years is to get the entry forms out at the last possible moment. A good Editor should probably get 60 points per issue! 125 points for a Special Event chairman. I'm sure you realize the K-O Editor does more work than the chairman for any one event, race or banquet. Do the elected officers get points to attend membership and/or executive board meetings? Isn't that expected of them, anyway? I suppose if there were no points, they wouldn't attend.

The contact list inside the front cover is a **BIG** improvement, but I still feel a lot of positions are being left out. I sent samples of the other publications, so you understand what I mean.

Above all, it is becoming obvious that Moh-Hud's attitude is to serve only those members in the Albany area and to ignore those elsewhere. That's too bad. You would think a study of the membership list would indicate the basic error in this. Keep your eyes on this list, I know that several of our more active "outside Albany" members won't be there come renewal time.

QUALITY PRODUCTS BY: BELL • BELL/RACESTAR • R.J.S.

# DRAGONSLAYER, INC.

YOUR SAFETY IS OUR BUSINESS!



## "STANDARD SERIES" FIRESUITS

YOUR CHOICE OF WHITE, BLUE, OR RED

NOMEX III

SIZES SMALL, MED., MED. LARGE, LARGE, X-LARGE\*

ONE PIECE SINGLE LAYER

ONLY \$164.28 \*(X-LARGE \$180.71)



TAILORED FIRESUITS  
OVER 300 COLOR & STYLE COMBINATIONS AVAILABLE !!!



"CUSTOM SS"

"PROLINE"

ANY COMBINATION OF WHITE, BLUE, RED, BLACK, YELLOW & ORANGE.

CUSTOM SS 1-LAYER \$171.42 2-LAYER \$257.14

3-LAYER QUILTED \$292.85

PROLINE 1-LAYER \$270.58 2-LAYER \$350.58

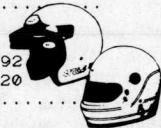
PROLINE IN NOMEX/KEVLAR QUILTED 3-LAYER \$528.23, 4-LAYER \$610.58

ADDERS; \$20.00 2-PIECE, NAME EMBROIDERY ON STANDARD & CUSTOM (STD. ON PROLINE) \$8.88

EXTRA LARGE: 6'2"+ & SIZE 46/48 10%, SIZE 50/52 20%, SIZE 54/56 25%



HELMETS - '85 SNELL



RJS OPEN.....\$81.55 RJS FULL...\$94.54 RACESTAR...\$99.92  
BELL MAG4RS.\$139.89 STAR FR ..\$170.99 M2 RS ....\$233.20

### RESTRAINTS

3"LAP \$43.26 3"SHOULDER \$35.13 3"SIX POINT COMPLETE \$91.46  
OTHER COMPLETE SETS FROM \$56.53 LARGEST SELECTION OF 2" & 3"  
STANDARD AND QUICK RELEASE SYSTEMS AVAILABLE !!

FIREBOTTLE RECHARGABLE HALON SYSTEMS  
COMPLETE INCLUDING FITTINGS, TUBING, CABLE,  
BRACKET-EVERYTHING NEEDED IS INCLUDED !



5# SYSTEM, ONLY \$199.00

10# SYSTEM, ONLY \$285.00

YES, COMPACT ELECTRICAL UNITS ARE AVAILABLE FOR FORMULA CARS !

FUEL CELLS, BOTH STANDARD AND FAST FILL 5gal. TO 32gal.

SAVE THIS AD 10% DISCOUNT TO S.C.C.A. MEMBERS WITH  
THIS ADVERTISEMENT, OFFER GOOD 'TILL DEC.31, 1986.



DRAGONSLAYER, INC.  
826 Pinewood Ave. Schenectady, NY 12309  
(518) 382-0978 MAIL & PHONE ORDERS ONLY



## REviews

by John C. Sheridan

Have you had an opportunity to read "Inside A Plan For Club Racing" by Rocky Eatriken in the October 1986 **Sports Car**? If you haven't, please do. It is a very informative piece based on an interview with Jon Norman. Mr. Norman is Director for Area 9 and Chairman of the Planning Committee. After reading this article my opinion of the Planning Committee's efforts became all the more firm. As we have been advised there is no **plan** other than what we have been provided up to now. It is not realistic that the proposal be implemented on January 1, 1987.

I think what bothers me as much at this point as the plan or lack of a plan is the planning process and the Planning Committee. There can be no doubt that we must plan for the future. We need short term as well as long term goals. But this planning should not be the captive of a given geographical area or ideology if you will. I intend to

propose to the NEDIV Council that a Planning Committee made up of one representative from each Division be appointed. It should operate independently of the BoD-Hudson in the fashion that the Solo Board, Comp Board etc. function. Naturally it should only have the power to make recommendations to the BoD, and they should, based upon our input, adopt or reject the Planning Board's proposal. I would appreciate having you reactions at the November 5, 1986 membership meeting. Let me hear from you.

I would also appreciate hearing from Drivers, Workers and other interested parties regarding issues such as once a year tech; the Blue Gray shootout and any other issue of interest to you. As you may know the NEDIV Mini-Convention is coming up November 7 and 8 and I want to represent your opinions as well as my own. Hope to see you on November 5.

# MOHAWK-HUDSON REGION OFFICERS — 1986

## Asst. RE

Jack Hanifan  
39 Ramsey Place  
Albany, N.Y. 12208  
(518) 438-3754

## Regional Executive

John C. Sheridan  
8 Pines Court  
Albany, N.Y. 12203  
(518) 456-7787

## Director

Tom Campbell  
7 Pinehurst Drive  
Saratoga, N.Y. 12866  
(518) 587-2522

## Secretary

Dale Smith  
Pineview Lane  
Clifton Park, N.Y. 12065  
(518) 371-4025

## Worker Licenses

Clark Nicholls  
21 Hartwood Road  
Lee, MA 01238  
(413) 243-3433

## Director

Dave McClumpha  
RD #3, Box 21  
Selkirk, N.Y. 12158  
(518) 767-2308

## Membership Chairman

Michael & Sandy Weir  
6 Evergreen Terrace  
Ballston Lake, N.Y. 12019  
(518) 877-8482

## Treasurer

Jim Bishop  
840 Harris Drive  
Schenectady, N.Y. 12390  
(518) 374-6382

## Registration Chief

Marilyn Heacox  
41 Pines Lodge  
Williamstown, MA 01267  
(413) 458-9404

## Activities Director

Peter Smith  
7 Pineview Lane  
Clifton Park, N.Y. 12065  
(518) 371-9767

## Solo Chairman

Jim Garry  
14 South Lake Ave., Apt. 4  
Albany, N.Y. 12203  
(518) 449-5707

## Competition Chairman

Jack Hanifan

# THE MOHAWK-HUDSON REGION KNOCK-OFF

## Editor

Dave McClumpha  
R.D. 3, Box 21  
Selkirk, N.Y. 12158

## Publisher

George Smith  
P.O. Box 170  
Watervliet, N.Y. 12189

The KNOCK-OFF is the official publication of the Mohawk-Hudson Region, SCCA, Inc. Opinions expressed are not necessarily those of the Mohawk-Hudson Region or the Sports Car Club of America. The deadline for all materials is the **15th** of the month.

# CALENDAR

## November

5 Membership Meeting, Ramada Inn, Albany "Election Night"  
8-9 Mini Convention - DNY - Syracuse

## December

6 Annual Awards Banquet, Ramada Inn, Albany

## January

7 Membership Meeting, Ramada Inn, Albany - "Honest"  
Harold Cameron's Fabulous Auction

## Notes from the Membership Committee

Only one anniversary for this month: Pearce Raeder has been with the club for 5 years. We have two new members: another Hathaway (Rona, of Pittsfield, MA) and Roy Sebazco, of Atlantic Beach, NY. Congratulations and welcome, all

## CLASSIFIED ADS

Classified ads in the KNOCK-OFF are free to Mo-Hud Region members. A charge of \$2.00 per insertion will be made to non-region members. Send your ad, and check if necessary, to David McClumpha, R.D. 3, Box 21, Selkirk, NY 12158. Checks should be made out to Mohawk-Hudson Region, SCCA.

### For Sale

Yankee Racing, #2 Corvette ready to race, with chevy hauler, all or part. Trades of any kind considered. \$11,000 or B/O. Bernie DeGraff, (518) 887-2987.

Two 13x5.5x3.75b.c. steel wheels - FF, Triumph, etc....\$15 each  
Trailer, for cars up to about 1200 pounds...\$400.

Pinto front uprights complete: hubs, disks, calipers...\$40 each  
Chevy 3 speed transmission, 1979, with shifter...\$25.

Carburetors: Corvair 110, Zenith CD175, Fiat 128. You tell me.  
Front uprights, from my last year's race car. 3.75 b.c. Hurst/Airheart  
175-06 brakes. Live axles. Complete...\$60 each.

Bell Star 2 helmet. White. Snell 1975...\$30.

Call Mike Weir 877-8482



# Knock **OFF**

Official Publication of the Mohawk-Hudson Region

Mohawk-Hudson Region SCCA

Mo-Hud R. E.  
John Sheridan



Setting Fast Lap  
Glen National

November 1986



# Knock **OFF**

Official Publication of the Mohawk-Hudson Region

P.O. Box 170  
Watervliet, N.Y. 12189

Clark Nicholls  
21 Hartwood Road  
Lee, MA 01238

