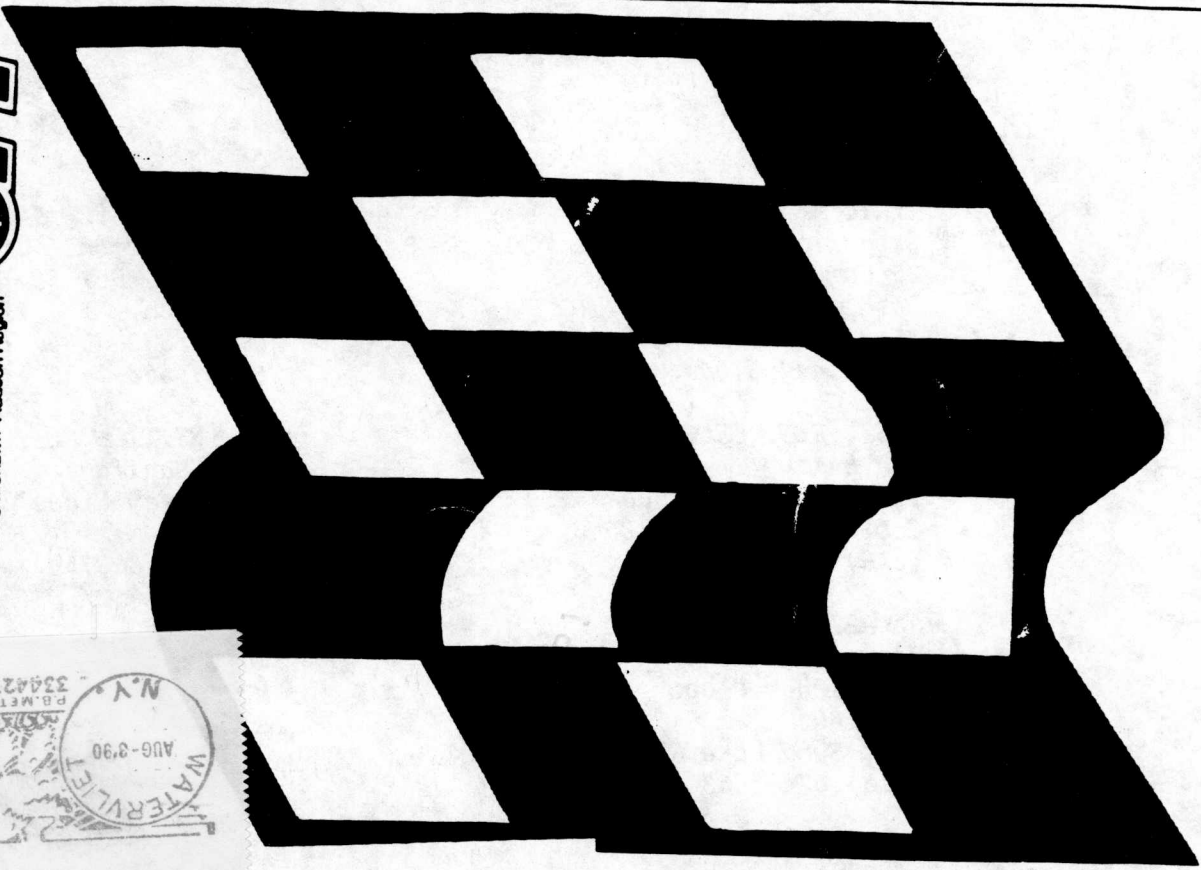


**KnockOFF**  
Publication of the Mohawk-Hudson Region



**Mohawk-Hudson SCCA**  
AUGUST 1990



**KnockOFF**  
Official Publication of the Mohawk-Hudson Region

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



Clark Nicholls  
21 Hartwood Rd.  
Lee, MA 01238

**MOHAWK-HUDSON REGION**

**OFFICERS - 1990**

**REGIONAL EXECUTIVE**

Greg Rickes  
25 Comely Lane  
Latham, NY 12110  
(518) 786-3118 (H)  
(518) 442-3704 (W)

**ASST. REG. EXECUTIVE**

Jon Handy  
17 Grandview Terrace  
Cobleskill, NY 12043  
(518) 234-3210

**SECRETARY**

Richard Stewart  
6 Fletcher Place  
Box 160  
West Sand Lake, NY 12196  
(518) 674-5683

**TREASURER**

James Bishop  
326 Terrace Road  
Schenectady, NY 12306  
(518) 346-8366

**ACTIVITIES DIRECTOR**

Pete Smith  
35 Knollwood Drive  
Saratoga Springs, NY 12866  
(518) 587-9755

**REG. ADMINSTRATOR/  
WORKER LICENSING**

Clark Nicholls  
21 Hartwood Road  
Lee, MA 01238  
(413) 243-3433 (H)  
(413) 494-3561 (W)

**MEMBERSHIP CHAIRMAN**

Larry Morton  
Route 8, Box 69  
Kingston, NY 12401  
(914) 339-4588 (H)  
(914) 564-7435 (W)

**COMPETITION CHAIRMAN**

Jack Hanifan  
39 Ramsey Place  
Albany, NY 12208  
(518) 438-3754

**DIRECTOR**

John C. Sheridan  
P.O. Box 739  
Altamont, NY 12009  
(518) 861-8389

**DIRECTOR**

Michael Weir  
6 Evergreen Terrace  
Ballston Lake, NY 12019  
(518) 877-3482

**SOLO CHAIRMAN**

Jim Garry  
83 Marlboro Road  
Delmar, NY 12054  
(518) 439-3107

**THE MOHAWK-HUDSON REGION KNOCK-OFF**

**EDITOR**

Sally Jo Handy  
17 Grandview Terrace  
Cobleskill, NY 12043  
(518) 234-3210 (H)  
(518) 473-0804 (W)

**PUBLISHER**

George Smith  
Rte. 3, Box 153  
Troy, NY 12180  
(518) 272-4920

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The Finger Lakes Region of the SCCA along with  
The COCR Rally Club



PROUDLY Presents the FORTH Annual

# 1/2 LAP of NEW YORK STATE ROAD RALLYE

*an event in the 1990 NEDIV Divisional Series*

# SEPT 29th

for further information PLEASE contact...

<b>C.R. SHALVOY</b>	<b>(716) 586-6531</b>
<b>JERRY KERWIN</b>	<b>(716) 425-4210</b>
<b>COCR Rally Club</b>	<b>(716) 385-8840</b>

This year's event will consist of paved and unpaved roads, no car breakers but there will be dirt. Tulip diagrams and mileages will be provided for easy course following. A challenge to the expert as well as the novice, the fourth running of the 1/2 Lap of New York State should be a MUST DO on your 1990 rally calendars. For additional information and to be placed on our mailing list, please call the COCR Rally HOTLINE @ (716) 385-8840, 24hrs a day, 7 days a week and leave your name and number/ mailing address for and entry form and accommodation information. SEE YOU IN SEPTEMBER!



Can't wait, continued...

competitors to buy new machines at a stiff cost, even for the kits. 440 has never really caught on, except in certain regions or at certain tracks. The new class would use a motorcycle engine with a 6 speed transmission; running Formula Ford front tires all around, with a solid axle and "rubber" suspension like a 440. (You will have to wait for another article for all the details!). In the meantime FV would get a new carb and a displacement increase in order to keep up with 440s, if they are going to continue to race with them.

Sports Racing - Oh boy, here we go. Shelby Can Am is the answer to the question nobody asked. Besides being overpriced and ugly (at least in the pictures I saw); if the SCCA really wanted to build a popular class, it should have been a sedan, tube-car that you could drop your favorite body on and motor in. Get this car out of amateur racing - make it professional with regional series like Sports Renault started out. Speaking of that Spec Racer, we need a body that does not look like a 1966 McLaren-Elva. How about a new body, a GTP style perhaps, and run endurance races for the cars. This might encourage multiple owners for individual cars and keep the escalating costs down. Then if a new manufacturer wants to supply a new engine the bite would not be so bad.

I really like the concept of CSR and DSR, but the numbers just don't justify two classes. Combine them, with some liberal rules so the DSR backyard engineers can have fun. For S2000, see most of the FF2000 comments. I don't know why they ever allowed monocoques. Outboard shocks, tube chassis, and some aerodynamic restrictions and this class would have been really super. Again, this is more of a pro class these days.

So here is my structure for SCCA racing in the 90's:

Pro	Semi-pro (Nationals)	Amateur (Regional)
FA/SCCA (Atlantic)	GT1	GT2 GT3
Trans Am	FC	GT4 IT
Showroom Stock	FF	FC FF
Race Truck (laugh)	FS (FV/440)	FS (FV/440) Spec Racer (mod)
Shelby Can Am	SP2000	Sports (CSR+DSR)
SP2000	Spec Racer (mod)	

In general, the minimum average for continued National status should be around 15 cars per race. I think that less classes will eventually result in as many drivers per event. This will make for more track time and better racing. Well? Do you agree or disagree?

Chris Zarzycki 7/90

PS. Thanks to my wife Lynn, for being my proofreader. Just in case there is a mistake - I do not always listen to her!

## CAN'T WAIT TILL CLASS IS OVER!

Last month I promised I would get down and dirty concerning SCCA Amateur classes. I will keep you in suspense no longer:

Showroom Stock - Get rid of this albatross! Name a class that takes up more time and more energy than all the others combined and you come up with SS. They have gotten so far removed from the original intention of cheap, entry level racing, that it is hard to remember how it started. Remember Opels, Vegas, Fiats Colts and Pintos? None over \$3,000.00, race ready. Now think of the current Corvettes, Porches and Nissan 300ZXs. Compensating for inflation, no SS car should cost over \$9,000. However, this form of racing can be a crowd pleaser on a pro level. That is where cars belong. There let the manufacturers battle.

Improved Touring - keep this a "Regional only" class. Write the rules for inexpensive race cars, and don't necessarily try to equalize cars. This should be a class, one step up from autocrossing, where someone can put a roll cage in a car and go racing. While on the subject of autocrossing, maybe all IT cars should run in one race, with many classes internally and classifications based on qualifying. Bracket racing is very popular in other forms of motorsports, and this would have other benefits. You build your \$20,000 Datsun 240Z, just expect to be the only one in your class (with no trophy).

GT1 - 4 There should be only 4 "production" classes based on tube frame cars with strict chassis rules. Fiberglass bodies should be allowed. Tire and wheel sizes based on horsepower to weight ratios might be better than other methods. These cars should include deformable structures along with improved roll cage designs. GT 1 rules should parallel Trans AM and be restricted to Nationals only. I know this means making obsolete older cars like Triumphs and MGBs, but with the exception of the Runoffs<sup>TM</sup> no production class has had its own race for quite a while.

Formula classes - Atlantic/SCCA should also be National only. The fastest class in Regionals should be FC (FF2000). They should open up the engine for some more horsepower (spec sidedraft carb and hotter cam??) but keep everything else the same. I also believe that they never should have allowed castings besides uprights and bell housing adapters. Wings should be smaller and minimum bulkhead dimensions should be given. I don't care how trick it is, or how fast it is, \$34,000 for a Swift roller is obscene. (P.S. - if the SCCA wants to change engines in this class they had better realize that they will have to pay the competitors to do it!) Formula Ford really need less sticky tires, maybe a smaller size with a specified durometer reading would help. A big, fixed tray spoiler would help reduce aerodynamics and keep tools from falling off. Nerf bars inside the wheels would be designed to keep cars from interlocking wheels.

FV and F440 should be combined to form a new starter class with the best characteristics of both. FV is great now but the handwriting is on the wall. Most of the cars are ten years old or older, and new safety regulations will soon force many

**AN INTERNATIONAL INCIDENT -- OH CANADA!**

The British Empire Motor Club, Inc. and S.C.C.A. Central New York Region were the sponsors of "An International Incident" at Shannonville Motorsport Park, Ontario, Canada on July 14 and 15.

Three Mo-Hud members ventured up north: Ira Gelber of Cobleskill with his VW Golf, Mike Weir of Ballston Lake with his Weir Mk3 and Jon Handy of Cobleskill with his Laser MkII. Over 200 cars were entered in the event and three-fourths of them were Canadian.

Friday--travelling day-- was sunny, warm and perfect for being on the road. It went downhill from there. Saturday was warm but overcast. Practice was held by race groups in the morning and qualifying races were held in the afternoon. The qualifying races--as we found out later-- did count for points in the NYSRRC series.

On Sunday, the rain held off for the hardship practices and the first race group (Formula Vees and F1200) and it rained fairly steady the rest of the day.

Jon Handy started 5th out of 10 FVs and 13th of 26 in the field. This was Jon's first visit to Shannonville and he called it a "challenging course." Jon ended up 5th in class and 12th overall. (Note: Jon did have the opportunity to do a little "agricultural" racing during the first practice on Saturday but kept it on the track the rest of the weekend.)

Group 2 saw FP, GP, HP, GT4, GT5, DSR, and Spec Racer from SCCA and GT2 and GT3 of CASC in one bunch. And the rains came as Group 2 was lining up in the false grid. Of course, those who hadn't put on rain tires made a mad dash to the paddock to do so. Mike Weir had the pole position from the qualifying race the day before. He finished 1st in class and 2nd overall.

Group 7 consisted of SSC, IT-B, IT-C from SCCA and SS/T and SS/S from CASC. Ira Gelber started this one (the rain had let up but the track still seemed rather wet) 1st in class and 8th overall. This was Ira's first time at Shannonville but he drove a good race. He finished 2nd in class and 6th overall.

It was good weekend for Mo-Hud members. As the racing came to a close on Sunday, the rains quit and the sun came out... That's racing!

--SJH

Fireworks 400, continued...

Race #8 GT 1,2,3--class winners:

GT1 (also 1st overall): Rick Bell (Sharon CT) Camaro

GT2: Dan Salmon (Northbridge MA) Lotus Elan

GT3: Alexander Smith (Voorhees NJ) Porsche 914-6

EP: Eric Kruger (Nashua NH) MGB

Mohawk-Hudson Region entries:

4th GT1: George Smith (Troy NY) Camaro

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PLEASE PRINT OR TYPE

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

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Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

Spouse Name (if joining Club) \_\_\_\_\_

Children's Names and Birthdates (if family membership) \_\_\_\_\_

\$ 50 REGULAR MEMBERSHIP

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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 full-time SCCA members.

SCCA Region Preference Mohawk-Hudson #065

Areas of Interest \_\_\_\_\_

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

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Signature \_\_\_\_\_

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

**Provisional results for Sports Car Club of America Fireworks  
400**

Sports Car Club of America National Championship races at  
Lime--Rock Park (CT) June 30 1990

All races 30 laps on 1.53 mile track.

*Race #1 Formula Vee, F440--class winners:*

F440 (also 1st overall): Keith Drissell (Northampton PA)  
Raptor

FV: Roger Siebenaler (Nanuet NY) Zink

Mohawk-Hudson Region entries:

10th FV: Chris Zarzycki (CT)

*Race #2: F,G,H Production, GT 4 & 5, D Sports Racing--  
class winners: GT4 (also 1st overall): David Windle (Boston  
MA) Datsun 510*

GT5 : Omer Norton (Storrs CT) Austin Mini-Cooper

FP: Bob Boig (MA) Bertone X1/9

GP: Glenn Kus (Holden MA) A-H Sprite

HP: Ray Stone (Hockessin DE) A-H Sprite

DS/R: Jim Nolan (Rochester NY) LeGrand

*Race # 3: Spec Racer--*

1st: Jim Goughary Jr. (Lakewood MD) SR

*Race #4: Formula Atlantic, Formula Continental, Sports 2000  
c/Sports Racing--class winners:*

FA (also 1st overall): Sergei Szortyka (Sinking Springs PA)  
Ralt

S2000: Jerry Randall (Williamsburg MA) Lola

C S/R: Alex Miller (OLey PA) March

*Race #5 Showroom Stock B & C--class winners:*

SSB (also 1st overall) : Gerry Alaimo (Rochester NY)  
Plymouth Champ

SSC: Steve Lewis (Wolbraham MA) Toyota MR2

Mohawk-Hudson Region entries:

4th SSC: Ian O'Connor (Voorheesville NY) Toyota MR2

*Race #6 Showroom Stock GT, A--class winners:*

SSGT(also 1st overall): Tom Lynch (Wayne NJ) Camaro

SSA: Dave Lapham (Bronxville NY) Mitsubishi Starion

*Race #7 Formula Continental, Formula Ford--class winners:*

FC (also 1st overall): Jon Pose (Bistol CT) Reynard

FF: Bill Shearer (Shelburne VT) Swift

Mohawk-Hudson Region entries:

3rd FC: Bob Wright (Old Chatham NY) Swift



## The (Motor) Sporting Life

by  
A.N. Other

### Its Not What You Say....

Though not widely known, Mohawk-Hudson Region's Solo II Chairman and Regional Executive have had a long standing debate over what our solo II events should be called.

The Chairman favors "autocross", while the RE has regularly lapsed into "autoslalom". A pardonable typo by the Daily Gazette weakened the RE's resolve when he saw the headline for a Cobleskill event describing an "Autoslam" !

Henceforth you'll see "Autocross" as the preferred form, as favored by The Chairman and Webster's New Collegiate Dictionary.

### Independence Apparitions

The EMRA/RCCA "run what ya brung" Independence 200 at Lime Rock on July 4 was noteworthy for the weird and wonderful array of machinery that turned out.

One could be forgiven for questioning one's eyes as the observer peered through shimmering heat waves and wondered if a Mirage had been sighted. Well no, the Gulf/Wyer endurance racer was not there, but just about everything else was.

There was, for example, an ex-Jim Downing Camel Lights championship winning Mazda-Argo. The ex-Dick Smothers Lotus 70/Chevy Continental Championship car from 1969, complete with high mounted rear wing, was complemented by a Theodore Formula One car (now with a Chevy engine).

To prove that seeing is not necessarily believing, how about a mid-engine SAAB 99 ? Rarely seen race-prepared Ferraris, 308GTBs, added to the intrigue.

But the most amazing of all was a 1964 Chevrolet Malibu. This true Q-ship, standard looking on the surface but apparently trick in the extreme underneath, was astounding.

Qualified fourth fastest in the big-bore race, the street-legal Chevy it did 1:04.20 on street tires, faster than three Firehawk spec. Camaros and two exSSGT Corvettes.

A more stable platform has rarely been seen at LRP; this car found its speed in finesse, not just horsepower. And who is Woodbury CT's Andy Murray ? He mastered track and traffic with noteworthy aplomb. The only cars that beat him were the Mazda-Argo and Tom Ciccone's tube-frame Camaro.

Several Mo-Hud drivers took a try at this event which offered qualifying races and main events.

Rick LaPierre can now say he's passed a F-1 car, scoring an impressive fourth behind three F-Atlantics with the Works Performance Chevron Formula Continental car.

Thom O'Connor, patriarch of the Voorhessville motorsports family, brought out his ITB Rabbit, and amidst a very mixed bag just missed a top ten finish in the small-displacement production car race.

Les Figarsky's MGB ran very well in the qualifying race, but torrid weather was apparently too much for the staid English device when feature time rolled around.

All for now. Cheers !

SOLO SPINS, continued...

of their motor home. We again had results available within 30 minutes after the event ended.

Our next event is Sunday, August 5th at Cobleskill. It will be a points event in the Area 10 Solo II Championship Series. We're expecting a larger than normal turnout and have received permission from the P & C Supermarket to expand our paddock area. It promises to be the best MoHud Solo II in recent years. Hope to see you there.

\*\*\*

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**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: \$3,600. Call Jim Garry at (518) 457-7458 (days) or (518) 439-3107 (evenings).

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**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.

## SOLO SPINS

By Jim Garry

Thirty-four drivers made their way to Cobleskill for MoHud's second Solo II event of the season. Again, using the adjoining P & C Supermarket lot for extra paddock space, we were able to set up a fast, open course which was well liked.

As driver's crossed the timing lights they accelerated through a 90° left hand turn and continued their acceleration through a "stair-steps" type maneuver across the middle of the lot. This ended in a fast 180° right hand sweeper with a fast exit into a 4 pylon slalom crossing the bottom of the lot. The slalom ended in a "right-now" 90° right hand sweeper which emptied into a straight heading uphill towards Route 7. A smooth, fast entry onto the straight was critical. This straight ended in an even more critical but tighter 90° right hander. Many drivers felt that this turn could be taken flat out but most attempts at this ususally resulted in either alot of downed pylons or an abrupt slowing down at the corner exit --- just where you should have been full into the throttle. It was best to lightly brake for this corner, turn in and smoothly accelerate into and through the corner. This turn fed back into the "stair-steps" maneuver and we did it all over again.

The second time through the tighter right hander the drivers took a slightly different path and went straight across the lot. Before the event Jim Bishop and I wondered whether this would lead to confusion but happily only 3 of approximately 200 runs resulted in "off-courses" due to this. The fastest speeds of the event were attained at the terminus of this straight which ended in a fast, long, sweeping 180° left. It was important to carry as much speed as possible here but easy to overdo it and get sideways. This sweeper fed into a 3 cone slalom which in turn led to the final corner on the course whcih was a fast 45° left to the finish lights.

Mo-Hudder Sherwood Brown (winner in the combined SS, CS, DS class) did very well in what I believe was his first autocross. Also in that class was Vince Savona who drove quite well in what was definitely his first event. In E Stock Tim Schilde defeated brother Tom and 2 other drivers in the Schilde TR-6. Arn Beebe drove very smoothly and quickly for a well deserved victory in the ever tough and large F Stock class. DJ McCardle continued his winning ways in his G Stock Merkur while Jeff Trad continues to win and improve in the Trad family Accord in H Stock.

In E Modified Ron Croce took the honors over 5 other similarly prepared Camaro's in a day long tight battle of the "loud" cars. Greg Rickes and Jim Garry shared Greg's Formcar Formula Vee and had alot of fun until the bolts holding the transmission in place disappeared and electrical wires started getting ripped from the coil and other places every time the tranny twisted. Nancy Hudson turned a very quick last run to take the combined C and E Prepared class while husband Bill blazed through his last run in a scintillating time for FTD honors and the E Street Prepared win.

This event was a better organized and more smoothly run event than our previous one due in part to a working PA system and some working MoHud members. Thanks to Mike and Sandy Weir, Bill and Nancy Hudson, DJ McCardle, Jim Hudson, Tom and Tim Schilde, Sherwood Brown, and the Handy's for the use

Mo-Hud Calendar, continued ...

<p>Sept 15 Sat</p>	<p>Z Club of America: members only Lime Rock Prk</p>
<p>Sept 15 16 Sat Sun</p>	<p>New York State Road Racing Championship Watkins Glen - Finger Lakes Region SCCA</p> <p>North Atlantic Road Racing Championship #11 New Hampshire Int - New England Region SCCA</p> <p>SCCA Pro Solo National Championship Finale Salina (KA)</p>
<p>Sept 15 Sun</p>	<p>Nutmeg Rally II Westport CT - New England Region SCCA (203) 222-8531</p> <p>Autocross, SUNY Purchase, Westchester SCC (516) 889-3841</p>
<p>Sept 21 22 23 Fri Sat Sun</p>	<p>Skip Barber Racing School Formula Ford Racing Series Bridgehampton (NY)</p>
<p>Sept 21 22 Fri Sat</p>	<p>North Atlantic Road Racing Championship #12 Lime Rock Park - New York Region SCCA</p>
<p>Sept 22 23 Sat Sun</p>	<p>IMSA GTO/GTU &amp; Firehawk Endurance races Watkins Glen</p> <p>FISA World Sports-Prototype Championship Circuit Gilles Villeneuve, Montreal PQ</p> <p>Time Trials &amp; Drivers School - New Hampshire Int COM SCC (617) 592-9788</p> <p>Weatherly (PA) Hillclimb, SCCA Solo I info: (717) 859-2957</p>
<p>Sept 23 Sun</p>	<p>Autocross, Baldwinsville NY, Central NY Region SCCA: info (315)488-7258</p>
<p>Sept 24 Mon</p>	<p>EMRA Race - Watkins Glen (NY) info: (516) 569-3424</p>
<p>Sep 28 29 Fri Sat</p>	<p>IMSA GTO/GTU race &amp; supporting events Lime Rock Park</p>
<p>Sep 29 Sat</p>	<p>Half Lap of New York Rallye Finger Lakes Region SCCA (716)586-6531</p>

Mo-Hud Calendar, continued...

August 26 Sunday	Autocross, Univ of Rhode Island, Kingston RI New England Region SCCA (203) 875-2220
August 31, Sept 1,2,3 Fri Sat Sun Mon	BMW Vintage Fall Festival - Lime Rock Park 1970 Trans-Am Reunion, Vintage Racing, Auto Art Show, Autojumble (Flea Market),Concours
Sept 1 2 3 Sat Sun Mon	SCCA National Race - Mosport Ontario New York Region SCCA
	SCCA Regional Race - Summit Point (WV) DC Region SCCA
Sept 1 2 Sat Sun	EMRA & RCCA Race - Pocono (PA) info: (516) 569-3424
	Autocross, Orange (MA) Airport New England SCC (203) 653-5483
	Skip Barber Racing School Formula Ford Racing Series - Watkins Glen
<b>Sept 5 Wed</b>	<b>Mohawk-Hudson Region membership meeting Albany Ramada 1228 Western Ave. 7:30 p.m.</b>
Sept 6 Thu	Metro NY Porsche Club : members only Lime Rock Park
Sept 7 8 Fri Sat	Porscherama : members only Lime Rock Park
Sept 8 9 Sat Sun	Serengetti Vintage Festival & Can-Am Reunion - Watkins Glen
	North Atlantic Road Racing Championship #10 Bridgehampton (NY) New York Region SCCA
	Solo I SCCA National Championship Salina (KA)
Sept 9 Sun	Autocross, Orange County (NY) Drop Zone Hudson Valley Porsche Club (516) 889-3841
	Autocross, Southern NY Region SCCA info: (607) 862-4416
Sept 10 - 14 Mon-Fri	Autocross SCCA National Championship Salina (KA)
Sept 13 14 Thu Fri	New Jersey BMW Club: members only Lime Rock Park

Mo-Hud Calendar, continued...

August 10 11 Fri Sat	Ferrari Club of America : members only Lime Rock Park
August 10 11 12 Fri Sat Sun	NASCAR Winston Cup, SCCA Trans-Am, IMSA Firehawk Grand Sports - Watkins Glen
August 11 12 Sat Sun	North Atlantic Road Racing Champ # 7 & 8 New Hampshire Int - New England Region SCCA  Autocross Div. Championship, Harrisburg PA Susquehanna Region SCCA  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 Fri Sat	North Atlantic Road Racing Championship # 9 Lime Rock Park - Mohawk-Hudson Region SCCA
August 18 19 Sat Sun	Midnight Mountain Rally - (603) 485-8709 Manchester NH New England Region SCCA
August 19 Sun	Autocross, Greenhill Farms, Syracuse (NY) Central New York Region SCCA (315) 488-7258  Autocross, Southern NY Region SCCA info: (607) 862-4416
August 19 -25 Sun - Sat	Bonneville World Speed Record Runs Bonneville (UT) Salt Flats
August 25 Sat	Showroom Stock/IT Endurance Race (muffled) Lime Rock Park - New York Region SCCA
August 25 26 Sat Sun	Jos. Louis Honda series & Export A FF2000 Shannonville Ontario  Autocross, 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  Duryea Hillclimb, SCCA solo I, Reading (PA) info: (215) 926-5773

## Mohawk-Hudson Region Motorsports Calendar

- July 20 21 North Atlantic Road Racing Championship #5  
Fri Sat Lime Rock Park, New England Region SCCA
- July 21 22 EMRA Race - New Hampshire Intl. Speedway  
Sat Sun  
Autocross Street Event, Hornell NY, Glen  
Region SCCA info: (607) 699-3753  
Pittsburgh Vintage Grand Prix
- July 22 Autocross, 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 Int - New England

### Region SCCA

- July 29 Autocross, SUNY Purchase, Westchester SCC  
Sunday info: (516) 889 3841  
Autocross, Southern NY Region SCCA  
info: (607) 862-4416
- August 3 4 North Atlantic Road Racing Championship # 6  
Fri Sat Lime Rock Park - N. New Jersey Region SCCA
- August 4 5 New York State Road Racing Championship  
Sat Sun Watkins Glen - Glen Region SCCA
- August 5 Autocross, 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.

**MINUTES** of the July 11, 1990 Membership Meeting held at the Lebanon Valley Speedway Clubhouse. Meeting was called to order by R.E. Greg Rickes at 8:05 P.M. 36 were present, including some of our Pittsfield members. Nice to have them with us. Many were entertained by the dragstrip earlier and even some SCCA members brought their cars to be tested.

A motion was made by Roly Heacox, seconded by Harold Cameron, to accept the minutes of the June membership meeting as they appeared in the KNOCK-OFF. Motion carried.

**COMPETITION COMMITTEE** - The Trans AM race scheduled for Lime Rock August 3 & 4 has been cancelled and a full card of NARRC races will be held. It seems Lime Rock was unsuccessful at finding a major sponsor for this event. Tom Campbell had some bad going at the Lime Rock National on June 29. Tom was first in the GT-1 points going into the race, but developed engine problems and could not stay in the race. We all wish Tom better luck for the rest of the season. Mike Weir won at the National at Lime Rock. Congratulations Mike.

**SOLO REPORT** - The Cobleskill Solo had about 35 cars and was a great success. Again, thanks to Jon and Sally Handy for the use of their motorhome. The next event at Cobleskill will be August 5 and if you are interested in helping, give Jim Garry or Jim Bishop a call.

**MEMBERSHIP COMMITTEE** - Larry Morton reports there are still problems concerning notification of new members by Denver. Larry has received approximately 32 % return on our survey and encourages everyone to send them in.

**RACE CHAIRMAN**, Mike Weir, reports we are still looking for a registrar for our race but everything else is getting finalized. If you can help, please don't hesitate to give Mike a call.

The next meeting will be held at the Ramada Inn on August 8th at 7:30 PM. The main purpose of this meeting will be to inform everyone of some of the jobs and responsibilities that come with putting on a race. We are still looking for workers for our race. Temporary memberships at \$15.00 enables anyone to work in an unlicensed area.

R.E. Rickes brought to our attention that we have been asked by EMRA if we would allow them to advertise in our KNOCK-OFF. A motion was made by Rick Pocock for the Mohawk-Hudson region to accept paid advertisement from other sanctioning bodies subject to refusal and standard conditions already established for paid advertisement. Motion was seconded by Dave McClumpha and carried.

Our Guest Speaker for the evening was Don Green from D.P.S. Automotive in Albany. Don gave a very informative talk on how to check your fresh engine after its first few seconds or minutes of operation or how to do preventive maintenance. Don brought along some actual bearings and charts to explain the different stories that surround bearing mysteries. It was very interesting subject as evidenced by the number of people talking to Don after the meeting. It is not hard to see why Don has become a very successful businessman in the competition field. Don does most any machine work on your engine, transmission, rear end, front axle and motorcycle engines. Give him a call. Thanks from all of us for taking the time to speak to our group.

A motion was made by Don Delapp, seconded by Harold Cameron, to donate our normal Ramada rental fee to the Lebanon Valley Point Fund to Promoter, Howard Commander with our thanks for allowing us to use the clubhouse.

A motion by Mary Cameron, seconded by Dave McClumpha, was made to adjourn at 9:25 PM. Motion carried.

Respectfully submitted,  
Dick Stewart, Secretary



Regional Ramblings, continued...

"Killer Pintos from Outer Space" for safety-prepped Pintos/Bobcats; drivers must be high school students in good standing. In an effort to raise some funds for this program the KPFOS group is selling t-shirts (\$10) and hats: to show that even though you live in the East you're still a rad dude (or some such thing) write Bob Hagin, College Park High School, 201 Viking Drive, Pleasant Hill CA 94523. Hagin is the auto shop teacher/writer who got the idea rolling.

Our next autocross event is Sunday August 5, when we'll host the *Grosser Prijs der Cobleskill*, a round of the New York State SCCA Area 10 Autocross Championship Series. Some of our usual supporters have other commitments that day, so if you can provide administrative help, haul equipment, or supply a vehicle such as a conversion van or motorhome to serve as Solo Central, please give Jim Garry a call.

Of course coming right after that on the calendar is our annual race at Lime Rock Park. Please check elsewhere in this issue for information on our special race official recruitment meeting which will be held August 8 at our regular meeting place, the Albany Ramada.

Apologies for running beyond my usual one page. To make up for it we've got almost four pages of calendar listings to get you out there doing rather than just reading.

**SUPPORT THE SPORT**

**Greg Rickes**

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**Wednesday**

August 8

Special Mohawk-Hudson Region Meeting

Race Official Recruitment for August 17 & 18

race at Lime Rock Park

Volunteers are still needed for our race at LRP. If you know of folks who would like to work at this event, please bring them to this meeting.

Non-members are welcome and appreciated. We will need to sign them up under Temporary Memberships for insurance purposes. The \$15 fee provides insurance coverage, admission for those working in an official capacity at the Mo-Hud race, parties at the conclusion of proceedings Friday and Saturday, light refreshment Saturday morning and several other goodies.

Meeting location: Albany Ramada,  
1228 Western Ave, Albany  
Date: August 8 1990 Wednesday  
Time: 7:30 p.m.

## Regional Ramblings

### Driven to Perfection

On July 8 I revisited the days of my youth, so to speak, as I journeyed to Cobleskill to take part in Mohawk-Hudson Region's solo II event organized by Jim Garry. I'd not competed in this type of event (call them autoslalom, autocross, sprint, or solo II) since around 1974, so I wasn't quite sure what to expect, either of the event or myself.

Though the turn-out may have been a bit smaller than in the "good old days", this event was even more fun than I had remembered. The course was well-marked and easy to follow (two problem which made the good old days not so), factors which let you concentrate on driving (if I wanted to get lost I'd go on a rallye). It was exhilarating to air out the old Formcar FVee and its somewhat apprehensive pilot.

Most of all though, I'd forgotten how racing against the clock can really get your adrenalin pumping. I've raced stock cars, go-karts, and off-road: if you did a lap that wasn't flawless there was always the compensation that those around you were making their own mistakes, from which you might benefit. In solo events your opponent, the impersonal, infallible clock, never makes a mistake, never gives you a break. In order to meet its match you have to strive for perfection every inch of the way. It seemed like I held my breath for the entire forty-seven second run, so hard was I breathing when I stopped.

One thing that did strike me as odd, though, was the absence of many of the markets most popular sporting cars, like Toyota's MR2, the RX7 and Miata from Mazda, Nissans, or any of the super boxes

(VW GTi, Dodge Omni GLH, Suzuki Swift 16v, Isuzu-Lotus, etc). These cars, at least according to their media image, are built to Drive, and the safe, controlled, confines of solo II are the perfect environment. If you have one of these (or any other kind of car for that matter), or know someone who does, why not join the fun. Its grass roots motorsport at its very best.

Or maybe you're like me and just want to have a racing car around to tinker with. Solo, both SCCA and independent clubs, gives you an opportunity to do some hard driving without the serious expense of amateur racing. I'm especially keen on ageing Formula Vees, which can still be found for reasonable prices, are reliable, easy to fix, and exciting to drive (Jim Garry and I were both contenders for Fastest Time of Day right up to the last run with my 1964 Formcar, which has a functioning generator, fan assembly and effective muffler).

Solo events are an excellent introduction to participatory motorsport. One serious deficiency of SCCA, it seems to me, is that we don't attract much participation from those in their late teens/early 20s. These are people who can make up for lack of finance with abundant enthusiasm and dedication to what can become a "life-long" sport.

By contrast the National Hot Rod Association has established some very effective drag racing programs exclusively for high school students, gaining impressive levels of support from local police agencies, and youth support groups.

SCCA's San Francisco Region is trying to address this potential with a solo II spec class called