



**Mohawk-Hudson SCCA**  
APRIL 1990



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Do You Remember, continued...

designed for the specific car; driving up replacement costs.

Just as we now have a generation of drivers who know nothing about driving faster than 55 mph, soon we will have a generation of car owners who will not know anything about their car, besides put the key in and/or call the repair shop. Between the government regulation and the car makers decision to give the consumer whatever he wants, without explaining the future costs; we are eliminating what used to be a big part of the car sales market - the affordable used first car.

Can an individual have an effect on the system? If you buy a new car choose the model and the options carefully. For instance, buy a good set of tires, but watch out for unusual wheels and tires (any TRX owners out there?). You don't always have to spend more money to get acceptable performance, and ten years from now someone buying their first car may thank you.

Chris Zarzycki 2/90

## DO YOU REMEMBER?

In 1973 I bought my first car. It was a 1963 Triumph Herald; not a car that set the sports car world on its ear. With 43 horsepower and skinny 155-13 tires, it was everything I didn't want in a car. But for \$275 (including four new tires) it was mine and served as a great introduction to British cars and weekly maintenance. Looking back, was I lucky to live in a time when used cars had both character and a low purchase price? Can you get a bargain like that today?

Setting some limits, let us examine price first. In 1973 cars were available from \$50 to \$600. \$400 was a reasonable figure back then for a safe, running car. Allowing for inflation and a little more, 1990's price should be about \$1600. Now what can you get for that price? Picking up the local classified we find a Buick LeSabre for \$700. Nah. A 1978 Camaro V8 with 4 speed transmission for \$1300? Not bad. We will pass on Chevetttes. Firebirds, Escorts, Mustangs, Olds Omega, a few Datsuns (not Nissans) and a very few Hondas are seen. Wow, even 3 MGB's for under \$1200 ea. Oh well, some things never change. Some tired Subaru, a lot of Toyota Corollas and some reliable Volvo sedans complete the list. What is missing? Vegas, Fiats and Pintos have mostly rusted in place. Triumphs and Porsche 914s, and yes, even the lowly Beetle have been bought up by collectors. Most American sedans of the late 70's were run into the ground by owners who could not afford a new car during double digit inflation and skyrocketing gas prices.

So there are a few good cars out there. Their numbers are dwindling though, and things do not look like they are going to get any better. Some disturbing trends are occurring that will mean the end of the affordable used car.

First - Modern cars have gravitated to front wheel drive since 1980. The initial cost is not too bad, but repair costs tend to involve groups of parts rather than individual items. That and the cost of more complex parts makes most rear wheel drive power trains seem bulletproof in comparison.

Second - Unibody cars have replaced the old separate body and frame. Again, because of modern manufacturing, the initial cost is reasonable. With modern rustproofing the cars have a fair chance of not rusting away. Any repairs, though, are now out of the realm of the backyard mechanic. Restoring or renovating these new cars requires tools and equipment that makes it cost prohibitive.

Third - Engines have become, through emission legislation and fuel economy regulations, more complicated. Dual overhead cams, turbocharging, computer controls have given us back the performance we lost in the 70's but at what cost? It is not usual to junk a car these days because the cost of an engine repair exceeds the total value of the finished car! Engine swapping has gone the way of the dodo bird because laws require you to replace the old engine with the equivalent year and emissions controls.

Fourth - Technology running wild. While we are used to electronic technology giving us more for less (Personal Computers, VCRs and Fax machines come to mind); where is the corresponding automotive technology? We now have \$150 tires, \$100 aluminum wheels, \$75 headlights and \$500 exhaust systems. Lets look at tires and wheels. Instead of standardizing sizes and bolt patterns, each item seems

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SUNDAY FEBRUARY 18, 1990 PITTSFIELD WINTER CARNEVAL ICE TRIALS RESULTS:

POS	CAR #	DRIVER	VEHICLE	RUN 1	RUN 2	RUN 3	RUN 4
<b>GREEN MACHINE - 1970 CHEVY WAGON WITH BOLTS IN TIRES:</b>							
1-FTD	15	DAVE COOK	1970 GREEN MACHINE	2:11.02-FTD	2:11.18	2:50.54	D.N.R.
2T	0	MARK MAJCHER	1970 GREEN MACHINE	2:14.45	2:13.66-B	D.N.F.	D.N.R.
3T	24	WILSON WRIGHT JR	1970 GREEN MACHINE	2:15.72-B	D.N.F.	D.N.R.	D.N.R.
4T	27	KEITH MARTENS	1970 GREEN MACHINE	2:47.09	2:18.01-B	2:32.89	D.N.R.
5	21	TONY RIED	1970 GREEN MACHINE	2:26.24	2:18.72-B	2:34.36	D.N.R.
6	3	ERIC WEISS	1970 GREEN MACHINE	2:22.64	2:19.38-B	2:39.73	2:35.19
7	6	CLARK W. NICHOLLS	1970 GREEN MACHINE	2:24.16	2:19.99-B	2:29.58	D.N.R.
8	18	BOB MATSON	1970 GREEN MACHINE	2:20.73-B	2:23.84	2:33.43	3:02.73
9	9	PETER NIXON	1970 GREEN MACHINE	2:27.57	2:20.96-B	2:39.68	D.N.R.
10	12	JAMES TRUMPS	1970 GREEN MACHINE	2:29.77	2:24.86-B	2:57.81	2:50.17
11	30	BILL FOSHAY	1970 GREEN MACHINE	2:25.47-B	2:38.76	3:16.62	2:48.12
<b>FRONT ENGINE FRONT DRIVE - BOLTS IN TIRES:</b>							
1T	1	DAVE COOK	1978 FORD FIESTA	2:21.99	2:13.07-B	D.N.F.	D.N.R.
2T	11	TONY RIED	1978 FORD FIESTA	2:13.30-B	2:13.45	2:33.69	D.N.R.
3T	23	WARREN WETHERELL	1982 SUBARU WAGON	2:13.74-B	2:21.41	D.N.R.	D.N.R.
4	19	JAMES TRUMPS	1978 FORD FIESTA	2:17.55	2:15.89	D.N.R.	D.N.R.
5	20	ROBERT MOSER	1982 SUBARU WAGON	2:21.93	2:18.73-B	2:25.88	2:38.22
6	31	MARK FORMEL	1978 FORD FIESTA	2:18.73-B	2:22.55	D.N.R.	D.N.R.
7	32	BRIAN FORMEL	1978 FORD FIESTA	2:27.03	2:21.20-B	D.N.R.	D.N.R.
<b>REAR ENGINE REAR DRIVE - STUDDED TIRES:</b>							
1	29	CHRIS HAVAS	1973 FIAT 850	2:19.34	2:19.32-B	2:23.00	2:21.96
2	35	MARGARET HENDRICKSON	1973 FIAT 850	2:54.14-B	2:56.50	2:54.50	2:57.64
<b>FRONT ENGINE FRONT DRIVE - UNSTUDED TIRES:</b>							
1	2	ALAN CLAFFIE	1977 HONDA CIVIC	2:48.14	2:41.02-B	2:43.65	2:53.13
<b>FOUR WHEEL DRIVE - UNSTUDED TIRES:</b>							
1T	17	RICHARD ROCKEFELLER	1977 FORD BRONCO	2:37.62	2:31.81-B	2:37.86	2:39.07
2T	25	BILL FELLOWS	1988 CHEVY PICKUP	2:36.59	2:34.84-B	2:36.70	2:40.79
3	8	CHUCK FULLER	1977 FORD BRONCO	2:38.15	2:34.85-B	2:37.69	2:48.15
4	4	MARK FULLER	1977 FORD BRONCO	2:43.37	2:38.83	2:35.45-B	2:39.66
5	13	RONALD FULLER	1977 FORD BRONCO	3:13.63	2:39.36-B	2:44.96	2:43.23
<b>FRONT ENGINE REAR DRIVE - SCREWS IN TIRES:</b>							
1T	10	JOHN FAIRWEATHER	1973 CHEVY IMPALA	2:35.35	2:58.82	2:48.69	2:35.04-B
2	16	JOE ANDREWS	1973 CHEVY IMPALA	D.N.F.	2:41.69	2:38.99-B	2:40.91
3	35	BOB POMEROY	1973 CHEVY IMPALA	2:42.81	2:58.43	2:39.38-B	2:41.47
<b>FRONT ENGINE REAR DRIVE - UNSTUDED TIRES:</b>							
1T	5	PAUL DUNNELL	1974 TVR	2:46.50	2:42.76-B	2:43.74	2:50.68
2T	28	MARK FORMEL	1978 DATSUN 280-Z	3:07.66	2:52.54-B	D.N.R.	D.N.R.
3	37	SVEN MARTIN	1978 DATSUN 280-Z	3:25.19	2:59.67-B	D.N.R.	D.N.R.
4	34	GREGORY CZECHOWSKI	1978 DATSUN 280-Z	3:21.18	3:15.51	3:00.01-B	D.N.R.
5	26	DAVID COOK	1978 DATSUN 280-Z	3:11.89-B	D.N.F.	D.N.R.	D.N.R.
6	29	BRIAN FORMEL	1978 DATSUN 280-Z	3:43.30-B	D.N.F.	D.N.R.	D.N.R.
<b>FRONT WHEEL DRIVE - STUDDED TIRES:</b>							
1	22	WILSON WRIGHT JR	1980 VOLKSWAGON RABBIT	2:18.28-B	2:18.75	D.N.R.	D.N.R.

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 SATURDAY FEBRUARY 17, 1990 PITTSFIELD WINTER CARNEVAL ICE TRIALS RESULTS:  
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POS	CAR #	DRIVER	VEHICLE	RUN 1	RUN 2	RUN 3	RUN 4
MODIFIED - STUDED TIRES:							
1-FTD	22	GARY VIRGILIO	VW DUNE BUGGY	2:11.29	2:12.61	2:01.45-FTD	D.N.R.
2	17	BERNIE MALUMPHY	VW DUNE BUGGY	2:06.05-B	2:09.88	2:06.17	D.N.R.
GREEN MACHINE - 1970 CHEVY WAGON WITH BOLTS IN TIRES:							
1T	15	DAVE COOK	1970 GREEN MACHINE	2:09.16	2:07.40-B	2:08.74	2:18.58
2T	24	WILSON WRIGHT JR	1970 GREEN MACHINE	2:09.53	2:09.05-B	2:10.32	2:10.32
3T	0	MARK MAJCHER	1970 GREEN MACHINE	2:09.76-B	2:11.09	2:13.54	2:12.31
4T	30	BILL FOSHAY	1970 GREEN MACHINE	2:13.58-B	2:15.41	2:14.47	2:20.82
5	6	CLARK W. NICHOLLS	1970 GREEN MACHINE	2:14.17-B	2:18.65	2:20.38	2:28.55
6	27	KEITH MARTENS	1970 GREEN MACHINE	2:16.50	2:16.25	2:16.05-B	2:41.97
7	9	PETER NIXON	1970 GREEN MACHINE	2:37.41	2:19.52	2:18.11-B	2:22.04
8	3	ERIC WEISS	1970 GREEN MACHINE	2:19.30	2:18.29-B	2:24.74	2:21.49
9	18	TONY RIED	1970 GREEN MACHINE	2:23.55	2:19.35-B	2:19.41	2:24.97
10	21	JAMES TRUMPS	1970 GREEN MACHINE	2:20.72	2:22.88	2:20.52-B	D.N.R.
11	12	GENE DALEY	1970 GREEN MACHINE	2:33.62	2:25.45-B	2:31.78	2:32.07
FRONT ENGINE FRONT DRIVE - BOLTS IN TIRES:							
1T	1	DAVE COOK	1978 FORD FIESTA	2:09.76	2:07.89-B	2:18.33	2:11.92
2T	23	BRUCE TAYLOR	1978 FORD FIESTA	2:18.56	2:10.25	2:09.01-B	D.N.R.
3T	31	WARREN WETHERELL	1982 SUBARU WAGON	2:09.61-B	2:10.17	2:10.28	2:17.90
4	28	ROBERT MOSER	1982 SUBARU WAGON	2:12.29	2:11.73-B	2:14.31	2:17.11
5	14	TONY RIED	1978 FORD FIESTA	2:15.09	2:19.57	2:11.86-B	2:14.49
6	10	JAMES TRUMPS	1978 FORD FIESTA	2:22.54	2:17.35-B	2:19.05	2:20.27
7	34	MARK FORMEL	1978 FORD FIESTA	2:26.06	2:29.63	2:23.10-B	2:24.68
8	37	BRIAN FORMEL	1978 FORD FIESTA	2:27.12-B	2:41.99	4:11.06	2:29.95
FRONT ENGINE FRONT DRIVE - STUDED TIRES:							
1T	29	KURT WEISS	1978 HONDA CIVIC	2:03.33-B	2:09.57	2:10.02	D.N.R.
2	35	CAROLYN BROWN	1978 HONDA CIVIC	2:37.93	2:34.51-B	2:35.74	D.N.R.
3	8	GERRY MICHNEY	1979 HONDA CIVIC	D.N.R.	D.N.R.	D.N.R.	D.N.R.
FRONT ENGINE FRONT DRIVE - UNSTUDED TIRES:							
1	32	ROBERT CLAFFIE	1977 HONDA CIVIC	2:29.63	2:27.92	2:27.61	2:23.51-B
2	2	ALAN CLAFFIE	1977 HONDA CIVIC	2:34.21-B	2:34.83	2:34.64	2:42.59
FOUR WHEEL DRIVE - UNSTUDED TIRES:							
1T	11	CHUCK FULLER	1977 FORD BRONCO	2:21.93	2:20.38	2:19.57	2:18.97-B
2T	20	RICHARD ROCKEFELLER	1977 FORD BRONCO	2:22.03	2:22.54	2:20.23-B	2:38.20
3	19	RONALD FULLER	1977 FORD BRONCO	2:26.00	2:21.06-B	2:22.30	2:25.21
4	13	MARK FULLER	1977 FORD BRONCO	2:22.14-B	2:27.54	2:32.20	2:34.83
5	26	STEPHEN FULLER	1977 FORD BRONCO	2:31.03	2:23.74-B	2:27.53	2:31.71
6	16	MICHAEL FULLER	1977 FORD BRONCO	2:35.16	2:27.59-B	2:30.20	D.N.F.
FOUR WHEEL DRIVE - UNSTUDED TIRES:							
1T	5	DAVE COOK	1986 SUZUKI SAMURAI	2:23.30-B	2:24.46	2:25.45	2:24.33
2	4	BRUCE TAYLOR	1986 SUZUKI SAMURAI	2:24.21-B	2:25.04	2:42.05	2:27.61
3	25	JAMES TRUMPS	1986 SUZUKI SAMURAI	2:32.99	2:27.58-B	2:31.96	2:30.03
FRONT ENGINE REAR DRIVE - SCREWS IN TIRES:							
1	7	JOHN FAIRWEATHER	1973 CHEVY IMPALA	2:16.51-B	2:18.65	2:18.02	2:27.93

SATURDAY FEBRUARY 3, 1990 PITTSFIELD WINTER CARNEVAL ICE TRIALS RESULTS

POS	Car #	DRIVER	VEHICLE	RUN 1	RUN 2	RUN 3	RUN 4	RUN 5
FRONT ENGINE FRONT WHEEL DRIVE - BOLTS IN TIRES:								
1	FTD 13	WARREN WETHERELL	SUBARU WAGON	2:15.38	2:16.69	B-2:08.83	2:12.79	2:12.27
2	7	ROBERT MOSER	SUBARU WAGON	2:13.19	2:17.50	B-2:10.71	2:13.82	2:13.11

FRONT ENGINE FRONT WHEEL DRIVE - STUDDED TIRES:								
1T	16	ROBERT T CLAFFIE	78 FORD FIESTA	(D.N.R.)	(D.N.R.)	B-2:09.97	2:11.36	(D.N.R.)
2	11	DAVID COOK	78 FORD FIESTA	2:17.30	2:16.77	2:12.63	B-2:11.29	2:12.03
3	14	TONY J RIED	78 FORD FIESTA	2:26.97	2:38.15	2:19.45	2:19.65	B-2:17.87
4	10	JAMES TRUMPS	78 FORD FIESTA	2:27.92	2:29.52	2:25.02	2:20.68	B-2:18.04

GREEN MACHINE - 1970 CHEVY WAGON WITH BOLTS IN TIRES:								
1T	0	MARK MAJCHER	GREEN MACHINE	2:37.36	2:38.27	B-2:14.40	(D.N.F.)	2:19.47
2T	12	STEVEN SPRAGUE	GREEN MACHINE	2:22.53	2:32.98	2:18.59	B-2:15.79	2:20.22
3T	24	DAVID COOK	GREEN MACHINE	2:37.49	2:26.95	2:16.50	2:17.14	B-2:16.07
4	21	ROBERT T CLAFFIE	GREEN MACHINE	2:24.44	2:23.34	B-2:17.43	(D.N.R.)	(D.N.R.)
5	15	JOHN DAGESSE	GREEN MACHINE	2:23.00	3:03.91	B-2:18.01	2:18.41	2:23.67
6	6	CLARK W NICHOLLS	GREEN MACHINE	2:36.36	2:32.35	B-2:22.44	2:26.84	2:28.47
7	3	KEITH MARTENS	GREEN MACHINE	2:32.16	2:34.26	2:31.96	B-2:23.96	2:28.59
8	9	PETE NIXON	GREEN MACHINE	2:37.27	2:47.89	2:39.73	B-2:26.08	2:46.67

COMBINED CLASS:								
1T	4	VICTOR M HOPKINS	71 BUICK SKYLARK	2:30.00	2:27.64	B-2:20.38	2:24.42	2:22.49
2	2	ALAN J CLAFFIE	77 HONDA CIVIC	2:37.96	2:34.48	B-2:26.36	2:30.14	2:34.56
3	8	JOHN FAIRWEATHER	75 CHEVY MALIBU	2:45.94	2:50.35	B-2:33.89	2:36.43	2:40.85

FOUR WHEEL DRIVE - UNSTUDED TIRES:								
1T	18	BILL FOSWAY	1977 BRONCO	2:44.82	2:31.91	2:25.98	B-2:23.64	2:26.39
2	1	CHUCK FULLER	1977 BRONCO	2:36.13	2:30.82	2:29.86	B-2:25.78	2:26.21
3	5	MARK FULLER	1977 BRONCO	2:45.25	2:39.93	2:39.25	B-2:38.08	2:49.91



bolts that provide at least 1/2 inch of protrusion from the tread when screwed through from the inside of the tire. When screwing the bolts through from the inside, use a flat washer under the head of the bolt to protect the inside of the tire from the bolt head. We used and highly recommend you use an air ratchet to screw the bolts into the tire from the inside. Install all the bolts into the tire but don't have them protrude to the outside until all bolts are installed. This makes handling of the tires easier and you are less likely to tear your clothes on the protruding bolts. Once you have all the bolts (with washers) started, put some silicone or other type of sealant under each washer around the threads before you tighten the bolt fully. Now you are ready for the final step, installing the nut and tightening the bolt. Again, using an air ratchet, tighten each bolt from the inside. When each bolt protrudes on the outside, use Loc-tight on the threads and start the nut. Put a wrench on the nut and continue to tighten FROM THE INSIDE of the tire holding the nut stationary. This last step is very important to follow exactly. If you tighten the nut from the outside, the bolt tends to loosen in the tire and air will leak. The loc-tight prevents the nuts from backing off in use. We lost about 30 nuts last year, which also contributes to air loss. Tighten until the nut is sucked down into the rubber tread completely, or, if you use washers on the outside also, until the washer squishes the tread adequately. Again, the length of the bolt should be such that at least 1/2 inch protrudes from the tire surface. Some initial trial and error will be required to determine this length, I suggest you use a long (2-1/2 inch) bolt, install it and measure how much it is longer than what you want. Then you go and buy bolts that are the proper length. Note that if you are using used tires that the tire thickness will vary across the tire tread width and from tire to tire. You may wish to put some quality stop leak in the tires when you blow them up. Use plenty!

Need more information, help or suggestions? Do you know someone who don't? Contact Clark Nicholls or Mark Majcher.

**NEW HELMETS:** Due to requirements of the Sports Car Club of America for all Solo 2 events using the SCCA insurance (such as the Ice Trials) that all helmets used at such an event must be certified SNELL 1975 or newer, BMSC has purchased 3 "loaner" helmets. We were able to get 3 open faced ARAI helmets, SNELL 1985, wholesale for \$40 each. They were literally a bargain too good to miss and the price was so good since they are a line being discontinued by the distributor. We had to act fast before supplies were gone and to get them prior to the Ice Trials (as it turned out, they didn't arrive in time for the February 3rd event, but we have them now).

Please note that if YOU are going to an SCCA event (anywhere in the country) you will be required to use a helmet that is SNELL 1975 or newer!

At this point we will offer for a very limited time, to anyone interested, ARAI brand SNELL 1985 certified helmets (S, M, L and MAYBE X-L): open faced \$45, full faced with vents (about \$90), full faced without chin vents (large and x-large only) (about \$70). Limited or no color choice! Due to COD shipments, CASH must accompany your order. Sizes: Small (6 3/4 - 6 7/8); Medium (7 - 7 1/8); Large (7 1/4 - 7 3/8); X-Large (7 1/2 - 7 5/8). SNELL 1975 helmets are not available from this supplier. A few SNELL 1980 full face helmets (vented or un-vented) are available at somewhat (\$10-20) lower prices than the 1985 versions. Contact Clark Nicholls for more information or ordering.

## FOR SALE, FREE and WANTED:

### For Sale:

1990 Mitsubishi Eclipse Turbo. Black, no sunroof. Stored this past winter. Mark Majcher (413)243-2790.  
1970 Dodge Challenger T/A. California car with 340CID 6-pack. Lime Green. Automatic. Mark Majcher (413)243-2790.  
4-speed Trans-axle for 1972 vintage Subaru. Inboard drum brakes. Make offer (free or trade).  
Triumph Spitfire 1147cc engines and other assorted parts. Slightly bent frame for a 1974 Spitfire. Everything Cheap

### Free:

RCA XL-100 19 inch color TV. Doesn't work.  
Leftovers of 1975 Impala 2-door. Good glass, bumpers and other parts.

### Wanted:

15 inch wheels to fit full size GM cars. Both small (for the Green Machine since we broke a wheel and have no 15 inch spares!) and large (for the Maroon Monster) bolt patterns. Free or cheap.

15 inch snowtires, the wider the better, with good tread for 1991 Ice Trials Green Machine and Maroon Monster (we need a few months to install the bolts).

For all above items, unless otherwise noted, Call Clark Nicholls (413)243-3433 or write to 21 Hartwood Road, Lee, Mass. 01238

## INTERESTED IN WORKING RACES?

If you're interested in becoming a race official (worker) at race events such as those at Lime Rock Park in Connecticut, contact Clark or David Hathaway. Membership in the Sports Car Club of America (SCCA) and being at least 18 years of age is required for most jobs. For non-members and those under the age of 18, if you like math and can handle a stopwatch, perhaps you would like to try Timing and Scoring. No matter what your specialty, you get into the track free and have access to areas most people only dream about. You get to meet the drivers and see the equipment up close!

**WARNING UP YOUR CAR:** This is a tip for all of you that keep your everyday car outside in the Winter. I've been doing this for almost 2 decades and it works real well. If you want to come out of the house and get into a car that's warm with the windows defrosted and the snow that fell last night melted off the windows, do as I say! You need an electric heater such as you use in the house, as small as possible to fit inside your car. Mine is 1500 watts, about a foot wide, 4 inches high and 8 inches deep with a cage-type blower fan built in. You also need a 24 hour timer switch and an electric outlet in the garage so that you can run a good extension cord from the timer out to the car. Here's what you do:

- 1) Plug the timer into an outlet in the garage. Set it to turn on at 6AM (this time should be about 1 to 2 hours before you leave for work). Set it to turn off after you expect to have left (in case you're late) so it's set to do the job the next day
- 2) Run the extension cord under the garage door in such a way it won't get run over by cars in the garage or chewed up in the snowblower when cleaning up the snow in the driveway. It's also a good idea to permanently tie the extension cord to some un-moveable object in case you forget to unplug in the morning!
- 3) Set up the heater, turned to high, on the passenger seat keeping the hot parts away from the upholstery. I place mine on an upside-down hubcap.
- 4) Run the heater cord (use a short, flat heavy duty extension cord if necessary) through a door that you don't open that often and leave it hang out. Mine runs through the tailgate and the plug hangs down to the bumper.

That's the setup! At night, remember to set up the heater in the front seat and plug in the cord from the garage. When you go to work, the most you should have to do is wipe any melting snow from the windows and brush off the snow from the hood so it doesn't blow onto the windshield as you drive. The windows won't fog from your breath and, after warming the engine about a minute for the oil/engine's sake, you can drive right off. Don't forget to unplug, however! Also remember that all cords and the timer must be rated to carry 15 amperes! If you are like me, the car heater will become useful when you're about 1/3 the way to work. Sometimes I forget to turn the fan on! The earlier you turn the electric heater on, the warmer the car will be.

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**BERKSHIRE ACTIVITIES REPORT - Clark W. Nicholls**


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**ICE TRIALS PART 1 (SATURDAY FEB 3):**

Well, I don't believe it, but the first of three days of Ice Trials for 1990 is over, and it went well! I had to fight off temptation to cancel, but my main cheerleader, Mark Majcher, kept me going and 20 drivers, including some new ones, had a great time. Saturday morning Mark and I formed our station wagon train on lower Hartwood Road in Lee and trekked up to Onota lake (after setting the Green Machine un-stuck from the snowbank at the end of my driveway, where Mark high-sided it). There was very little snow the previous night and we hoped that all the rain of Friday had drained through the cracks into the lake. When we arrived at 8:15 we found a lake half covered with inches of slush and half frozen ice on top of the 18 inches of solid lake ice. Mark and I set up the course, warned the fishermen of what was happening, and drove around a couple of times with Pete Nixon and Keith Martens. It didn't look good and there weren't many entrants showing up. We figured we'd hang around all day and eat donuts, hotdogs and drink coffee in the pavilion after canceling the event. Then Steve Sprague arrived with his plow and started to clear the course. A few more entrants trickled in and we wondered some more about what to do. Bill Foshay arrived with his plow and went out to help Steve. OK, already, the event is on! Change the tires on the Green Machine and set up the timers. Luckily it was rather warm and Dave Melle (our loyal timer person from the Winter Sports Committee) set up the timing equipment on an open flatbed utility trailer on the lake. The only van that Flynn's had that weekend had no engine in it, but promised one for the next event!

Once the plows did their work, the course looked pretty good. It was 1.6 miles long, perhaps the longest in years. There were some potholes where the ice (8-8+ inches deep) that had frozen on top of the 18 inches of lake ice had broken out and most drivers didn't want to run their normal street cars. The Green Machine was a logical alternative! It didn't get out of the event undamaged, however. Sometime during the second of five timed runs one of the rear shock absorbers ripped out of its upper mount and the battery got loose during the 4th run and got the side ripped off in the alternator fan (a real good battery this one was!). After trying to install a battery from the timing equipment, we decided to put the damaged one back in, and were surprised to find it still worked fine, even with no battery acid (it was all over the engine). The broken shock wasn't diagnosed until after the event when we were jacking up the car to change the tires and the rear wheel stayed on the ground a lot longer than usual. Another weekend to spend at Wilson's before the next event (luckily we scheduled with a weekend in between for maintenance)! The helmets we ordered hadn't arrived, so we had to make do with 1 loaner from RPI and my personal helmet. This lost us some time on the start line, but we still got 5 runs for those that wanted them. They arrived the Wednesday after this event.

**ICE TRIALS PART 2 (SATURDAY FEB 17):**

Mark and I spent the next Saturday at Wilson's rejuvenating the Green Machine. A little fabrication on Mark's part and the shock was in place. I installed Mark's battery (we've used up all my summer car batteries over the last few years) from his LIME (1970 Dodge Challenger T/A that is that beautiful Dodge lime green a-la Howard Drake) with a stainless hose-clamp to keep it in place. Friday night before the event I went to Wilson's to pick up the Green Machine and it started fine. Mark was to meet me soon so I let it idle to warm up. After 1/2 hour Mark still wasn't there so I shut the Green Machine down. When Mark finally did show, it wouldn't start, the solenoid was bad, so we towed the Green Machine up the hill and coasted it into Wilson's where we found his new starter for his pickup truck. We scavenged the solenoid from it and away we went. There's always something the night before the event! As it turned out, there was now something on the morning of the event. Two body mounts (3/4 inch bolts) we installed last year to hold the body to the frame had disappeared and I installed new ones at 7AM on the Saturday morning of the event! We then wagon trained it up to the lake, again not knowing what to expect after over an inch of rain Thursday and Friday. The lake turned out to be a couple of inches of half frozen ice on top. Sounds familiar. Luckily, Bill Foshay showed up with not one but two plows! He got to work and cleared the 1.5 mile course I set up with Mark and Bruce Taylor. Steve Sprague made an appearance in the Krofta plow to help out also. After about 30 minutes, one of Bill's plows threw the drive shaft. Poor Bill, always something happens to our faithful helper! Registration started and continued throughout the event. It was a beautiful day (except for the wind) to be on the lake, the only disappointment being that we only had 4 timed runs due to getting started a bit late. This wasn't really a problem since many of the entrants' cars were giving up the ghost. Mitch's car didn't make it through the warm-up's! Dave Cook's Fiesta did its thing in the first turn, but almost no-one saw it since the wind kept us all looking away from the course! Luckily Dave's sponsor was driving I hear

were causing massive puddles that kept getting larger. As the day went on the slush dried and froze. After the last run, Bill cleared the course for Sunday with the expectation that it would be frozen solid and impossible to do then. Bill plowed a bit of snow/ice into the puddles and we hoped they would freeze over night.

**ICE TRIALS PART 3 (SUNDAY FEB 18):**

I arrived at the lake at 8AM to make sure the fishermen didn't drill holes in the course, which we would run in the opposite direction of Saturday. This proved to be a good idea and I rescued us from several fresh puddles. Indeed, the night temperatures and wind froze almost all the puddles from Saturday and we all had clean windshields. The event took its toll on cars again. Dave Cook's Fiesta lost an engine, at the start of the third run, the center section of one of the rear Green Machine wheels broke out (on Mark's best run, I'll bet), and the 280-2 lost a clutch. I feel pretty good having obtained the fastest time in the 3rd run with only one bolted tire in the rear! The wind was gone and the weather was beautiful, but again we only had 4 runs. The only way to get more runs in is if we get going earlier and always have 2 cars out on the course. Let's try harder next year. Thanks to the new loaner helmets from Mo-Hud, RPI and BMSC there wasn't a problem this weekend with waiting for helmets.

**ALL IN ALL....**

Thanks again to the many people who helped put on these events. It takes a lot of effort and every assistance is much appreciated. Special thanks to Wilson Wright Jr (for the use of his garage, yard, repair plate, tools and parts. Please patronize Wilson Wright's garage in Lee!), Bill Foshay (our faithful plow man who thrives on adversity), Keith Martens (our safety steward and new member), Janice and Jean Hughes (BMSC member food concessionaires - hope to see you at a rally!), and Steve Sprague (who made a special appearance with the plow). It was a real miracle that we were able to pull these 3 days off with the wild weather we've had this winter! I enjoy seeing the proliferation of bolted tires since we introduced them to the ice trials 4 years ago, but I miss all the real street cars that used to be the core of the event. We had many new entrants this year who were very enthusiastic, to say the least. I hope to see you all at other events and next year at the Ice Trials! Hope to get more participation to this unique event from the Albany crowd next year!

**NEWS FOR 1991:**

We have the 1st and 3rd weekends in February booked for the Ice Trials. Mark your calendars! Bill Foshay has donated a replacement for the Green Machine. It is a 1977 Chevy Caprice wagon with a damaged 305 V-8. Otherwise, it looks to be in better shape than the Green Machine, but it is Maroon, not Green! (The Maroon Monster?) The engine transplant will come out of the Son-Of-Green-Machine that is at Wilson's now (1975 2 door Impala with a 350 2-BBL V-8. Soes anyone want the remains after we remove the engine, transmission and rear axle?). Help will be needed this summer. Mark Majcher, Pete Nixon and I are now SCCA Safety Stewards. Our event requires 2 such persons be present. This will help us in the future in case Keith Martens cannot make it.

**HOW TO BOLT-UP A MEAN, SET OF TIRES:**

This article was first published in 1989. I thought it may be interesting to pass on the results of all the trials and tribulations encountered by Mark and I in 'building' the tires used on the Green Machine. As you know, these traction devices make use of 1/4x20 bolts (of various lengths) in the tread area to provide vast amounts of traction on the ice (also note that the rear differential has been welded so that both rear wheels are always driven). Installing these bolts has taught us a few things that should prove valuable to anyone building their own set of similar tires. Note we run the tires without tubes. Tubes would/did rub against the bolt heads and puncture, at which point your tire becomes useless. It is much better to have an air compressor available to refill any air that leaks. If you follow the following procedures you should have little or no air leakage. Unfortunately, we learned some of these procedures after the Green Machine tires were finished. That's why our tires do leak. The rear tires are 255/60x15 B F Goodrich TA radials with very little tread left that were used on the rear of my '79 Camaro. The fronts are 225/75x15 all season radials with very good tread that came with the Green Machine.

After choosing your tires, drill holes in the solid block areas of the tread at some regular spacing. Pick a density that suits your needs and space the bolts regularly so as to maintain some sort of balance to the tire. In our case we had over 300 bolts per tire. The rear tires have bolts installed in every block of the tread pattern, the fronts in every other. The drill bit



(203) 435-2571

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1990 RACING SCHEDULE

- May 5                    DANDELION GRAND PRIX - NATIONAL CHAMPIONSHIP SERIES  
Sports Car Club of America, New England Region  
with Practice (N) May 4
  
- May 26 & 28        TOYOTA TRUCKS PRESENTS THE LIME ROCK GRAND PRIX  
for IMSA Camel GT (GTP/GTL), plus:  
SCCA TOYOTA Formula Atlantic Championship  
TDK Challenge for IMSA Barber/SAAB Pro Series  
PaineWebber Vintage Invitational  
LuK Clutch Challenge- IMSA International Sedans
  
- June 2                NORTH ATLANTIC ROAD RACING CHAMPIONSHIP SERIES (NARRC)  
Sports Car Club of America, New York Region  
with Race Drivers School (N) June 1
  
- June 30              34th ANNUAL FIREWORKS 400 NATIONAL CHAMPIONSHIP RACES  
Sports Car Club of America, No. New Jersey Region  
with Practice (N) June 29
  
- July 4                to be announced
  
- July 21               NORTH ATLANTIC ROAD RACING CHAMPIONSHIP SERIES  
Sports Car Club of America, New England Region  
with Practice (N) July 20
  
- Aug. 3-4             25th ANNIVERSARY TRANS AM  
Sports Car Club of America TRANS AM Championship,  
plus support races to be announced
  
- Aug. 18              JOHN STIM MEMORIAL RACES - (NARRC) SERIES  
Sports Car Club of America, Mohawk-Hudson Region  
with Practice (N) Aug. 17
  
- Aug. 25              ENDURANCE RACES (N); RESTRICTED REGIONAL (muffled)  
Sports Car Club of America, New York Region
  
- Aug. 31-Sep. 3     8th Annual BMW VINTAGE FALL FESTIVAL  
Vintage and Historic Racing, Concours d'Elegance,  
Automotive Swap Meet, Auto Art Show
  
- Sept. 22             NORTH ATLANTIC ROAD RACING CHAMPIONSHIP SERIES FINALE  
Sports Car Club of America, New York Region  
with Practice (N) Sept. 21
  
- Sept. 28-29        LIME ROCK FALL CLASSIC  
IMSA GTO/GTU Challenge and SCCA Sports 2000 Series

## **The (Motor) Sporting Life**

by  
A.W. Other

### **Foreign Objects**

The Hacker Express got off to a good start for 1990: their Oldsmobile Firehawk program came home with first and fourth in Sports and third in Touring at the Miami opener. A side effect of the GM involvement is that "Furrin cars" from past racing endeavors (a 16v GTi still good for Firehawk or Showroom Stock and MR2 now legal for ITA) are out of favor. Call Paul (518) 758-9412 for details.

### **Hail, and Farewell.**

A note from the Philadelphia Region mentions a hillclimb reunion on April 7 at Danville, PA to dissolve the Pennsylvania Hillclimb Association.

In its prime the PHA ran a dozen events annually throughout the Keystone State, with entries enough to fill a two-day program. Fields encompassed everything from the mundane to the magnificent (big-block Cobras and Corvettes, Can-Am McLarens and F5000 Lolas). There's an effort afoot to keep a few of the "classics", like Giant's Despair, Weatherly and Duryea, alive as Solo I.

### **Does Ford have any idea ?**

Though losing favor on the far side of the Atlantic, Formula Ford 2000 seems to be getting ever stronger in North America.

to be even more competitive and rewarding in 1990, and there's a fledgling series set for the U.S. Meshed below are schedules for both groups:

May 6: Tri-City Speedway  
(Auburn MI)  
May 20: Mosport (Ontario)  
June 3: Cayuga Speedway (Nelles  
Corners Ontario)  
June 17: Shannonville (Ont)  
June 24: Summit Point (WV)  
July 8: Blackhawk Farms (IL)  
July 8: Sanair Speedway  
(St. Pie Quebec)  
July 29: Mont Tremblant (PQ)  
Aug 5: I-70 Speedway  
(Kansas City)  
Aug 12: Mosport (Ontario)  
Aug 26: Bridgehampton (NY)  
Aug 26: Shannonville (Ont)  
Sept 2: Pocono (PA)  
Sept 24: Mont Tremblant (PQ)  
Sept 30: Mont Tremblant (PQ)

### **The Bridge is Back**

Latest word is that the Bridgehampton circuit (out on Long Island for the uninitiated) has passed SCCA safety muster. The track operates under some local noise restrictions, and there's just no easy way to get there (unless your team includes a C-130 transport plane), but its still good news to gain, rather than lose, a track.

### **Say What ?**

What did you miss by not being at the March Mo-Hud meeting ?

We heard, among other things, which Winston Cup drivers are trying to live down the nicknames "Onion-head" and "Mr. Green Jeans".

Don't be left out in April !

All for now. Cheers !

5. **Entering and Exiting the Pits:** All cars will enter and exit the pits in a safe and orderly manner. This means NO heavy acceleration in the pit lane. Pit lane speed limit is 30 MPH from entry to exit.
6. **Gassing Procedure:** Cam 2 107 octane Racing gas and Premium Unleaded gas is available at the track. When refueling in the paddock or pits a fire extinguisher is required, by state law.
7. **Manned Stations:** Lime Rock Park provides EMT's and corner workers. EMT's will be stationed with the ambulances at pit out. Corner workers are at station #2 first turn, station #4 at the beginning of esses, station #6 at middle of back straight, station #8 at the top of uphill and station #10 at the bridge on top of down hill and at start/finish. Any car that becomes disabled should be driven off the track to a safe place and driver must exit the car and wait for the flat tow or wrecker for assistance.
8. **Support Crew:** Support crew people are responsible for their own safety while at the Park on Tuesday practice days. They should pay attention to traffic in the paddock and pits. The paddock speed limit is 15 MPH for all vehicles. No person under 18 years of age is permitted in the pits or corners at any time. No alcoholic beverages are allowed in the pits or paddock until after the last practice session.
9. **Tuning and Testing Charges:** Every person who comes to Tuning and Testing must pay a \$2.00 water, trash and sewage surcharge. Every car that goes on the race track must pay \$75.00. Any number of eligible drivers may drive one car, but all must display the proper armband.
10. **Test Time:** Competitors will be admitted after 10:00 AM on scheduled Tuesdays. No race engines may be started before noon or run after 6:00 PM. Normal open practice hours are from 1:00 PM until 5:00 PM. The Lime Rock Park Track Manager will announce the afternoons schedule based on the number, and type of vehicles present. In the interest of safety, Lime Rock Park reserves the right to limit the number of competitors on the track at any time. All competitors must leave the facility by 6:30 PM.

NOTE: Schedule is subject to change. Call the track office to confirm.

**SCHEDULE OF 1990 TUNING AND TESTING SESSIONS**

April 10	
April 24	
May 1	
May 15	
May 22	Limited to cars entered in IMSA Memorial Day weekend events (No Vintage)
June 26	
July 17	
July 31	No Vintage
Aug. 14	
Aug. 28	
Sept. 18	
Sept. 25	



# LIME ROCK PARK

(203) 435-2571

P.O. BOX 111 • LAKEVILLE, CT. 06039

## TUNING AND TESTING SESSIONS

1. **Driver Eligibility:** Drivers must be currently licensed by SCCA, IMSA, VSCCA, SVRA, Vintage National License, RCCA, Pro-Rally, NASCAR, CART, FIA, EMRA, CASC or have accredited driver school certificate (Within past 12 months). You must bring proof with you to the track. All drivers will be issued a non-transferrable identification armband. You must show the armband to be allowed on the track.
2. **Safety Equipment for Driver:** All Drivers must be equipped as follows:
  - (a) Driving suits that effectively cover the body from neck to ankles to wrist manufactured of fire resistant material and worn with underwear and socks of fire resistant material. Multi-layer (3 layer plus) suits may be worn without the underwear.
  - (b) Crash helmets approved by Snell with 1980 or later Snell Stickers. The back of each helmet must be labeled as follows: drivers name, date of birth, blood type and allergies to medication.
  - (c) Gloves and shoes of leather or fire resistant material.
  - (d) Drivers with beards/mustaches must wear face shields of fire resistant material. Hair protruding from a driver's helmet must be completely covered by fire resistant material.
  - (e) Drivers of open cars must wear goggles or full face shields preferably made of new impact resistant material.
  - (f) Cars must be equipped and drivers must use seat belts and shoulder harnesses meeting SCCA and/or FIA standards.
3. **Race Vehicle Requirements:** All race cars will be judged based on current SCCA GCR's and must be equipped with: Quality tires in good shape; Brakes in perfect working order; Body parts fastened securely; Exhaust systems in good shape; Suspension & steering in good shape; Adequate mirrors; Functioning brake lights on all cars except open wheel; Seats securely mounted with seat belts and shoulder harnesses conforming to specifications; Roll bars/roll cage to specification; On board fire bottles and/or fire systems; Master switch on all cars except Showroom Stocks; Window nets in all closed cars; Batteries secured properly; Fuel cells in all cars except Showroom Stock and Vintage. Wooden steering wheels are permitted in Vintage cars only.
4. **Flags, Hand Signals, and On Track Demeanor:** It is expected that every driver meeting the eligibility requirements for these Tuning and Testing Sessions is trained in the meaning of all flags and hand signals. We expect absolute compliance with any flag displayed at any corner. A driver who fails to observe the flag signals will be expelled from the event. There are no refunds! If you are unclear about the meaning of any flag, consult with the Lime Rock Park representative at Start/Finish. If you go off-course, it is expected that you will signal a Lime Rock Park corner worker to indicate that you are all right. Anyone engaging in any kind of unsportsmanlike conduct will be prohibited from participating in any further activities at the Park for the remainder of the day.

\*\*\*\*\*  
FOR SALE: TIGA SC85 S2000. 3rd place in both 1989 NARRC and NYSRRC series.  
11th place in SISAPA Pro S2 race. Vestal (TIGA dealer) updates in  
1987 and 2 Vestal noses. Strong Ivey motor. Mounted rain tires and  
2 sets slicks. NEDIV gear ratios included. Asking \$13,500.  
Also available, 8 race Loyning motor. \$2,900.  
Call John Broadhurst at (518) 439-0724 (h) or (518) 472-4478 (w).  
\*\*\*\*\*

Knock-Off Advertising Rates

Classified Ads - Free to members. For non-members: \$2 per ad (prepaid). Check  
should be made payable to the Mo-Hud SCCA and mailed with ad  
to Knock-Off Editor.

Display Ads - Full Page (8½" x 11") - \$150 per year  
Half page (8½" x 5½") - \$ 75 per year

Ads must be camera-ready and prepaid. Check should be made payable  
to the Mo-Hud SCCA and mailed with ad to the Knock-Off Editor.

BILL & NANCY HUDSON  
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BURNT HILLS, N.Y. 12027

## MO-HUD REGION MONTHLY NEW MEMBERS REPORT

February 16, 1990

NAME	ADDRESS	CITY	STATE	ZIP
Debbie Koval 1 Vermilyea St		Pleasantville	NY	10570

NAME	ADDRESS	CITY	STATE	ZIP
Wes Finkle 5 Belmont Ave.		Wynantskill	NY	12198

Gregory E. Fogle 491 Morris Ave. 1st Floor		Albany	NY	12208
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Rebecca Franco RD 1 Box 68 Clark-Mills Road		Whitesboro	NY	13492
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Andrew Houghtaling RD 1 Box 68 Clark-Mills Road		Whitesboro	NY	13492
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Ashley Houghtaling RD 1 Box 68 Clark-Mills Road		Whitesboro	NY	13492
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Several members of our region are celebrating milestone anniversaries in March:

Lisa and Timothy Hanifan of Albany, NY - 5 years

Angelica Miranda of Tatamy, PA - 5 years

Dennis and Barbara Curley of Clifton Park, NY - 10 years

Dave Riggi of Ballston Spa, NY - 10 years

Tom Campbell of Saratoga Springs, NY - 15 years

CONGRATULATIONS



**Mohawk-Hudson Region**

presents

**DEFENSIVE DRIVING  
CERTIFICATION**

This is a six-hour classroom program which can make you eligible for :

- 1) 10% discount on collision and liability insurance
- 2) reduction of up to 4 points on NYS drivers license

This program will be offered in two sessions , April 18 and April 25, at the Albany Ramada, 1228 Western Avenue, Albany. Each session will begin at 6:30 p.m. You must complete both sessions to receive certification.

In order for the discount to be valid, all drivers in a family covered on the same policy must complete the program.

Registration fee will be \$30 per person. Enrollment is limited to 35 people. Registrations will be accepted at the April 4 Mohawk-Hudson membership meeting: see Jim Bishop, our treasurer. First priority will go to Mohawk-Hudson Region members and their families; non-members will be able to register if space is available after April 4.

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Registration

Defensive Driving Certification offered by D.T.A and the Mohawk-Hudson Region, Sports Car Club of America

April 18 & 25 Albany Ramada 1228 Western Ave. Albany NY

name(s) \_\_\_\_\_

street \_\_\_\_\_

city \_\_\_\_\_ state \_\_\_\_\_ zip \_\_\_\_\_

SCCA membership # \_\_\_\_\_

Registration fee: \$30 per person.

Make check payable to: D.T.A., (Driver Training Associates)

Mohawk-Hudson Region SCCA

Mo-Hud Calendar, continued...

April 19 Thu	Patroon BMW Club : members only Lime Rock Park (203) 435-2571
April 20 Fri	New Jersey BMW Club : members only Lime Rock Park (203) 435-2571
April 21 Sat	Poughkeepsie Sports Car Club : members only Lime Rock Park (203) 435-2571
April 25 Wed	<b>Mohawk-Hudson Region Defensive Driving Certification - part II</b>
April 26 27 Thu Fri	North New Jersey Porsche Club :members only Lime Rock Park (203) 435-2571
April 28 Sat	Hudson Champlain Porsche Club: members only Lime Rock Park (203) 435-2571
	Solo II, RPI Sports Car Club, Troy NY info: 235-9037
April 28, 29 Sat Sun	SCCA Drivers School, Nelson Ledges (Ohio) Steel Cities, Finger Lakes, Mahoning Valley
	Mid-Atlantic Road Racing Series, Summit Point (WV) DC Region SCCA
April 29 Sunday	Solo II, Orange (MA) Airport New England SCC (203) 653-5483
May 2 Wed	<b>Mohawk-Hudson Region meeting - guest speaker Rob Dyson, leading Porsche 962 owner/driver in the Camel GT series and former Indy car owner - Albany Ramada, 1228 Western Ave. 7:30 p.m.</b>
May 4,5 Fri Sat	SCCA National Race, Lime Rock Park (Conn.) New England Region SCCA
May 11 Fri	SCCA Drivers School, Pocono Intl, Raceway Tri-Region SCCA
	Schattenbaum Porsche Club : members only Lime Rock Park (203) 435-2571
May 12 Sat	CT Valley Porsche Club : members only Lime Rock Park (203) 435-2571
May 12 13 Sat Sun	North Atlantic Road Racing Championship/ New York State Road Racing Championship Pocono Intl N New Jersey Region SCCA
May 18 19 Fri Sat	Skip Barber Racing School Racing Series members only: Lime Rock Park (203) 435-2571
May 20	Solo II, Empire Motor Sports Club, Poughkeepsie

**Mohawk-Hudson Region  
Motorsports Calendar**

March 23-25 Fri Sat Sun	SCCA Northeast Division Roundtable Corning NY, hosted by Glen Region
March 24 ,25 Sat Sun	SCCA Drivers School, Summit Pt (WV) Washington DC Region
March 26 Mon	Ct Valley BMW Club : members only Lime Rock Park (203) 435-2571
March 28 Wednesday	Mohawk-Hudson Region Executive Board for location contact Greg Rickes
Mar 30,31,Apr.1 Fri Sat Sun	NYSSCA MotoRacing Mania Racing Show Saratoga (NY) City Center
Mar 30 31 Fri Sat	Metro NY Porsche Club : members only Lime Rock Park (203) 435-2571
March 31 Saturday	North Atlantic Road Racing Championship (NARRC) 1989 Awards Banquet
Mar 31,Apr.1 Sat Sun	IMSA Camel GT & Firehawk, Road Atlanta
<b>April 4 Wednesday</b>	<b>Mohawk-Hudson Region meeting - guest speaker Tom Boggie, motorsports columnist for The Daily Gazette - Albany Ramada, 1228 Western Ave. 7:30 p.m.</b>
April 5 Thu	Bonnet & Boot Club : members only Lime Rock Park (203) 435-2571
April 6 Fri	Z Club of America : members only Lime Rock Park (203) 435-2571
April 7 Sat	Vintage Sports Car Club :members only Lime Rock Park (203) 435-2571  Solo II, RPI Sports Car Club, Troy NY info: 235-9037
April 13 14 Fri Sat	CT Valley Porsche Club: members only Lime Rock Park (203) 435-2571
April 14 Saturday	Solo II, RPI Sports Car Club, Troy NY info: 235-9037  EMRA Time Trial & Drivers School Bridgehampton : info (516) 596-3424
April 18 Wed	<b>Mohawk-Hudson Region Defensive Driving Certification - part I - see flyer in</b>



HAROLD CAMERON

N Y S I R A 1990 OVERALL CHAMPION AND CLASS B CHAMPION

March Meeting Minutes, continued...

"National Counsel of Motor Sports Club." Jim Garry had some information on what it was and felt we should look at it a little closer. John Sheridan will send what information he has to Greg to research.

Our Guest Speaker for the evening was Mike Joy, Manager of Lime Rock Park. Mr. Joy was very informative and several topics were discussed. Of special interest were:

Lime Rock - when they can run, what they can run, how they can run. Jim Shane will be helping Skip Barber until June and then will head to California. Dave Hall will take on many of the responsibilities. Lime Rock will be promoting Club Racing much more aggressively. There will be some NASCAR Modified testing at Lime Rock. They need our help in looking for possible sponsors. If you can give Lime Rock a lead, they will go after it. There are some unusual proposed Connecticut Motor Vehicle laws that could affect Lime Rock. Under 18 prohibited in Paddock; cannot leave paddock and re-enter that day. Lime Rock is talking with lawmakers to see if they can't be exempt from these laws. Lime Rock will also be working to get the club racers some sponsorship benefits. Lime Rock is also working on a 1 or 2 day race to include a NARRC race, Solo, Road Rally and possibly a National race all on the same race date. Mike mentioned that there was some concern from Denver about regional races being on the same day as pro races. Mike was very strong in his reply and assures the regional racers that they will continue to be the support group for many of the pro races. There will be a revised Lime Rock Schedule and it will appear in the Knock-Off. Mike Joy also gave us some very interesting insight into his television commentaries. Many of the drivers he comes in contact with were discussed, with many interesting situations told. Mike was extremely interesting and definitely a "joy" to have at our meeting. Thank you Mike from all of us at Mohawk-Hudson Region.

Motion to adjourn at 10:36 by John Brackes, seconded by Jack Hanifan. Motion carried.

Respectfully submitted,

Richard Stewart, Secretary

Minutes of the March 7, 1990 Membership Meeting. 37 people in attendance.

Meeting was called to order at 7:38 bt Assistant R.E. Jon Handy.

**Secretary's Report** - Minutes of the February Membership Meeting were changed to read - Les Figarsky and the shot was attempted from Mid Court. Motion by Jack Hanifan and seconded by John Sheridan to accept the minutes as they appeared in the Knock-Off with the changes noted. Motion carried.

**Treasurer's Report** - Jim Bishop reported on our financial status. Most of the new merchandise is in. Rules books are here. Motion by John Sheridan and seconded by Sally Handy to accept the Treasurer's report. Motion carried.

**Competition Report** - Jack Hanifan reports license and physical forms are in. The National I T festival is in conflict with our August race and this may hurt our Improved Touring class attendance. The Annual Tech Inspection Party will be held before the Pocono Race and the date will appear in the Knock-Off.

**Old Business -**

Car shows at New Scotland Ave. Armory and Saratoga City Center are still looking for cars and workers. If you can help in either place, please contact Greg Rickes. Safe Driving course is still on and information will be in the Knock-Off when Jack Hanifan sets the dates.

**Knock-Off Editor's Report** - Sally Handy is back from Florida and ready to take your info. There is talk of a new directory to be put in the Knock-Off. This will be done as soon as we can update the membership address list.

**Membership Committee** - Larry Morton reports that we have 238 members with January's 7 new members.

**Solo Committee** - Jim Garry reports the Schenectady Airport is looking good for an event. Hudson Valley Community College is being researched. The biggest problem with Solo events is insurance. There are still lots of questions to be answered about that. Events that are scheduled will appear in the Knock-Off.

**Rally Committee** - Jim Bishop reports he is looking for some help to put on an exciting rally. If you are interested, give him a call.

**Executive Board** - Topics of discussion were: membership, finance, program. These will be continued to be discussed for long range planning as we look at "Where we are today - Where we want to be in the future"; "Retention of members"; "Updated information." Computer needs will also be ~~researched~~ by Mike Weir and a report will be given.

**Publisher's Report** - George Smith asks for help in putting pictures on the front covers of the Knock-Off. If you don't have a picture of your car, how about someone else's? Please include a little synopsis.

Greg Rickes, who was unavoidably delayed, reported on the Mini Convention. The NARRC Series looks like it will be 10 or 11 races with all races to count towards championship. A full report will appear in the Knock-Off. The NARRC banquet will March 24. Greg was not pleased with the NARRC leader's answers to some very important questions. There is a good possibility of a weekly SCCA racing show on t.v. Some of the NARRC series may be targeted. Shelby Cam-Am was a hot topic. They have 60 orders and it should turn out to be a very competitive class.

We are still looking for a Race Chairman. Please don't think you can't do it. You will get lots of help from people who know what it's all about. We want our race to be a success. Remember you cannot be a competitor at this event. Please help! Mike Weir wanted to know if SCCA was heading towards Pro-racing rather than Club racing. Greg felt that Pro would remain strong as long as the clubs supported them with workers and future Pro drivers.

John Sheridan wanted to know if there was any information about an organization called

## Regional Ramblings

For what is supposed to be the "off season" March is an incredibly busy month. It started off with the SCCA National Convention, and ends with the NARRC Banquet on March 31. In between are two racing car shows, the NEDiv roundtable, and the Mohawk-Hudson Executive Board meeting.

Last month in my column I reported the good news that the region's finances had never been better. This month a related, and serious, matter must be addressed. The main item of business at the next Exec. Board meeting will be to determine a deadline for having a race chairperson for our schedule August 18 race at Lime Rock.

Thus far a volunteer has not stepped forward to take up this important task. Consider it a character flaw if you will, but it is not my leadership style to put members "on the spot" by asking them to take on assignments such as organizing the annual race. We are a volunteer group, and if volunteers don't step forward I assume it is because they are not willing and/or able to take on projects that are announced. The down side of this is that if we don't get someone to head up a project, in this case the Lime Rock race, then it doesn't happen. Life, and the region, will go on if we don't have a race at Lime Rock this year, but I think it is fair to say that if we can't fulfill our commitment to organize a race this year, and must give up our date to another region, then it will be very difficult to ever get back onto the race schedule.

If you're interested in organizing this year's race, please contact me. There are lots of experienced folks, like John Sheridan, Jack Hanifan, Mike Weir, Dave McClumpha who will lend advice and encouragement.

If you'd like to know more about where motorsports fits into the scheme of sports coverage at a major newspaper, plan on joining us for the April 4 meeting when our guest speaker will be Tom Boggie, motorsports correspondent for the Daily Gazette. The place is the Albany Ramada, 1228 Western Ave. and the time is 7:30 p.m.

Hope to see you there.

SUPPORT THE SPORT

GREG RICKES

*Steven Colvin Stearns on*