

Mohawk-Hudson SCCA
JULY 1990



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Rules Are Meant..., continued

events. Nationals would stay divisional, with a national championship at the end of the year. Regionals would change a similar manner. Here the classes would be based on economics; the lower cost classes be pushed first, followed by classes where drivers could get good experience without getting over their head. This would mean eliminating some of the faster classes, which I feel might end up as some of the national classes. Regional championships would be structured around a track or group of tracks as to cut down costs for the spectator, worker, and competitor. By splitting the classes into two groups, the rulesmakers could then concentrate on equalizing the competition and not trying to make every different car competitive.

Obviously, the above changes also have a profound effect on the third consideration for a rulesmaker, and that is cost of racing. Some of the above changes obviously have a positive effect on lowering costs. To continue this we need to establish guidelines and stick to them. Stability is the most important. Any competitor entering a class should be confident that his equipment will not be rendered uncompetitive for at least three years. This is brought out by the story of the Swift domination of Formula Ford in the late Eighties. The designer took all the technology he could find, and rather than phasing it in over a period of time, put it into one car. This car was so successful (and perceived as unbeatable), many either had to buy this car, making the situation worse, or left the class in disgust. You may think these

events might be okay on a professional level; rather, it seems that sanctioning bodies are quicker to throw out advanced technology than you think. Remember turbines and four wheel drive at Indy, ground effects and high wings and turbochargers in CanAm, and all of the above in F1! While I think the SCCA has learned its lesson, I don't think it tries as hard as it should.

Secondly, to realize that technology and going faster are not always a positive thing. Where twenty years ago, an amateur FV driver might have two sets of tires, now a properly funded driver might need four or five sets. It is time to look at how fast we want certain classes to go and freeze or adjust rules to maintain this envelope. For some classes this may mean spec tires; others, restrictive motor rules. There is no reason why we have to be faster than the cars were ten years ago if the competition can be maintained.

Thirdly, we need to design racing around the championship theory. This involves keeping the cost of racing low enough so a competitor can race for a full season. Thirteen race, regional championships, scattered across six hundred miles, do not encourage consistent fields.

I cannot believe how long this article has grown. I have not even started to cover all the bases. This series is going to be expanded, with next month looking at specific classes - their problems and promises. Remember, these are my ideas of racing in the 90's, what ideas do you have?

Chris Zarzycki 6/90

RULES ARE MEANT TO BE BROKEN

As we move into the 90's one of the major problems is devising rules that will allow racing to grow through the decade. This month I will explore the good and bad points of the current SCCA rules as they pertain to the amateur racer.

One consideration of a rulesmaker is to provide a margin of safety. Here the SCCA has accomplished the goal of making amateur racing safe. Despite the recent rash of fatal accidents, the current rules pertaining to car construction are up to date. There are two areas, in my opinion, where the club can improve its record. Eventually, the club will have to mandate full roll cages for open wheel cars. This change will not be easy or without much controversy. No one has yet designed a cage that does not destroy the look of the sleek formula cars. I think a combination of the twin roll hoops as seen on dragsters, and a cockpit high, horizontal hoop, will satisfy both factions.

The second safety consideration is race cars which have really outlived their useful racing life. This one hit close to home. My FV is almost twenty years old. The designers never expected the chassis to live this long. The SCCA needs to encourage manufacturers to build new chassis, at a reasonable cost, so that owners of older cars can upgrade to current safety specs. Short of this, I can see the day when cars are refused entry to races because of age. It is too much to ask the average SCCA Tech Inspector to judge the metallurgical condition of even a rebuilt old car. If the SCCA acts as a club, then they can

help old car owners upgrade to things like fire systems and fuel cells by working with manufacturers to keep costs down on retrofits.

The next concern of rulesmakers, is to achieve equality of competition. Here the SCCA has fallen victim to its own good nature. In 1979 there were 21 classes in SCCA racing. At the time, everyone thought there were too many. As we enter the 90's, we have as many as 30, depending on which region you are in. This does several things. First, it takes from quality track time. Groups of cars that should not be racing together are placed on the track at the same time. This can disrupt one group's race. This, in turn, results in drivers being discouraged and changing classes; if not leaving SCCA entirely. A large number of classes results in a smaller number of cars per class. This shows itself in the declining sales of pure race cars (like FF), which results in higher prices and fewer participants. What all this leaves us with is too many cars competing for too many class wins. This is confusing to the racer, the fan, the sponsor, etc. It becomes impossible for an organization to police rules when it tries to cater to the whims of so many different competitors.

The SCCA should restructure National and Regional racing. National racing should be a semi-professional activity, consisting of the top six SCCA classes according to popularity. The extra time at race weekends can be used for increased track time, which could take the form of heat races, or the weekend could be properly combined with pro

NEWS RELEASE

FOR IMMEDIATE RELEASE

FROM: Tom Nesbitt
Detroit Region, SCCA
1124 Harold Circle
Ann Arbor, MI 48103

CONTACT: Carl Goodwin
(313) 562-4800 or
(313) 675-9565

"DRIVERS' CHOICE" COURSES FEATURED
AT CEN DIV YOKOHAMA SOLO CHAMPIONSHIP

Record Entry Anticipated

DETROIT...JUNE 15, 1990...The Detroit Region of SCCA expects entries to top the 400 mark during the Yokohama-sponsored Central Division Solo II Championship that it will host at Selfridge Air Base on Labor Day weekend.

Prior to determining course layout for the event, the region polled CenDiv autocross drivers for their favorite national courses. The two favorites emerged as the 1989 North Course and the 1988 South Course. "These are the courses we will be using," says course designer John Carriere, "but they will be mirror images to ensure that no one has ever run them before, while retaining the personality of the layouts that the drivers like best."

The venue of this Solo II will be Selfridge Air Base at Mt. Clemens, Michigan, a northeast suburb of Detroit. In the tradition of General Curtis LeMay, who opened Air Force SAC bases to SCCA events in the fifties, General David Arendts has made a 3200' x 1200' plane storage area available for the event. The surface is prime concrete.

The Yokohama Solo at Selfridge will be the last divisional event before the nationals. "We intend to give this event a national quality," notes event chairman Tom Nesbitt, "for those drivers who will be going on to Salina, Kansas. For those who are not, we promise a great event, Detroit hospitality and 4 runs on each course for every competitor."

Event registrar is Frank Miller, 1418 Renwood, Troy, MI 48084, (313) 464-9751.

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Licensing of Minors

The Board of Directors has specified that minor workers may NOT be placed in hazardous locations (defined by the Executive Steward). This means that there WILL NOT be any minor licenses in flagging and communications, starters and those portions of race control dealing with cars (i.e. pits, course, etc.). Minors are defined as those persons under the age of 18 in all states within the continental U.S., with the exception of Alabama, Nebraska, and Wyoming. With regard to these three states, a minor is defined as a person under the age of 19.

COMPETITION BOARD POLICY

The Competition Board policy, set in 1983, states that a person not fulfilling the requirements for the retention of a license should be automatically renewed for the first year. After the second year of non-fulfillment, the license should be downgraded one level; after the third year of non-fulfillment, the Race Official should expect to start over.

There is no reason to make the licensing of Race Officials hard; remember all of our jobs is to facilitate the training and licensing of Race Officials and not to place road blocks in their way.

The following new guidelines should be used for judgments made by Regional and Divisional Administrators in the licensing of the member and used in a user-friendly manner in facilitating the program. The number of days are minimums, and Divisions will not place higher standards on these renewals.

Regional License

It is recommended that license holders stay in this grade for a period of two years. This will allow for adequate exposure to the many situations new people need to experience in some specialties. The DA may waive this requirement for prior experience and/or exceptional performance, on recommendation from the RA.

Renewal at any number of days.

Divisional License

This license grade should make up the bulk of the license holders in all specialties. There is no time requirement for this grade. This license grade will allow the member to work any SCCA Sanctioned event, as well as perform any position in the specialty, except Chief at Nationals.

Renewal at eight (8) days.

National License

This license grade will be restricted in the future to those with the experience and the ability to be the Chief of the specialty, as well as the trainer and Regional Administrator. The example is meant that no one be promoted that is not extremely well qualified. The DA will be responsible for the approval of any future upgrade to this license grade. There will be no minimum number of events or days needed to upgrade to this license, and the RA must recommend the upgrade in writing to the DA.

Renewal at eight (8) days.

Any current holder of this license will be given every consideration at renewal time, due to their experience and ability in the specialty. These members will be allowed credit for training and assistance at events, even if eight full days are not worked.



DATE: May 15, 1990
TO : DIVISIONAL ADMINISTRATORS AND NATIONAL ADMINISTRATORS
CC : FASTRACK -- ALL LICENSED MEMBERS
FROM: COMPETITION BOARD
RE : RACE OFFICIAL LICENSING

The following information supersedes all previous correspondence, memos, and other information regarding Race Official Licensing. These policies will be effective now and into the future. Divisions will operate within these guidelines. These guidelines will be adjusted from time to time to accommodate new procedures and new training materials.

The Competition Board, after much input, has made one major change; participation will now be recorded in days and not events. That means that an individual may be given participation credit in increments as small as hours. This also allows for those persons who spend a large amount of time prior to the event to get credit.

Divisions are not to impose restrictions for license renewal outside what is presented here. Specialties that contain more than one specific duty will not necessarily require proficiency in all duties. An example would be that a proficient communicator need not work as a flagger to retain the license. The renewal of licenses for members that do not desire upgrades will be done on a direct renewal basis, and no Division will restrict this process. National and Divisional license grades may be renewed by submission of the supplementary card, signed off for eight (8) days.

The member who has performed in the specialty for many years should be afforded every consideration of the Competition Board policy on renewals. Regional and Divisional Administrators will be responsible for notifying Central Licensing (in writing) of any license that should not be renewed or should be downgraded. Upgrades and/or downgrades will only be acted upon with proof of competency or non-competency based on this memo. If any appear to be politically motivated, they will not be accepted.

PROCEDURE FOR CARS WITHOUT HOMOLOGATION PAPERS

1. Allow car to run, but write "novel" in vehicle log book, i.e., car cannot run again without papers. (It is now taking about 1 week to get papers reissued from SCCA.)
2. If the car was "homologated" after 1981 and before 1986, SCCA will need the chassis number and will issue a certificate of approval listing the marque and year of the car. Fee - \$25.
3. After 1986, check the chassis # and if SCCA has issued a certificate, a duplicate can be obtained from SCCA:

FV, F440	\$25
FF	\$35
CSR, DSR	\$50
S2000, FC	\$50
FA	\$75

If SCCA did not issue a certificate, the driver must go through the whole procedure of applying, filling out forms, supplying pictures, and sending all to SCCA. And it will cost!

4. New cars will receive papers from the manufacturer, but should contact SCCA for correct procedure.

4/11/90

bars for safety because they feel safer. The correct response is that cage design is pretty closely specified for each category, based on some balance between safety and stiffening for performance, and all comments about it should be sent in writing to the national competition committee. In other categories of car, alternate designs may be accepted if accompanied by an engineering certificate certifying performance under specified loads.

See the May FastTrack for other comments on the Production cage updates. By the way, in measuring to a low front hoop under the cowl to see if the line passes over the driver's head, you can lay the straightline on the cowl just over the hoop.

Miscellaneous

Towing eyes are required both front and rear for cars which do not have exposed roll cages, suspension components, or bumpers. The purpose (according to Dick Martin) is to provide a point for hauling cars back onto firm ground or transporters.

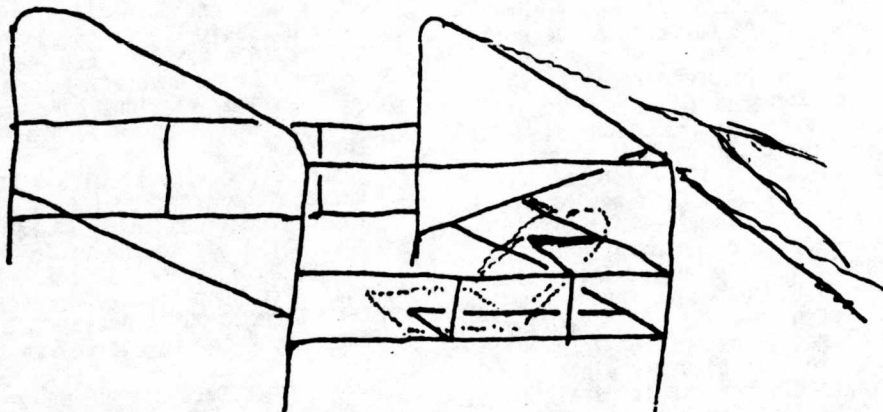
It is NOT really for flat towing, as the book states, because flat towing is always done so that the tow line can be released. Thus the requirement is primarily for closed GT and Production cars. IT and SS are assumed to have bumpers. (There is some local disagreement as to whether bumpers are strong enough for this.)

See the May FastTrack for coming changes in basic IT regarding kill switches, removeable steering wheels, fuel cells; and for SS running with windows down.

The 36-square-inch by one-inch thick headrest pad rule applies WITHOUT EXCEPTION, which means that some formula cars will have to rebuild their fiberglass shells. I'm sure we will hear more about this one as we enforce it.

If a car changes class (i.e., formula to sports racer, SS to IT, P to GT, etc.), it is best to reregister it, and obliterate the old roll bar number, UNLESS it was registered in your region and you have access to the region's log to change the original issue. (From Dennis Dean).

Here, to the best of my artistic ability, is a rendering of an IT cage which I saw at our Drivers School, but not in time to write him up. It illustrates all the illegalities described above. It is owned and driven by Paul Carter, in the Southeast Division. The roll bar number is 34-546, and it is a 1986 Buick SkyHawk, ITA. In addition to all the unauthorized bars, the headliner was stripped out. We have a number of IT cars running with unauthorized removal of interior panels and wiring harness.



Washington, D. C. Region, S.C.C.A.

Memorandum

To: NE Division Tech Chiefs
 Via: Jim Farrar, NEDiv Administrator
 Date: 24 April 1990

From: Alan D. Fiala, Chief
 7250 Idylwood Road
 Falls Church, VA 22043
 (h) 703-790-8044
 (w) 202-653-1274

So far this season, we have had a Drivers School, a Tech Day, and a Regional event. Because of problems arising at all our events, I had two long conversations with Dick Martin at the national office, and one with Dennis Dean. I found out a number of things, and also observed some specific individual problems, which I want to share around. Now, the newest SportsCar has arrived, with still more on roll cages. That is my number one headache so far.

Homologation

Homologation is the process by which a car is certified to comply with the preparation rules for its category and class. For Production, GT, IT, and SS, it is simply the list of cars eligible to compete. For Formula and Sports Racer, a certificate is issued for each vehicle, upon application to the national office by the manufacturer or constructor. Any car in Formula or Sports Racer which is NEWLY registered (Has a logbook issued) after 1/1/83, MUST have a homologation certificate. This includes formula cars converted to sports racer, even if the formula car was registered before 1/1/83. The conversion is a new registration.

The homologation process for formula and sports racer starts with an application which the constructor sends in, certifying that the car complies with every preparation rule for its category and class. There is a fee, depending on several factors. At some future time, a national office representative will physically inspect the car to verify the application. See enclosure dated 4/11/90 from Sue Roethel for more details.

There is, however, one exception. If a car was registered legally in an SCCA class, and then modified so that it is no longer eligible for any SCCA class, it may be allowed to run ASR in Regional events without a homologation certificate. An example turned up at the School, which prompted this investigation. A Mazda GTU car came through, which had been registered as a GT2 in 1972.(?) It now has several modifications for IMSA which make it illegal in GT2; however, since it was once a legitimate GT2 car, it is permitted to run as ASR, in Regional events. If it were brought in as a new car, it could not be registered nor allowed to compete. Also, if one of those Mustangs which ran as ASR were brought in new, it would have to have a homologation certificate.

If a car which is supposed to have a ho-

omologation certificate comes in without it, the procedure now set is that a severe notice must be written in the logbook allowing it to run that event only, and signed off by the Chief Steward or Chairman, SOM. We did this to one FF car at MARRS I. (Eric Kent, Reynard.)

ROLL CAGES

We (including me) let some more illegal roll cages get through. However, we also refused to let one new car run because of substandard welding in the cage.

Here is some supplementary comment for IT, SS, and GT cages:

There must be at least one lateral diagonal brace in the plane of the main hoop. For IT and Showroom, that is all that is permitted.

In IT there must be one and only one horizontal bar, of the same dimension as the main hoop, at shoulder height behind the driver's seat back, extending from the main upright to the diagonal brace, but NOT completely across the hoop. This bar is only recommended in SS for now. Its purpose is to catch the seat if it should break and fall backward. In IT, the seat may be fastened to it. (We let some IT cars through that had two of these horizontal bars.)

Side bars in IT and SS: Showroom must have a single side bar for the driver, and no other bars are authorized at present. IT must have at least the single side bar for the driver, and may have two horizontal side bars on each side. However, the side bars may not be joined by vertical bars, nor connected to the seat mounting in such a way as to stiffen the cage.

IT is required to have a horizontal bar between the front uprights, running along the top of the windshield. IT may have a second horizontal bar in the vicinity of the dash. IT may have one horizontal bar between the rear main hoop braces. However, it is not permitted to run a horizontal bar between the rear shock towers and fasten the braces to it.

No other bars are authorized in IT. We have seen a lot of them come in with a horizontal main hoop brace, which is NASCAR style. There are also still some out there with the diagonal brace going back instead of in the plane of the hoop.

IT drivers (and Showroom too) will sometimes argue up and down that they want more

Licenses and the requirements for upgrades and renewals. Please review this carefully.

I am sure that there is more that I had wanted to include in this mailing, but at the moment, I am drawing a blank. Please feel free to circulate this memo and the attachments to any and all interested parties within your region or beyond. Please keep me aware of any problems that may arise during any of your events or any ideas or procedures that seem to work well. I will circulate them to all the other Regions. If we work together and keep in touch, we can all have a better and more peaceful season.

Keep in touch,

Jim Farrar

412-751-5235 home [9 - 11P.M.]
412-664-6407 work [8A.M -3P.M.]

Scrutineer Memo



TO: NE DIV REGIONAL CHIEF SCRUTINEERS AND INTERESTED PARTIES

FROM: JIM FARRAR - NE DIV ADMIN OF SCRUTINEERS

SUBJECT: 1990 SEASON PROGRESS AND TECH INFO

90-2

We are now several races into the new season and this seemed a good time to share some information that has arrived from several sources.

First, as you may be aware, at the recent Round-Table, the NE Div Council agreed to give us a small budget to cover postage and assorted costs to better enable us to keep the entire Division in touch. Therefore, I will be hopefully sending out several mailings during the course of the season. I am asking that any Chief or Scrutineer that has any information to share will send it to me and I will then include it in the mailings. An example of this sharing is attached from Alan Fiala. I hope to be able to include more of these types of articles during the season.

My own Region has now had two events, a Driver School and the Cumberland National. From these events, we have identified several problem areas:

1. There seems to be some trouble in the requirement for the use of arm restraints. During Tech, and especially in the case of equipment only techs, we must be sure to question the driver as to the restraints and to see them as part of the safety gear. The second problem area around the restraints is in the enforcement of their use. At the last several events at Nelsons, we have found on the grid that some drivers are not hooking the restraints to their harness in the proper fashion. Some have attached them to their shoulder straps rather than to the belts, or are pushing them so high on their arms that they are useless. As always, it seems that some drivers are their own worst enemies and have to be protected from themselves.

2. A second problem that was discovered at the School was that suddenly, several cars appeared with "Y" type shoulder harness straps. These have been outlawed for several years and to find two cars in the same week-end was extremely suprising. Additionally so in as much as one of the cars had run an earlier event this year.

3. IMPOUND - At the National, we found that some drivers did not report to Impound after the race, even though they had finished in a position where it was required. Remind the drivers at your events that it is their responsibility to report to Impound. The Stewards were involved in one situation this season where a high finishing driver did not report and it may cost him finishing points.

Attached are two pieces of information. The first is a collection of information gathered by Alan Fiala of D.C. Region. This includes input from Dennis Dean and Dick Martin. This effort from Alan includes some information that I had been gathering for release to the Regions but Alan has done such a good job of collecting and phrasing it that he saved me a ton of work. My hat is off to Alan for his efforts.

The second attachment was just received by me from Denver and concerns Worker

1990 NE DIV TECH REINSPECTION SCHEDULE

DATE	NATIONAL RACE	REGIONAL RACE
JUN 29	LIME RK - NNJ [A]	
JULY 7/8	[A]	LIME RK - NNJ [A]
JULY 14/15	WATKINS GLEN - GLEN [B]	SHANNONVILLE - CNY [B] SUMMIT POINT - WDC [B]
JULY 22/23	[B]	[B]
JULY 27/29	DBL POCONO - TRI-R [C]	DBL NHIS - NER [C]
AUG 4/5	[C]	WATKINS GLEN - GLEN [C] LIME ROCK - NNJ [C]
AUG 11/12	SUMMIT POINT - WDC [D]	NHIS - NER [D] NELSON LDG - SCR [D]
AUG 18/19	[D]	LIME RK - MOHUD [D]
AUG 25/26	NELSON LDG -MVR [E]	LIME RK - NYR [E] WATKINS GLEN - GLEN [E]
SEPT 1/3	MOSPORT - NYR [F]	NHIS - NER [F] DBL SUMMIT POINT - WDC [F] MOSPORT -NYR [F]
SEPY 8/9	[A]	NELSON LDG - SCR [A] - <i>BRIDGEHAMPTON - NYR (A)</i>
SEPT 15/16	[B]	WATKINS GLEN - FLR [B]
SEPT 22/23	[B]	[B] <i>LIME ROCK - NYR</i>
SEPT 29/30	[C]	SUMMIT POINT - WDC [C]
OCT 6/7	[D]	WATKINS GLEN - GLEN [D]
OCT 13/14	VRRC	
OCT 20/21	[E]	DBL NELSON LDG - MVR [E]
OCT 27/28	[F]	NELSON LDG - WNY [F]

NOTE:

1. Reinspection group is indicated in [].
2. For any race added to schedule, or changed from date shown here, reinspect the group shown on the schedule for that date.
3. Additional classes and/or groups may be added to any date on the schedule at the discription of the sponsoring region and with the proper advance notification in the event Supps.

This combination of classes into the various reinspection groups was decided on for several reasons. Mainly, it tends to group similar styles of cars together. This helps the inspection crews in that they can prepare in advance without having to brush up on too many dis-similar sets of rules.

Attached is a copy of the 1990 NE DIV race schedule with the groups to be reinspected at each event. As you can readily see, we are not starting the mandatory reinspection program until the June 29, 1990 race weekend. This is due to the number of annual inspections done at the early events in the season. It was felt that by this date, most of the annual inspections would have been done and we could begin the reinspection program without problem.

This reinspection program IS MANDATORY in the NE DIV. The classes to be reinspected should be clearly posted in the Supplemental Regulations for each event as was done last season. While the above groups are the minimum that should be reinspected as per the schedule, if any Region feels that they wish to include any additional cars in the reinspection program at any given event, this is totally within their power. Just remember that the information MUST be included in the Event Supps. Also, I would strongly recommend that ALL cars be required to be presented for inspection at Driver's School. This will help to get new drivers aware of Tech and what is expected of them.

Hopefully, we will have an even better season this year than last. If there are any problems or questions, please feel free to get in touch with me. I can usually be reached during the day at 412-664-6407, or between 9:00 ^{AM} 11:00 PM at 412-751-5235. If you leave a message for me to get back to you, please leave a daytime number if possible. Again, keep in touch and I hope to see you at either the National Convention in Indy or at the Roundtable in Corning.

Jim Farrar

NE DIV ADMIN OF SCRUTINEERS

cc: Regional Chief Scrutineers
Regional Execs
Regional Registrars
D. Dean - National Admin of Scrutineers
B. Bradshaw - NE DIV EXEC STEWARD
Doug Reed - Club Racing

Scrutineer Memo



TO: NE DIV REGIONAL CHIEF SCRUTINEERS

FROM: JIM FARRAR - NE DIV ADMIN OF SCRUTINEERS

SUBJECT: 89 WRAP-UP AND 1990 SCHEDULE

90-1

1989 SEASON REVIEW

First, I would like to thank everyone for their co-operation during the past season. As you are all aware, we instituted the reinspection policy in NE DIV during the 89 racing season. As the season progressed, I received frequent helpful input from several Chiefs, as well as from individuals.

How successful was our effort? It would appear that we were right in what we did. FASTRACK in the Nov issue of SPORTSCAR announced "All Regions are to implement a supplemental tech program to reinspect cars at least once each season, in addition to the annual tech". Additionally, the RUNOFFS this year were one of the most troublefree techwise in recent memory. Everyone is to be commended for their efforts.

Speaking of the RUNOFFS, Alan Fiala-Chief of D.C. Region- was named Worker of the Year for Scrutineering. Congratulations.

1990 TECH PROGRAM AND SCHEDULE

At the NE DIV mini-con in Reading, the majority of Chiefs from the Regions were in attendance. We were able to sit down together, discuss the program and make changes for a more efficient season in 1990 for our reinspections.

The class make-up of the reinspection groups was done, in large part, based on figures supplied by D.C., since they tend to have the largest consistent turnouts,

1990 REINSPECTION GROUPS

GROUP A

GT-1
GT-2/CP
GT-3/DP
ASR
ITS
GTP

GROUP B

GT-4
GT-5
EP
FP
GP
HP
ITC

GROUP C

FA
FC
FF
CF

GROUP D

FV
F440
SHELBY-SR?

GROUP E

SR
S2000
CSR
DSR
ITA

GROUP F

SSGT
SSA
SSB
SSC
ITB

Lime Rock Results, continued

race 6: GT 1, 2 , 3 and Improved Touring S
class winners

GT1 (also 1st overall): Frank Tavalacci (Hawthorne NY) Camaro
GT2: David Pettigrew (Monroe CT) Mazda RX7
GT3: Jim Reilly Jensen -Healey
ITS: David Brand (Muttontown NY) Mazda RX7

local finishers

5th GT1: George Smith (Troy NY) Camaro
7th GT1: Doug Kelley (Averill Park NY) Corvette
DNF ITS: Manny Matz (Somers NY) Mazda RX7

race 7: Formula Ford, Club Ford
class winners

FF (also 1st overall): Doug Hobby (Sharon CT) Reynard 83f
CF: Nick Scirocco (NY) Crossle

local finishers

7th FF: Paul Tariello (Schenectady NY) Reynard 84F

race 8 : Shpwroom Stock GT, A,B ,C
class winners

SSGT (also 1st overall): John Wall (Plaistow NH) Mustang
SSA: Bob Bunce (Manchester CT) Mitsubishi Starion
SSB: John Stacy (Blairstown NJ) Honda CRX
SSC: Michael Feno (Towaco NJ) Toyota MR2

July Meeting Reminder !

The July meeting will be on JULY 11
at
The Clubhouse at Lebanon Valley Speedway

Lebanon Valley Speedway is located on Route 20
halfway between Albany and Pittsfield

Guest Speaker : Don Green of DPS Automotive, speaking on the
care and maintenance of your high-performance engine

Please park in the lot across from The Clubhouse

LIME ROCK RESULTS

Lime Rock Park (CT) North Atlantic Road Racing Championship
June 2 1990.

all races 15 laps around 1.53 mile track

race #1: Spec Racer (SR)

1st place: Ed Breault (Central Falls RI)

race #2: E,F,G,H Production, GT 4 & 5

class winners:

FP (also 1st overall): Tom Buckley (Warwick NY) MG Midget

ITA : Rich Kiceniuk (Annadale NJ) BMW 2002tii

GT4 : Bob Labonte (Shrewsbury MA) Datsun 510

GP: Bob Matus FIAT Spyder

HP: Al Smith (Highland NY) A-H Sprite

EP: Roger Welling MGB

local finishers

3rd ITA: Kurt Weiss (Stephentwon NY) Mazda RX2

race # 3: Formula Vee, Formula 440

class winners

FV (also 1st overall): Michael Ober

F440: Chris Morales (Glen Head NY) Raptor

local finishers

14th FV: Don DeLapp (Troy NY)

DNF: Dick Stewart (West Sand Lake NY) Caldwell

DNF: Jon Handy (Cobleskill) Predator

race #4: Improved Touring B & C

class winners

ITB (also 1st overall): John Weaver (Ft Washington PA) BMW
2002

ITC: Fran Dance (Woodbury CT) VW Scirocco

local finishers

2nd ITB: Rick Pocock (Pittsfield MA) Alfa Romeo GTV

10th ITB: Ira Gelber (Cobleskill NY) VW Golf

19th ITB: Tom Dolin Jr. (Albany NY) VW Rabbit

race #5: Formula Atlantic, Formula Continental, Sports 2000
C Sports Racing

class winners

FA (also 1st overall): Gerry Lieberg (W Redding CT) Ralt

FC: Wally Syzmanski

Sports 2000: Joby Graham (Upper Montclair NJ) Swift

C S/R: John Twiss (Danvers MA) C

local finishers

2nd Sports 2000: John Broadhurst (Delmar NY) Tiga SC85

(Motor) Sporting Life

by
A.N. Other

O Canada !

Mohawk-Hudson Region has had a long standing affinity for Canadian motorsport.

By virtue of our geography we've attracted members from Quebec and Ontario, among them racers who have been successful on both sides of the border.

It has been a two-way street, so to speak, stretching back quite a few years, even before 1989's popular Shannonville encounter.

Bob Bailey, too young to race his Porsche with SCCA in the early 60s, headed north to start a long string of successful road-racing endeavors. Phil Groggins, Don Flores, Bruce Cargill and Phil Raeder all made forays to the picturesque Le Circuit Mont Tremblant when professional formula car racing was in its formative stages.

Mont Tremblant's Jim Russell school was the fore-runner of today's burgeoning North American opportunities; several Mo-Hud members were among the early graduates.

Around the mid 1970s Canadian motorsport seemed to lose its way, but today, in spite of political wrangling, a number of innovative approaches have positioned the sport prominently in the rival Eastern provinces.

Louis Louis

Single-make sedan racing has disappeared from the U.S. scene, but it's thriving up north. The Jos. Louis series (as in the song by The Kingsmen, not the former heavyweight

quite entertaining in its Lime Rock debut. In an effort to control costs and equalize competition, engine, transmissions, and suspension pieces are strictly controlled, a la Spec Racer.

With races at Shannonville, Mt. Tremblant, Mosport, Lime Rock and Montreal it would be possible for upstate New Yorkers to contest the series with less travelling than IMSA or even an SCCA National program. There are a few financial incentives, and the chance to race the Formula One circuit at Montreal too.

Door-slammer School

There's no shortage of ventures providing tutelage in the finer points of single-seater racing, but if you wanted to learn about the (not so) subtleties of showroom stock pony cars its pretty much been the school of hard knocks for you.

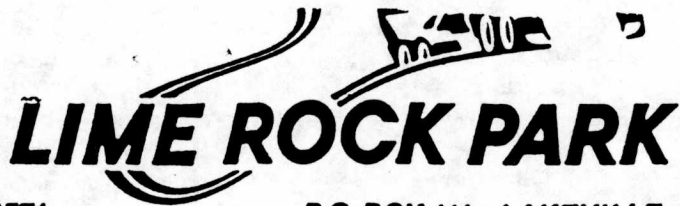
Shannonville's Spenard-David Racing School has opened new doors in the V8, four on the floor, arena. They now run a program using IROC Camaros massaged to MotoMaster series specs (stock engines, tighter suspension). In keeping with the Old World tradition, promising students can get some direct support to move on to Canada's version of the Firehawk endurance series as part of the school team.

Funny Money

Johnstown's Bobby Carville earned a fine third place finish in the opening round of the "Export A" Formula Ford 2000 series at Mosport.

Show position reportedly earned him \$5000, which even in colorful Canadian currency is not a bad return.

All for now. Cheers !



LIME ROCK PARK

(203) 435-2571

P.O. BOX 111 • LAKEVILLE, CT. 06039

1990 SCHEDULE of PUBLIC EVENTS

- May 5 DANDELION GRAND PRIX - NATIONAL CHAMPIONSHIP SERIES
Sports Car Club of America, New England Region
22 classes, 7 races
- May 25, 26, 28 TOYOTA TRUCKS PRESENTS THE LIME ROCK GRAND PRIX
for IMSA Camel GTP and Camel Light Cars, plus:
SCCA TOYOTA Formula Atlantic Championship,
Barber/SAAB Pro Series, VSCCA Vintage Invitational
LuK Clutch Challenge for IMSA International Sedans
- June 2 NORTH ATLANTIC ROAD RACING CHAMPIONSHIP SERIES (NARRC)
Sports Car Club of America, New York Region
29 classes, 8 races
- June 30 34th Annual FIREWORKS 400 NATIONAL CHAMPIONSHIP RACES
Sports Car Club of America, No. New Jersey Region
22 classes, 7 races
- July 4 (tentative) NORTH ATLANTIC ROAD RACING CHAMPIONSHIP SERIES
Sports Car Club of America, North New Jersey
29 classes, 8 races
- July 21 NORTH ATLANTIC ROAD RACING CHAMPIONSHIP SERIES
Sports Car Club of America, New England Region
29 classes, 8 races
- Aug. 3, 4 25th ANNIVERSARY TRANS AM
Sports Car Club of America TRANS AM Championship,
SCCA Racetruck Series, Escort Endurance Series,
North Atlantic Road Racing Championship Series
- Aug. 18 JOHN STIM MEMORIAL RACES - (NARRC SERIES)
Sports Car Club of America, Mohawk-Hudson Region
29 classes, 8 races
- Aug. 31-Sep. 3 8th Annual BMW VINTAGE FALL FESTIVAL
Vintage and Historic Racing, 1970 Trans Am Reunion
Concours d'Elegance, Autojumble, Auto Art Show
- Sept. 22 NORTH ATLANTIC ROAD RACING CHAMPIONSHIP SERIES FINALE
Sports Car Club of America, New York Region
29 classes, 8 races
- Sept. 28, 29 LIME ROCK FALL FOLIAGE CLASSIC
IMSA GTO/GTU Challenge, plus North Atlantic Road
Racing Championship and other support races tba.

Club Affairs -

The membership card, starting mid-year, will reflect the length of membership.

There are two new 30 sec TV ads produced in cooperation with the Pro Dept. which will be used extensively, and are available to any Regions who have a way to use them.

Risk Management -

There is a revision of the Minor Release and Waiver form which is now available and instructions are being mailed to R.E.s, Registrars, and Stewards as well as *Sports Car*.

The revision of the Incident Report into a 3-part carbonless set has been completed and is being distributed. Also the revision of the Rally Waiver is completed.

We have had two fatalities already in 1990. The Insurance Committee is reviewing the fatalities since 5 of the 6 in the last two years were in open wheeled vehicles. The Comp Board is also looking into this with regard to driver capabilities, track safety and car safety re. open wheels. (In addition, we had a major Solo injury in LA involving an open wheeled vehicle.)

Board Minutes -

Road Rally Board minutes of 17-18 March were passed without change.

Solo Board minutes of 1-2/4 March were passed without change.

Comp Board minutes will not be acted on until the September meeting.

Pro Rally Board minutes of 4-5 March were passed without change

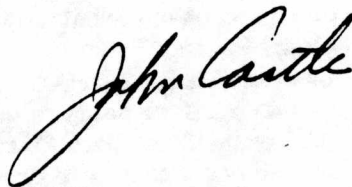
Pro Racing -

Continuing work on bringing the F-3 chassis into the Super Vee series. Lars Hansen has been in England to observe F-3 racing and found it strong, exciting, with enthusiastic spectator support and involvement from a wide variety of engine manufacturers. A sponsorship search is underway and must be completed before we are involved.

The revamped RaceTruck and Escort World Challenge series both seemed to be working very well at the first event this year and are being fine-tuned for even better competition. Trans-Am has 45-50 very presentable vehicles signed on for the season with at least 15 capable of winning.

TV - Over 30 races are scheduled for broadcast including 11 on ESPN, 9 on Prime, 10 on Sports Channel, 3 on TSN (Canadian). There is considerable interest in a Trans-Am package for network TV next year. — Our in-car cameras (3) are essentially sold out for the year.

Two 30 second TV spots have been produced by us: one for Pro Racing "SCCA Pro Racing....Taking you to the ultimate road trip", and one for general membership "SCCA....We make racing happen", each with our 1-800 membership number. They will be shown throughout the year and are available for your use if you have an opportunity to use them.



ITWSLTITR

Notes from the Board of Director's Meeting - May 1990

Probably the most important topic from the meeting is the approval of a plan submitted by the President to restructure the organization and operation of the Club Division. The principal immediate effect will be the importation of a vice-president for Club Racing (see President's Corner and ad in the June Sports Car when it arrives), the creation of a vice-president for Rally/Solo in the person of Terry Bassett (who will replace Dick Bonheim), and the creation of a Special Events department with a vice-president who will be Costa Dunias. Costa will stay on running the Runoffs®, conventions and regional development, which has become a full time job. All three of these departments will report directly to the President, as does the pro racing vice-president.

The long range purpose is to create a club that first is more responsive to the membership and second to regain our prestige as the premier road racing sanctioning body. This will include as major items such ideas as - making SCCA a good place to do business as viewed by the outside world and what is termed 're-franchising our drivers'. In other words this is planned to involve and benefit everyone within and associated with SCCA - Regions, drivers, officials, comp board, and companies with an interest with our club. That is quite an aspiration, and we hope it lives up to its promise!

Club Racing -

Road Atlanta has been approved as the site for the Valvoline Runoffs® and will be given a seven year contract. In addition to offering us a most advantageous financial position, that location is much preferred by our major sponsor, Valvoline. As I understand it, the track management has agreed to install a chicane on the back straight to provide more of an equalizer between handling and power.

There is a possibility that the Runoffs may be televised by the BBC for inclusion in an anthology series on motorsport called - "The Power and the Glory". This program will be similar to the series "Wings". Doug Reed is working on this.

There is a new Driver's School Observer's Report form. I have been pushing for this for several years and now it is finally in place. It will cover several areas of evaluation that the standard form missed.

Perhaps you noticed this month that there is now an explanation of the Comp Board recommendations in Fastrack which will give a fuller coverage of the more controversial items presented.

A flow schedule for the 1991 rulebooks is completed which should allow all Club Rulebooks to be available between Christmas and New Years.

The 1990 Rule Books have generated about \$50,000 in advertising revenue. Much of our convention expenses were covered by sponsors and many are already signed up for 1991. Pro Rally is gaining some sponsorship. Although not spectacular, several companies are involved and have committed for next year and several are interested in the #1 spot now held by Recaro.

Spec Racer #2, known as Shelby Car-Am, is in its final stages and is awaiting product liability insurance before being released for competition. There was one available for test at Second Creek Race Course last weekend and made a very favorable impression on those who had a chance to drive it.

NAME CITY STATE

JOINED SCCA ON 05/01/1985

Bernie Degraff Scotia NY
Anne B Gifford Scotia NY

JOINED SCCA ON 06/01/1985

William Hudson Burnt Hills NY

JOINED SCCA ON 06/01/1975

Michael Weir Ballston Lake NY
Sandra Weir Ballston Lake NY

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) _____

- \$ 50 REGULAR MEMBERSHIP**
Includes subscription to Sports Car; eligibility for numerous Club participation benefits; 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 case 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 16. Includes same privileges as regular membership with the exception of certain benefits.
- \$ 65 FAMILY MEMBERSHIP**
For husband, wife and any children under the age of 16. The husband and wife have the same benefits as a regular membership. All children have the same privileges as a regular membership with the exception of certain benefits and voting privileges. Only one copy of Sports Car per Family Membership.

SCCA Region Preference Mohawk-Hudson #065

Amount of Interest _____

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

Card No _____ Exp Date _____

Signature _____

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

MO-HUDSON REGION MONTHLY NEW MEMBERS REPORT

June 13, 1990

NAME	ADDRESS	CITY	STATE	ZIP
Peter Gabel General Delivery		Spencertown	NY	12165
Karl Hacker 1921 Dover Ln		Castleton	NY	12033
Marshall V. Kennedy Jones Ave.		Feura Bush	NY	12067
Edward J. Lansinger 1599A Tibbits Ave.		Troy	NY	12180
Marilyn Madden Trackside II, B-4		Johnstown	NY	12095
Louis A. Mangone RD 4, Box 132		Hudson	NY	12534
Douglas Pyle 4373 Jockey		Ballston Spa	NY	12010
Thomas F. With 34 Woodside Ave.		Albany	NY	12205

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 Solo II continued

C-STOCK

J. GARRY	RX7	39.046	T	1
R. DUARTE	FIERO	43.464		3
K. COURIE	FIERO	42.210		2

ESP

T. WOODS	CAMARO	43.308		2
Z. POTERALSKI	CAMARO	43.969		3
W. HUDSON	CAMARO	38.326	T	1
C. PALMATIER	CAMARO	46.344		4

DP->EP->CP

P. TICHY	CAMARO	43.046		4
N. HUDSON	CAMARO	38.404	T	2
S. KOTRONIS	CAMARO	41.706		3
A. MOUNTGOMERY	BMW	43.213		5
L. ECHOLS	FIAT X 1/9	38.183	T	1

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, autpower 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, Solo only. Price: \$3,800. Call Jim Garry at (518) 457-7458 (days) or (518) 439-3107 (evenings).

Solo Spins, continued

Mo-Hud's next Solo II event will be back in Cobleskill on July 8th. A few of our regulars will be missing and I'm going to need all the help I can get. Please call if you don't regularly come but would like to check out the action and help. Bring just about any car and you can compete too. And don't forget, On August 5th, Mo-Hud will be the host region for the Area 10 Solo II Championship Series, also at Cobleskill. Come on out and test your skills against some of the best drivers in New York.

MOHAWK HUDSON REGION SCCA SOLO II

EVENT #1 JUNE 03, 1990

DRIVER	CAR	TIME		POSITION
H-STOCK				
J. TRAD	HONDA	41.317	T	1
S. STRUZINSKY	SUNDANCE	45.570		3
K. MARTENS	TRACER	41.436		2
G-STOCK				
D. J. MCARDLE	MERKUR XR4-TI	40.745	T	1
R. WELTY	ALPHA	45.543		6
T. WALSH	OLDS	43.549		4
A. MOUNTGOMERY	BMW	43.213		3
M. VESELITZA	BMW	42.640	T	2
T. BROWN	SHADOW	44.230		5
F-STOCK				
TIM SCHILDE	MUSTANG	45.657		4
J. BUCCI	MUSTANG	41.548		2
TOM SCHILDE	MUSTANG	45.084		3
J. BISHOP	MUSTANG	41.187	T	1
ES->DS-STOCK				
TOM SCHILDE	TR6	41.770		4
J. DARROW	CHARGER	40.173		3
P. DEMORIAS	VW	39.702		2
M. SIROTA	VW	39.694	T	1

-more-

Solo Spins

by

Jim Garry

Mo-Hud's first Solo II of the year drew 28 cars to the SUNY commuter parking lot at Cobleskill on June 3.

For the first time since we began using the lot, we were given permission to use the adjoining P & C Supermarket lot as extra paddock space. This opened up even more of the SUNY lot for competition. The resulting course was fast and flowing. The course designers spent much time on setting the course right and actually tried two totally different courses before finally settling on the design used.

The event got started right on time and finished early (about 2:30 p.m.) We allowed fun runs after each competitor received five official timed runs. While fun runs were going on, Keith Martens used Sally and Jon Handy's motorhome and the club computer in it to print out the event results which were distributed to the competitors-- very classy. We even had trophies on hand to award after the event-- thanks Jim Bishop. Just about the only problem we had was the failure of our PA system which made it impossible to announce times as the cars finished.

As for the competitors, we had some fierce battles. The closest race of the day was between Pat Demorias and Mike Sirota (both from out Rochester way) in similar D Stock GTIs. Mike came out on top by just 0.008 seconds! Jim Bishop took F Stock honors in a Mustang, edging the car's owner by less than 0.4 seconds. H Stock saw a classic battle of horsepower vs. small car good handling as Jeff Trad in a Honda Accord LXI took on Keith Martens in a Mercury Tracer. The power of the Accord was too much for the poor Tracer as Jeff squeezed past Keith by 0.119 seconds.

The largest class saw DJ McCardle in a Merkur breeze to a 2 second victory in G Stock. Bill Hudson and his Camaro cruised to a well driven win in E Street Prepared. The real excitement came while watching Bill vie for Fastest Time of the Day (FTD) honors against his wife Nancy (driving a C Prepared Camaro) and Finger Lakes Region driver Les Echols in a D Prepared Fiat X1/9. After trading fast times all day, Les finally prevailed, beating Bill and Nancy by 0.143 and 0.221 seconds respectively. WOW!

Another highlight of the day was watching Tom and Tim Schilde trying to put the power down in their 1970 Mustang. This resulted in lots of blue smoke and scraping rocker panels.

I'd like to thank a bunch of people for helping this event to come off so smoothly: Jim Bishop, Keith Martens, Bill and Nancy Hudson, Jim Bucci, and Tom and Tim Schilde. Special thanks to Jon and Sally Handy for the use of their motorhome-- it made things go extra smoothly.

Mo-Hud Calendar, continued

August 10 11 Ferrari Club of America : members only
Fri Sat Lime Rock Park

August 10 11 12 NASCAR Winston Cup, SCCA Trans-Am, IMSA
Fri Sat Sun Firehawk Grand Sports - Watkins Glen

August 11 12 North Atlantic Road Racing Champ # 7 & 8
Sat Sun New Hampshire Intl - New England Region

 Solo II Div. Championship, Harrisburg PA

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

 Formula Car races - Bridgehampton
 RCCA info: (516) 462-5454

 SCCA Escort World Challenge 24 hour race &
 Jos. Louis Honda series, Mosport Ontario

August 17 18 North Atlantic Road Racing Championship # 9
Fri Sat Lime Rock Park - Mohawk-Hudson Region

August 25 Showroom Stock/IT Endurance Race (muffled)
Sat Lime Rock Park - New York Region SCCA

August 25 26 Jos. Louis Honda series & Export A FF2000
Sat Sun Shannonville Ontario

 Solo II, Finger Lakes Grand Prix
 Finger Lakes Region SCCA

 New York State Road Racing Championship
 Watkins Glen - Central New York Region SCCA

 EMRA Vanderbilt Cup Races - Bridgehampton
 info: (516) 569-3424

Mo-Hud Calendar, continued

Formula Car races - Bridgehampton
RCCA : info (516) 462-5454

July 20 21 North Atlantic Road Racing Championship #5
Fri Sat Lime Rock Park, New England Region SCCA

July 21 Solo II School, Lime Rock Park Autocross
Sat New England Region SCCA

July 21 22 EMRA Race - New Hampshire Intl. Speedway
Sat Sun Solo II Street Event, Hornell NY, Glen
Region SCCA info: (607) 699-3753

Pittsburgh Vintage Grand Prix

July 22 Solo II, Orange County (NY) Drop Zone
Sun Hudson Valley Porsche Club info: (516) 889-3841

July 23 North New Jersey Porsche Club - members only
Mon Lime Rock Park

July 27 Schattenbaum Porsche Club - members only
Friday Lime Rock Park

July 28 Aston Martin Owners Club - members only
Saturday Lime Rock Park

July 28 29 SCCA National Races - Pocono International
Sat Sun Tri-Region SCCA

SCCA Drivers School - New Hampshire International
New England Region SCCA

Jos.Louis Honda series & Export A FF2000
Le Circuit Mont Tremblant, Quebec

July 29 solo II, SUNY Purchase, Westchester SCC
Sunday info: (516) 889 3841

August 3 4 SCCA Trans-Am Championship Race & NARRC # 6 (?)
Fri Sat Lime Rock Park Northern New Jersey Region SCCA

August 4 5 New York State Road Racing Championship
Sat Sun Watkins Glen - Glen Region SCCA

Philadelphia Vintage GP , Fairmont Park

August 5 Solo II, SUNY Cobleskill, NYS Championship
Sun Mohawk-Hudson Region: info Jim Garry 439-3107

August 8 Special Mohawk-Hudson Region Pre-Race Meeting
Wed Albany Ramada, 1228 Western Ave 7:30 p.m.

Mohawk-Hudson Region Motorsports Calendar

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 Fri Sat	Jaguar Owners Club : members only Lime Rock Park
July 7 8 Sat Sun	COM Sports Car Club - Bridgehampton info : (516) 462-5454 Vintage Festival & Jos Loius Honda series Shannonville, Ontario VARAC
July 8 Sun	Solo II, SUNY Cobelskill, Mohawk-Hudson Region info: Jim Garry 439-3107
July 11 Wed	Mohawk-Hudson Region Membership Meeting Special Location This Month ! Lebanon Valley Speedway Clubhouse 7:30 p.m. Route 20 , West Lebanon NY- halfway between Albany and Pittsfield NHRA sanctioned "Test & Tune" on the drag strip begins at 6 p.m. Find out what you and your car can do in the 1/4 mile
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

Minutes of the June 6, 1990 Membership Meeting

Meeting was called to order by R.E. Greg Rickes. There were 36 present.

A motion was made by Roly Haccox, seconded by John Sheridan to change the normal order of business to allow everyone to go outside and view Brad Bunting's newly designed Formula Vee. Motion carried.

Brad was our Guest Speaker for the evening and had everyone's attention with his very impressive car. Brad explained all of his ideas and a few people had the enjoyment of sitting in the driver's seat. Brad is currently in production with these cars and you can purchase them in various stages from \$4000. to approximately \$12,000. If you are interested, he can be reached at the Works Performance Shop in Ballston Spa.

Secretary's Report - a motion was made by Jon Handy, seconded by Tom Campbell to accept the minutes of the last meeting as they appeared in the Knock-Off. Motion carried.

Treasurer's Report - Jim Bishop reports a slow month and everything is in order. Jim reminds us that new merchandise is here.

Competition Committee - Tom Campbell is currently 3rd in GT1 National points in the Northeast drive. There was some talk about the Pocono NARRC #2 rainout being re-scheduled at Lime Rock on the 4th of July, but this hasn't been confirmed. There is also a rumor that the August 4th race at Lime Rock may not be a full card of NARRC races.

Solor Report - Jim Garry reports an excellent event at Cobleskill with about 30 cars. Special thanks to Sally & Jon Handy for the use of their motorhome. This enabled the use of their computer with results quick and accurate. Jim asked us to read the article on page 12 of this month's Sports Car Magazine and fill out the questionnaire and send it in. Jim is still working on obtaining the Schenectady Airport for an event.

Membership Committee - Larry Morton reports 6 new members with total at 233. Larry explained how the SCCA T.V. phone number that appears during some of the televised races helps. When people call it and give their phone number, Larry gets a report with the numbers and then follows up by calling these people. Larry has designed a little mail package for new prospective members. Larry says he is looking into why it takes so long for Denver to notify us when there is a new member. The surveys in the last Knock-Off are coming in very nicely and many people have indicated they will help at our August race. Larry will give us a rundown on all the surveys soon.

Race Chairmain, Mike Weir, thanks everyone for responding so well to the surveys. Mike is still looking for a registrar and Chief of Timing and Scoring. Mike is planning another race meeting and the date will appear in the Knock-Off. A suggestion was made that we rent a camcorder for our race as a backup.

Our next regularly scheduled meeting will be held on July 11 at the Lebanon Valley Speedway Clubhouse. This is located halfway between Albany and Pittsfield on Rte. 20. Our Guest Speaker will be Don Green, owner of D.P.S. Automotive in Albany. Don has a well known reputation for competition engine machine work. He'll give us some valuable information on engine preparation. The Dragstrip will be open that night for testing.

Greg Rickes notes that Tom Boggie is indeed putting our SCCA information in his column. Give the sports editor a call and tell him how much you enjoy it and keep the articles coming to Tom Boggie.

A motion was made by John Sheridan, seconded by Tom Campbell to adjourn. Motion carried.

Respectfully submitted,

Richard Stewart, Secretary

REgional Ramblings

Welcome to the Year of the Survey. Seems like whenever Mohawk-Hudson Region comes up with a good idea someone is quick to pick it up. Seriously though, I hope that if you have not already done so you will take pen to hand and complete the survey which the region mailed out in May (if you didn't get one, contact Larry Morton) as well as the major initiative undertaken by the SCCA National office. It is your views and opinions which will chart the future of this region and the SCCA.

Our August race date looms ever closer, and there are still a few loose ends causing concern for our race chairman Michael Weir. Please, if you haven't volunteered yet, give him a call at 877-8482. In addition to race official specialities there are a number of tasks related to the social side of the event that could use some additional personpower, no experience necessary.

Permit me to repeat a few comments I made at the June meeting concerning publicity. Tom Boggie and the Daily Gazette have come through on their promise to provide coverage of SCCA events if the information is provided in a concise, timely manner. They have run 100% of the material sent to them. Capital Newspapers is slightly less responsive, but nonetheless very good at providing coverage to those events with a local orientation through their Community Sports Report. Your brief comments to the Sports Editor of both publications will reinforce the contention that there is local interest in SCCA activities, and help the region move on to bigger, and better, coverage.

Finally, please take special note that our **July meeting** has a different date and location. Since July 4 falls on the traditional first Wednesday, we've moved our monthly membership meeting by one week, to **July 11**. The location, thanks to the gracious invitation of Howie Commander, will be **The Clubhouse at Lebanon Valley Speedway**.

For those of you who have the need for speed, there will be a NHRA sanctioned "test & tune" session on Lebanon Valley's dragstrip beginning at 6 p.m., so you can get in a couple of quarter-mile passes before the meeting begins.

Hope we'll get to see a lot of you, especially our Pittsfield area members and friends, at The Valley. For those unfamiliar with the topography, Lebanon Valley is on route 20 halfway between Albany and Pittsfield.

Support the Sport

Greg Rickes