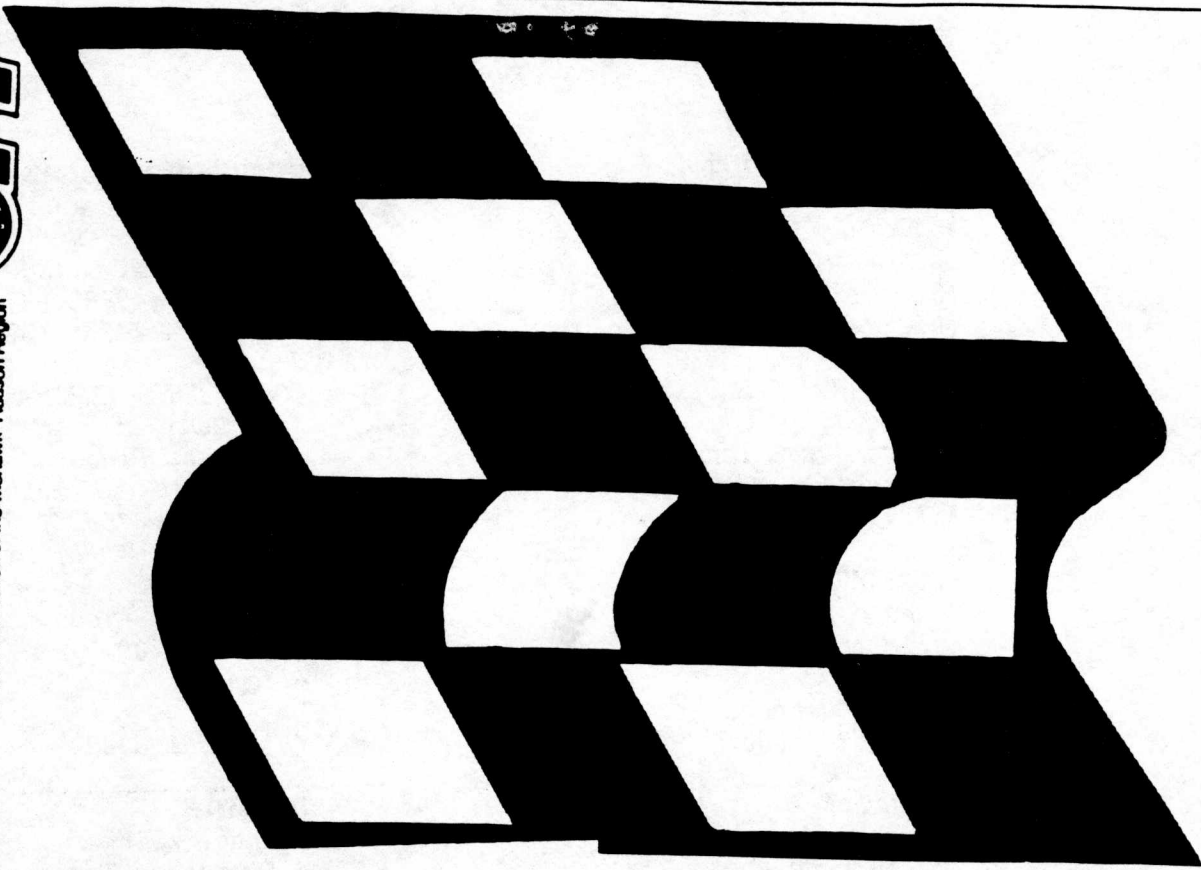




Official Publication of the Mohawk-Hudson Region



Mohawk-Hudson SCCA

JUNE 1990



Official Publication of the Mohawk-Hudson Region

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NEWS RELEASE

1ST SPORTS 'N RACE CAR PARTS SWAP MEET NATIONALS POCONO JULY 28-29 '90



1ST ANNUAL OLD 'N NEW SCCA SPORTS CAR- RACE CAR-
PARTS SWAP 'N SALE MEET-POCONO JULY 28-29 DURING
9TH ANNUAL SCCA DOUBLE NATIONAL CHAMPIONSHIP RACE
WEEKEND.

Long Pond Pa. Over 250 Cars and Drivers are expected
to compete in the 7 daily races for over 150 Trophies
and National Points, in the SCCA's biggest National
in the East.

Added to this event will be the 1st Annual OLD 'N NEW
SPORTS & RACE CAR SWAP 'N SALE MEET, held in the infield.

Everyone is invited to bring their units for sale. There
is no charge for space, but advance registration is
necessary plus the purchase of admission tickets.

Contact Auto World, Box 961, Scranton, Pa. 19501
717-346-7495

HEY BUDDY CAN YOU SPARE A MILLION?

What does racing have to look forward to in the 90's? Will we recognize the cars that will be racing at the turn of the century? In last month's article I presented a pretty bleak look of the last Lime Rock race of this decade. This month I will take a look at one of the various factors affecting the future of racing - sponsorship.

As few as twenty years ago, sponsorship was not a necessity in order to go racing. In the overall budget, sponsorship was the icing on the cake. Many of the drivers at that time were funded by individuals who were racing philanthropists. In those days you only had two categories of racing teams, factory backed and privateers. Often this led to fierce competition to get that factory ride, and you could make a fair showing on a reasonable budget.

Now we have three classes of racers. We still have the factory backed teams. We also have the privateers; although their numbers are dwindling. In addition there is the corporate sponsored team. In this case we have a team that has money to invest in testing and technology in order to make up for the factory testing and engineering. Before, only the car manufacturers could afford engine labs and wind tunnels. Now, if you don't have them, you can buy access to them.

This has brought racing to new heights of competitiveness, but at a great price. While the gap between the factory and the corporate racing teams has narrowed, it has made it harder for an aspiring driver to break into the big leagues. Not only that, but sanctioning bodies seem to adapt their rules to the amount of money being spent. High technology flourishes when there is money around and rules get very restrictive when money is tight.

This leads to a roller coaster ride of rule changes as we move through periods of good and bad economic times. Generous sponsors mean driver turnover is reduced. They would rather pay for an established driver than take a chance on a newcomer. When money is available, ironically, spec classes seem to flourish, mainly because there is such a demand for low cost racing. The disadvantage is; the gap between the spec series and a top series is greater.

How can a balance be struck between the benefits of sponsorship and its pitfalls? First, rules must be written to reduce maintenance and development costs. There will always be someone willing to spend more money to win; the trick is to allow racers to be competitive on a budget. The 9-to-1 engine rule in oval racing is an example. Second, take sponsor money out of purses and put it into more permanent fixtures like track improvement. Big purses usually mean the rich get richer. There should be some way to distribute the money to some of the lesser financed teams. Third, and this will be the hardest, is not to become dependant on one sponsor for major funding. Racing will one day pay the price for the heavy involvement of the cigarette and beer companies.

If this seems like I am anti-sponsor, well, maybe I am. In no other sport is sponsorship from outside more important than auto racing. Often this brings the racing to little more than an exhibition, a show. The fact that racing has survived this long shows its potential. Only prudent judgement on the part of those who rule will keep racing from becoming just another advertising medium.

Chris Zarzycki 5/90

JULY 14, 1990

NNJR-SCCA



PRESENTS A TSD
ROAD RALLY

JULY JUNKET

AWARDS TO : 1ST OVERALL 1 & 2 S.O.P.
1,2 & 3 NOVICE

OPEN TO ALL MAKES OF CARS/LIGHT TRUCKS

REGISTRATION: 3:00 PM

FIRST CAR OFF: 4:01 PM

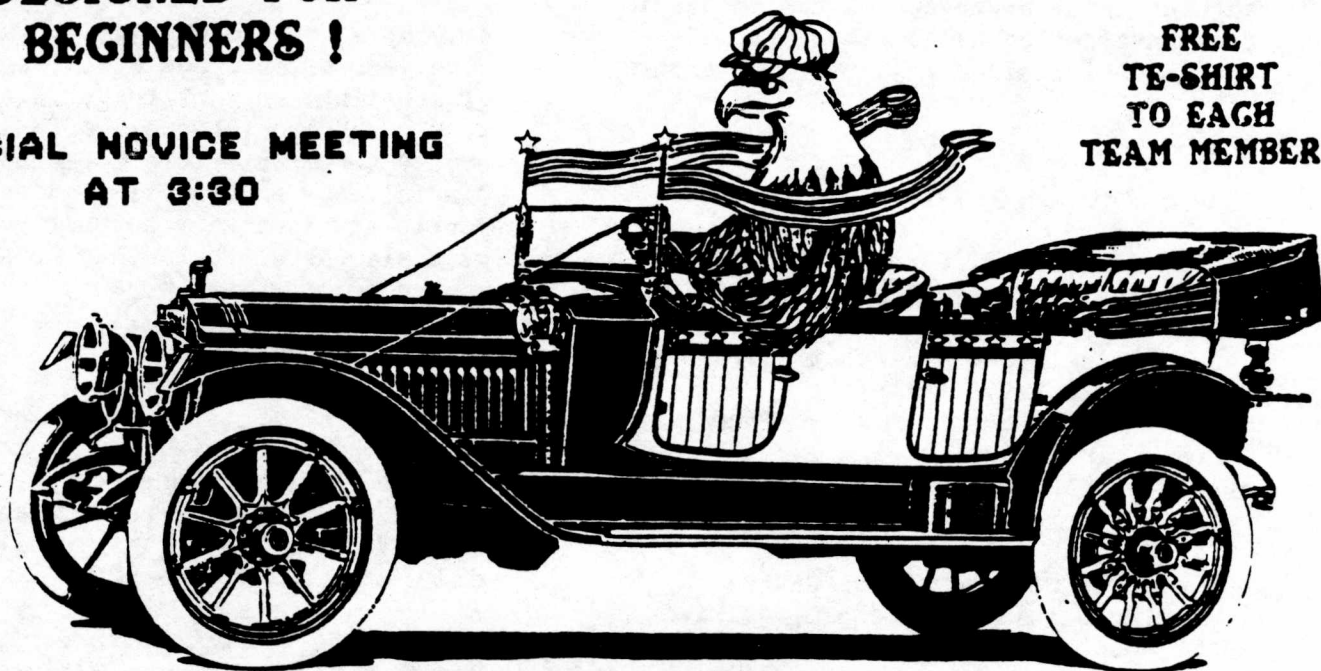
FEE PER CAR: \$10.00 MEMBERS

\$12.00 ALL OTHERS

**DESIGNED FOR
BEGINNERS !**

**SPECIAL NOVICE MEETING
AT 3:30**

**FREE
TE-SHIRT
TO EACH
TEAM MEMBER**



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LIME CREST ROAD
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2 MILES NORTH OF ROUTE 206

**FOR MORE INFORMATION CALL
PETER SCHNEIDER (201) 688-9069
ED HARRIS (201) 744-4088**

The (Motor) Sporting Life

by
A.N. Other

Exotic Ice Machine

Purpose-built ice-racers show varying degrees of creativity. Wings are now one of the "must have" items, usually mounted over the front wheels to optimize traction. In the hospitable confines of Saratoga's City Center, one could freely, and comfortably, scrutinize these beasts of winter.

A peek under the hood of Dave Burnham's front-wheel drive one-off warranted a second look, if only to confirm that the shining twin-cam covers of the V6 did in fact have emblazoned on them the traditional Italian trident and the word Maserati !

Tough Act to Follow

Mo-Hud member Jeff Purner, chief instructor at the Road Atlanta Driving School, recently scored an impressive double, winning both Firehawk events at his home circuit, taking the Sports/Touring event in a SHO Taurus (Ford's first ever Firehawk success) and the GS follow-up in a 944 Porsche.

But even he will have a hard time improving on his 1989 record at Lime Rock, when he finished first *and* second in Camel Lights in the same race.

No Problem. Radio

Need to know who won what on the local stock car scene? WKAJ (900 AM) in Saratoga runs "Speedway Spectrum" on Monday evening from 6:30 to 7:00 p.m. Kenn Van Wert, dirt track performer of some repute (and road-racing "wanna be")

even fits in some sporty car racing when time and information is available.

Showroom Stock Kit

The Amazin' Zabels, Mo-Hud's trio of scrutineers extraordinaire, made the trip from Connecticut to stylish downtown Hudson (Thank You, Village Dodge) for pre-season tech, and better than a dozen cars went through the inspection process.

They drew the line , however, at groveling in the weeds to have a look at Jack Hanifan's SSB Dodge Shelby, which sits somewhat forlornly in the outback of the Village lot, in need of some wrinkle remover and other attention. Even the opportunity to inspect the engine's internals, via the convenient hole in the block, was not sufficient inducement.

If you've got a hankering to get in one more year of Showroom Stock regional eligibility, or want to get a head start on IT, and aren't afraid of a little sweat equity to be able to get racin', talk with Jumpin' Jack and you'll find out why people say (contrary to what you might here elsewhere about other Dodge pretenders) "what a guy".

Weird Science

If you can shed any light on the availability, or whereabouts, of Weber 45DCOE carbs, series 38,39/62,63/68,69 give Mike Cain a call at (518) 459-1031.

He's trying to restore an early Lotus Europa with a very rare Alpine (Renault, not Sunbeam) head which requires such specificity.

All for now. Cheers !

MO-HUD REGION MONTHLY NEW MEMBERS REPORT

April 22, 1990

NAME	ADDRESS	CITY	STATE	ZIP
Peter Kuhn 476 Morris Ave.		Summit	NJ	07901
Philip J. Panos 201 S. Reynolds Street	#L-118	Alexandria	VA	22304-4436
Allen F. Tustison Rt #4 Box 085		Catskill	NY	12414

FOR SALE: Many Mazda parts for 79-85 RX-7's. Wheels, tires, ignition parts, shocks (expensive and cheap ones), springs, more. Call Jim at (518) 439-3107.

FOR SALE: Roll bar for Mazda RX-7, 1979-85. Bolt in, autopower bar.

Mazda RX-7 GSL, 1981, Renaissance Red. Cruise control, power windows, sunroof. Body is good to very good. Blaupunkt AM-FM stereo cassette deck. Anti-theft device. Roll bar. Excellent mechanical condition. This car has been meticulously maintained. The odometer has approximately 91,000 miles on it; the rest of the car has seen significantly less miles including:

- * engine - 14,000 miles
 - * rear diff. - 10,000 miles
 - * shocks - 100 on front, 5,000 on rear
 - * brakes - 7,500 on new rotors, 2,500 on pads
 - * water pump - 25,000 miles
 - * radiator - 5,000 miles
 - * tires - 5,000 miles
 - * various new suspension bushings, bearings, hardware, etc.
- Chassis is sound.

No track time on this car, Sole only. Price: \$4,500. Call Jim Garry at (518) 457-7458 (days) or (518) 439-3107 (evenings).

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.

Mo-Hud Drivers Make Good Showing
at Dandelion Grand Prix

The Dandelion Grand Prix, a national SCCA race, was held May 5 at Lime Rock Park. A number of Mod-Hud drivers raced at the event and did well. Even though conditions were damp, each 30 lap race had its highpoints.

In Formula Vee and Formula 440, Dave Drissell of the Penn region won overall in his Raptor 440. Roger Siebenaler of Nanuet won FV; Mo-Hud members Chris Zarzycki finished 5th and Dave Riggi finished 9th.

In the second race, winners were EP- Eric Kruger, Nashua, in an MGB; FP - Bob Boig of Medway, MA in a Bertone X 1/9; GP - Glenn Kus of Holdan, MA in an Austin-Healey Sprite; HP - Ray Stone, of Delaware in an A-H Sprite; GT 4 - Dave Windle in a Datsun 510 and GT 5 - Al Parotti in a Honda Civic.

In the combined D Sports Racing and Spec Racer class, Soter Slomski of PA won overall as well as D SR. Ed Breault of Central Falls, RI won SR.

In the Formula Continental and Formula Ford class, Chris Fahan of Redding, CT won FC and overall honors. Doug Hobby of Sharon, CT won FF. Mo-Hud member Rick LaPierre of Ballston Lake placed 2nd in FC; Mo-Hud member Bob Wright of Old Chatham, NY finished 8th in FC in his Swift.

In Race 5, Rick Bell of Sharon, CT took first place in GTI in his Camaro. Mo-Hud member Tom Campbell placed 3rd in GT1 in his Corvette. GT2 winner was Doug Arnao in a Porsche 914-6 and GT 3 was won by Don Meluzio in a Porsche 924.

In the 6th race, Formula Atlantic, C Sports Racing and Sports 2000 were combined. FA was won by Bill Larson of S. Royalston, VT (he was also 1st overall). CSR was won by John Sorbello of Lawrence, MA and S2 was won by Tom Schweitz of Virginia.

In the last race, Showroom Stock GT, A, B and C were combined. Winner of SSGT (and overall) was Gordon Cooper in a Mustang. Winner of SSA was David Lapham in a Mitsubishi Starion. Steve Dahl of Connecticut won SSB in a Toyota Celica and Bill Fenton of New Hampshire won SSC in a Toyota MR2. Mo-Hud member Ian O'Connor placed 6th in SSC. Ian, of Voorheesville, was driving a Toyota MR 2.

SOLO SPINS

by Jim Garry

Our Solo II season will soon be getting it's customary late start. In the past few years our difficulty in securing a site other than the trusty SUNY-Cobleskill commuter parking lot has restricted our season to those months when classes are not in session. In addition to limiting the number of events we run, the lack of a site closer to the tri-cities area also affects the region in the following ways: 1) limits the Solo II program's ability to draw new autocross participants due to poor visability by the general public and the unwillingness of potential new participants to travel 35 to 60 minutes to check on a sport they may have no interest in.

2) this in turn limits the region's ability to attract new SCCA members who may someday become racers, race workers, race chairmen, Regional Executives, and Directors.

3) our fun quotient at our Solo II's is limited by the mediocre size of the Cobleskill lot.

4) our ability to participate in the New York State Solo II Championship Series is limited by #3 above.

5) a boredom factor is created by forcing us to run in a mediocre lot over and over again each year.

My ambitions for our Solo II program are not grandiose or unrealistic. Simply put, if we can secure a good sized lot somewhere in the tri-cities area we WILL increase participation in our Solo II program. This WILL result in an increase in Mo-Hud SCCA members which WILL result in new blood to fill our worker and racer ranks.

But we need help! Do you know anyone who works at or near a good sized parking lot or strip of pavement? Do you know someone who knows someone...? Are you willing to spend 10 extra minutes on your way home from work to check out that industrial park or shopping mall you pass by or near to? Do you have the "go get'em" talents we need to seek out and contact the owners of malls and stores with large lots who may be hard cases but are worth trying anyway? If you can answer yes to any of these questions call me or Jim Bishop or Greg Rickes now, this minute. Please!

Meanwhile, at this time our shedule looks like this:

June 3 - Cobleskill

July 8 - Cobleskill

August 5 - Cobleskill (this event will be a points event in the NYS Championship series.)

We will also be having an event at Brodie Mountain in October with the Berkshire Motorsports Club. We are continuing in our efforts to secure Schenectady airport as a Solo II site but negotiations are proceeding at an agonizingly slow pace. The possibility exists for a July event.

Remember, you need a Snell 75 or ANSI 90.1b helmet to compete at SCCA Solo II events this year. We do have loaners available. Minor waivers must be signed and on file for anyone under 18 years of age.

Finally, this months SportsCar magazine will contain an article written by SCCA's president, Nick Craw. I strongly recommend that you read it.

FROM THE EDITOR'S DESK

POCONO POND

A number of Mo-Hud members traveled to the Poconos over Mother's Day weekend for the double regional NARRC/NYSRRC race.

And, of course, it rained. Saturday started out sunny but cool and it turned overcast towards the end of the day. Sunday morning saw the track socked in with fog and downpouring rain. But let's give the details of Saturday's racing first.

At least 9 Mo-Hud drivers were ready for the first regional race. Instead of having two sessions before the race (practice and qualifying) the sessions were combined and drivers had one shot before the racing began to test their cars.

Mo-Hud member John Broadhurst finished 5th in the Sports 2000 class. Paul Tariello of Schenectady was entered in the Formula Ford race but don't know his results. In Formula Vee racing, Dick Stewart came in 9th and Jon Handy finished 11th. Both drivers had problems during the practice/qualifying session that set them back in the field.

Race Group 6 - ITA, ITB, ITC and ITS was a popular race for Mo-Hud members. Kurt Weiss finished 2nd in ITA, "Jumpin' Jack" Hanifan finished 3rd in ITC. Rick Pocock crashed when he was hit by a Mazda. Don Jurusik, who had gotten signed off in the Driver's School the day before, had a Firehawk car that he was not allowed to race in ITA. Pete Smith came to Don's rescue and gave him his car so he could get on the track. There were problems and Don was not able to finish the race.

Mo-Hud member Ira Gelber attended the Driver's School on Friday as well and was signed up for the ITB race, but don't know his results.

Finally, in the GT1, GT 2 and GT 3 class, Edward Mazer was signed up to race his Porsche 914 in the GT2 class. Don't know how Ed finished.

As I noted earlier, it rained on Sunday. A driver's meeting was held early in the morning and racers were told a decision would be made at 10 a.m. Ten o'clock came and went and there was no decision-- the fog had not lifted. In fact, the fog got worse as the morning went on, and it just kept raining harder and harder. Around noon, corner workers had their lunch and were told to get ready to go to their stations. In fact, two practice sessions had been announced (open wheel and closed wheel). Closed wheel drivers were lined up to go out on the track and it was determined that racing could not be held that day. Thus, at around 1 p.m., the event was cancelled. Needless to say, by about 3 p.m., when the last stragglers were leaving the track, the rain stopped and the sun came out. It was a pleasant drive home!

---SJH

Race status report

Dear friends,

I appreciate the response to my earlier calls for workers at our race. When we get a better handle on what's yet to be done, I'll be calling on all of you. We will have had the first formal race coordination meeting by the time you read this, and I'll report further at the regular membership meeting.

We do have a fair number of things in order already. We have a race physician, with several backups; the chiefs of F&C, pit/paddock, and tech have all agreed to serve again, as they did so ably last year. Jim Garry has suggested that a large body of solo competitors might be interested in helping as a group, which would be most appreciated.

There are two positions I am still concerned about: chief of timing and scoring, and registrar. If some of you could get licenses in these specialties and get the needed experience in some events before our race, I think we might be able to arrange a cooperative arrangement with a neighboring region or regions. To that end, I have already begun discussions with one of these, but we will have to take the primary responsibility.

I'll let you know more as events progress.

Mike Weir, race chairman

Mo-Hud Region Calendar, continued

Fri Sat	Lime Rock Park
July 7 8 Sat Sun	COM Sports Car Club - Bridgehampton info : (516) 462-5454
July 8 Sun	Solo II, SUNY Cobelskill, Mohawk-Hudson Region info: Jim Garry 439-3107
July 11 Wed	Mohawk-Hudson Region Membership Meeting Location: To Be Announced. Stay Tuned !
July 13 14 Fri Sat	Skip Barber Formula Ford Series: members only Lime Rock Park
July 14 15 Sat Sun	SCCA National Race - Watkins Glen Finger Lakes Region SCCA
	NYS Road Racing Championship - Shannonville (ONT) Central New York Region SCCA
	Formula Car races - Bridgehampton RCCA : info (516) 462-5454
July 15 Sun	Solo II, Shangri-La Speedway, Owego NY Central NY, Finger Lakes, Southern NY SCCA info: (315) 488-7258
July 20 21 Fri Sat	North Atlantic Road Racing Championship #5 Lime Rock Park, New England Region SCCA
July 21 Sat	Solo II School, Lime Rock Park Autocross New England Region SCCA
July 21 22 Sat Sun	EMRA Race - New Hampshire Intl. Speedway
	Solo II Street Event, Hornell NY, Glen Region SCCA info: (607) 699-3753
	Pittsburgh Vintage Grand Prix, Vintage Sports Car Club
July 28 29 Sat Sun	SCCA National Races - Pocono International Tri-Region SCCA
	SCCA Drivers School - New Hampshire International New England Region SCCA

Mo-Hud Region Calendar, continued

Yankee Roads Rallye, New England Region SCCA
info: (203) 525-5781

June 9 10

SCCA National Race - Summit Point (WV)
DC Region SCCA

Regional Race - Nelson Ledges (OH)
Steel Cities Region SCCA

Formula I World Driving Championship
Circuit Gilles Villeneuve, Montreal (PQ)

IMSA Firestone Firehawk 24 Hour Race
Watkins Glen

Mount Equinox Hillclimb, Vintage Sports
Car Club, Manchester VT.

June 10
Sunday

Solo II, Orange (MA) Airport
New England SCC (203) 653-5483

June 15 16
Thur, Fri

CT Alfa Romeo Club : members only
Lime Rock Park

June 16 17
Sat Sun

SCCA National Race - Watkins Glen (NY)
Finger Lakes Region SCCA

Endurance Race and Time Trials - Bridgehampton
EMRA (516) 569-3424

June 17
Sunday

Solo II, Tri-County Mall Baldwinsville (NY)
Central New York Region SCCA (315) 488-7258

June 22, 23
Fri Sat

Skip Barber Formula Ford Series :members only
Lime Rock Park

June 22 23 24
Fri Sat Sun

Mount Washington (NH) Hillclimb/Pro Rally
New England Region SCCA

June 23 24
Sat Sun

Solo II, SCCA Pro Solo, Harrisburg (PA)
Susquehanna Region SCCA

June 24
Sun

Solo II, SUNY Purchase
info: (516) 889-3841

June 29 30
Fri Sat

SCCA National Race - Lime Rock Park
Northern New Jersey Region SCCA

June 30 July 1
Sat Sun

IMSA Camel GT - Watkins Glen

The Longest Day, 24 Hour Showroom Stock & IT
Race, Nelson Ledges (OH)

July 1
Sun

Solo II, Orange (MA) Airport
New England Region SCCA info (203)875-2220

July 6, 7

Jaguar Owners Club : members only

Mohawk-Hudson Region Motorsports Calendar

May 18 19 Fri Sat	Skip Barber Racing School Racing Series members only: Lime Rock Park (203) 435-2571
May 19 20 Sat Sun	National and SS/IT race - Nelson Ledges(OH) Steel Cities Region SCCA
	Solo I Hillclimb - Williamsport (PA) Blue Mountain Region SCCA
	Mid-Atlantic Road Racing Series Summit Point (WV) DC Region SCCA
May 20 Sun	Solo II, Empire Motor Sports Club/Berkshire Motor Sports Club, Brodie Mtn
May 25, 26,28 Fri Sat Mon	IMSA Toyota Trucks Camel Grand Prix Lime Rock Park ,Conn
May 26,27,28 Sat Sun Mon	SCCA National Race & NARRC race #3 New Hampshire Intl., Loudon NH New England Region SCCA
May 26 ,27 Sat Sun	Solo II ,Orange (MA) Airport New England SCC (203) 653-5483
	New York State Road Racing Championship and Vintage Nelson Ledges (OH) WNY Region
June 1 Fri	SCCA Drivers School Lime Rock Park New York Region SCCA
June 2 Sat	North Atlantic Road Racing Championship #4 Lime Rock Park New York Region SCCA
June 2 3 Sat Sun	Mid-Atlantic Road Racing Series Pocono Intl (PA) Tr-Region SCCA
	Solo II, SCCA Pro Solo, Pittsburgh (PA) Steel Cities Region SCCA
	EMRA Race, Drivers School & Time Trials - Bridgehampton (NY)
June 3 Sunday	Solo II, Mohawk-Hudson Region SUNY Cobleskill info: Jim Garry 439-3107
June 6 Wed	Mohawk-Hudson Region meeting - Albany Ramada 1228 Western Ave - 7:30 p.m.
June 8 Fri	New Jersey BMW Club - members only Lime Rock Park
June 9 Sat	Bonnet and Boot Club - members only Lime Rock Park

EXECUTIVE BOARD MEETING MINUTES

The Executive Board of the Mohawk-Hudson Region of SCCA held a meeting May 2 just prior to the regular monthly membership meeting. RE Greg Rickes asked Assistant RE Jon Handy to run the meeting in Greg's absence. The meeting was brought to order at 7 p.m. Sally Handy was asked to take minutes in the Secretary's absence.

Solo Chairman Jim Garry suggested that Solo members work a specialty at the Mo-Hud race in August to promote unity within the club. A discussion ensued regarding setting up a road rally the day of the Mo-Hud race with the destination of Lime Rock Park. Jack Hanifan and Jim Bishop will be working on possibly setting up such an event.

Jim Garry also noted that he was still looking for potential Solo sites.

Race Chairman Mike Weir noted that he had received the proposed agreement from Lime Rock Park for the August Mo -Hud race. Mike also reported that the entry form for the race is being devised, and he has finalized some of the chiefs positions. He is still looking for two chiefs for the race: Chief of Timing and Scoring and Chief of Registration. Mike has secured a race physician but is looking for additional assistance in this area.

John Sheridan noted that he will be looking at the registration form for the race, and process; he will be working on streamlining registration.

John Sheridan made a motion to adjourn the meeting and Jack Hanifan second the motion. The meeting was adjourned at 7:30 p.m.

Respectfully Submitted,
Sally Jo Handy

Minutes of the May 2, 1990 Membership Meeting. 54 members & guests present.

Meeting was called to order at 7:50 by R.E. Greg Rickes.

Secretary's Report - A motion was made by John Sheridan, seconded by Roly Heacox, to accept the April minutes as they appeared in the Knock-Off. Motion carried.

Treasurer's Report - Jim Bishop read the report. A motion by Tom Campbell and seconded by Sally Handy was made to accept the report as read. Motion carried. The 1990 merchandise is here and ready for sale.

Competition Committee - The following members indicate they will be competing in the May National at Lime Rock: Dave Wachtel, Tom Campbell, Ian O'Connor, George Smith, Dave Riggi and Don DeLapp.

Jack Hanifan reports that the preseason tech inspection held at Villa Dodge saw 15 cars and was a great success. 3 novice permits have been issued for a total of 4 for the year.

Knock-Off Editor - Sally Handy has the new computer in operation and is looking forward to completing the package so it can be on-line for the next Knock-Off. The deadline for all articles for the Knock-Off is the 15th of each month.

Membership Committee - Larry Morton, Chairman, reports 3 new members bringing our total to 230 members.

Solo - Jim Bishop reports a June 3rd event at Cobleskill and the Berkshire Motorsports Club event on May 20 at Brodie Mt. Ski Area. Still hoping for a West Point event. If you know someone to contact at West Point, please let Jim know.

Executive Board - Main topic for discussion was the August race. Mike Weir, Chairman, is asking people to come forward and offer to help in any aspect.

Regional Licensing Administration for Workers Licenses - Clark Nicholls reports he is very interested in getting some new people into worker specialties and would appreciate a call if you are interested: Home (413)243-3433 Work (413)494-3561

Paul Hacker was present and brought us up-to-date on his season so far. The team has had an excellent start this year and have won 3 out of 4 and finished 2nd in the other. They are very excited about their new Olds "Quad 442". Paul highlighted the efforts of the Olds people in making the team a success. Paul also credits a lot of their success to his brother, Karl, who constantly looks for improvements in all areas. Randy Freer has been added to the team as crew chief and has given the team some very fine finishing touches. They will be running a special edition Olds next year and they are all extremely excited about the idea. Many of their races will be on TV in June.

Our Guest Speaker for the evening was Rob Dyson. Rob's talk was extremely interesting as he shared with us many of his experiences throughout his career. He also spoke about the expenses incurred as an Indy Car Team; sometimes as high as \$4 million and how last year's car is outdated already. Rob also explained Spice cars - very light with V8 push rod motors. They will be testing these at Lime Rock and Mid Ohio soon. Many questions were asked about the Porche 962 that Rob is working on. Some new aerodynamics for it will be seen at Lime Rock. There has been some talk of combining Camel Lites and GTP cars but there is nothing definite. Rob also shared some interesting views of his fellow drivers such as Price Cobb and A.J. Foyt. Rob Dyson was truly entertaining and we thank him sincerely for appearing as guest speaker.

A motion was made by Dave McClumpha and seconded by John Broadhurst to adjourn. Motion carried and the meeting was adjourned at 9:55

Respectfully submitted,

Richard Stewart, Secretary

The next meeting of the Mo-Hud Region of SCCA will be

Wednesday, June 6

7:30 p.m.

Guest Speaker: Brad Buenting, designer of the AFV II Formula Vee. A 1964 Form Car as well as an AFV II will be on display for hands-on comparison. The evolution of Formula Vee will be discussed.

See you at the Ramada Inn, Western Avenue, Albany on June 6!

SPORTS CAR CLUB OF AMERICA, INC. MEMBERSHIP APPLICATION

Share the Action

PLEASE PRINT OR TYPE

I hereby apply for membership in the Sports Car Club of America, Inc. and agree to abide by the bylaws.

Name _____ Telephone (____) _____

Address _____

City, State, Zip _____

Spouse Name (if joining Club) _____

Children's Names and Birthdates (if family membership) _____

SCCA Region Preference Mohawk-Hudson #065

Areas of Interest _____

Enclosed is my check or money order for \$ _____ U.S. Visa MasterCard

Card No _____ Exp Date _____

Signature _____

- \$ 50 REGULAR MEMBERSHIP**
Includes subscription to Sports Car; eligibility for numerous Club participation licenses; SCCA club insignia and a car decal; discounts on Club merchandise; insurance benefits.
- \$ 15 SPOUSE MEMBERSHIP**
Includes all of regular membership benefits except that one issue of Sports Car is provided per couple. This individual must be the legal spouse of a regular member.
- \$ 30 JUNIOR MEMBERSHIP**
For persons under the age of 18. Includes same privileges as regular membership with the exception of certain licenses.
- \$ 65 FAMILY MEMBERSHIP**
For husband, wife and any children under the age of 18. The husband and wife have the same benefits as a regular membership with the exception of certain licenses and voting privileges. Only one copy of Sports Car per Family Membership.

Total membership costs include National and Regional dues for one year. After the first year of membership, regional dues may vary. The above membership plans pertain only to first-time SCCA members.

Return to: Larry Morton Route 8 Box 69 Kingston NY 12401

REgional Ramblings

April 22, 1990 - Earth Day

While it may seem the antithesis of a motorsport theme, I think there are some lessons to be learned from the burgeoning interest in the state of our earthly environment.

Leaving aside the technical arguments of what is or is not happening, it is the political arena where the real action will take place. As a sport which visibly consumes energy and produces emissions, albeit as miniscule part of the entire eco-system, we may be perceived as expendable. Yet we should have as much right to pursue our leisure as other hobbyists such as boaters, sport flyers, or even family vacationers. It is important that our sanctioning body be pro-active in innovating before threatened by the legislative process.

While looking long-term to the future, there may be some lessons from the past and present. In the early 1980s, in response to environmental and supply problems, there was Formula Talbot in England. The rules called for stock powerplants running on methanol. Similarly CART was quick to publicize at the Long Beach race, on April 22, that the cars raced not on gasoline, but on cleaner burning, less polluting, methanol. Today in Europe Formula Vauxhall, heavily backed by GM, requires that the spec. formula cars run on unleaded fuel with catalytic converters.

SCCA is already well positioned with its Showroom Stock classes which require full emission control systems and voluntary noise restriction standards. It might be prudent for SCCA, perhaps through the shadowy SCCA Foundation, to explore the implications of alternative fuels and other measures, as a means of politically articulating our sport's concern for the future.

Right now there are some steps we absolutely must take to protect and preserve the places where we race. Dispose of all waste materials in the proper containers. Don't leave your old racing tires behind. Comply voluntarily with noise standards. Restrictions that we operate under at Lime Rock and Bridgeton may portend things to come.

Perhaps the other lesson to be derived is that we all ought to appreciate and enjoy now what our sport has to offer in competition and camaraderie, because the future may not hold the same opportunities.

With that in mind we've devoted three pages of this issue to the calendar of upcoming events. There will be lots of great opportunities for you to get out and be part of the action. Don't let them pass you by.

Support the Sport

Greg Rickes