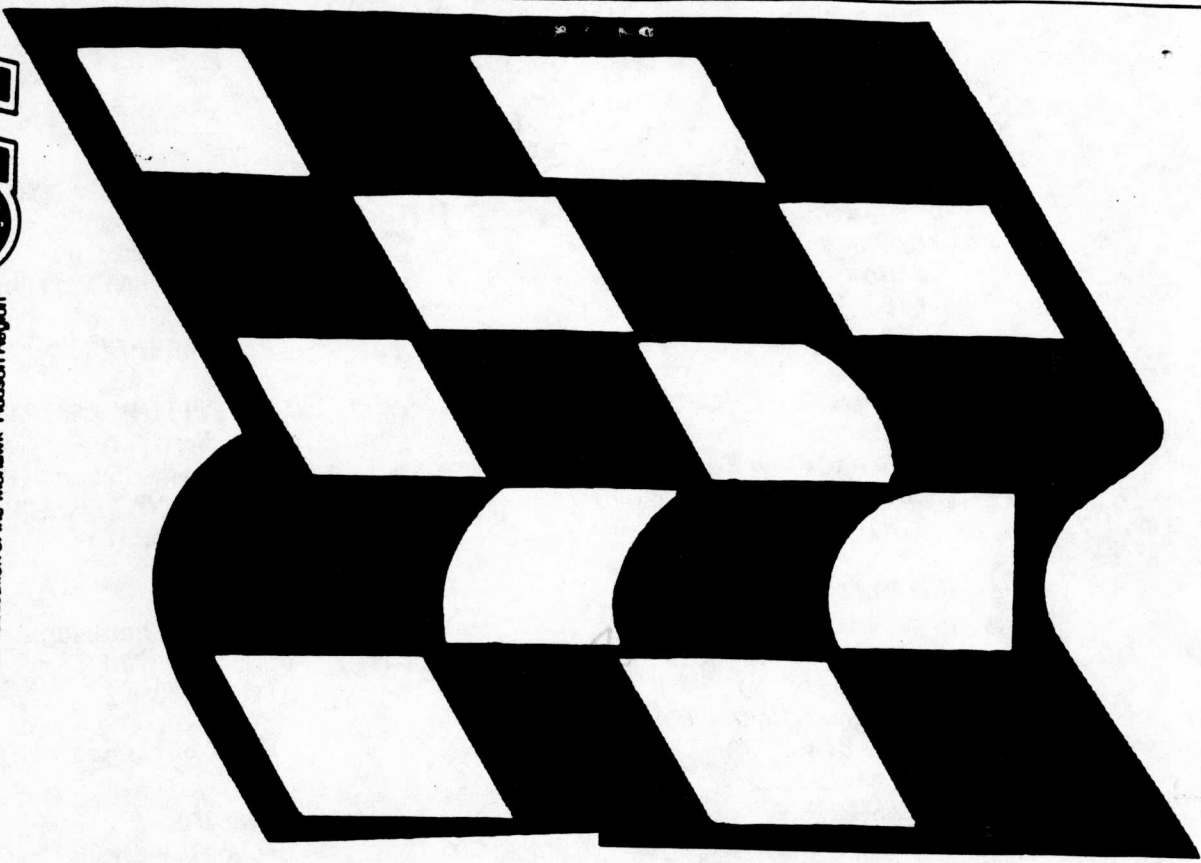




Official Publication of the Mohawk-Hudson Region



Mohawk-Hudson SCCA
NOVEMBER 1990



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. ADMINISTRATOR/
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) 877-8482

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

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

Guest Speaker- Bobby Carville Formula Continental National Champion - Bobby had a very good season in his new car and many modifications have paid off. His finishes were 3rd, 4th, 4th, 2nd, 6th and 3rd. The Swifts were faster but Bobby finished all the races and this was there goal at the beginning of the season. The seventh race ended with engine problems and the eighth race he won. The ninth was a standing start race and Bobby was able to get by both point contenders before the first lap was over. He was able to finish third and won the championship by 4 points. Congratulations Bobby! Bobby commented on many of his team and there ability to get the job done. Bobby has some negotiations going on with Landford Group and is hoping for an opportunity with them. Bobby's talk was very interesting and many of us could only wish we were there. Many questions and answers followed. Many thanks to Bobby for spending a very interesting evening with us and we all wish him his dreams to become an "Indy Car Driver".

Next months quest speaker will be Skip Barber.

A motion by John *Sheridan* and seconded by Jim Garry to give \$200.00 to Tom Campbell from the Region to help pay for gas to get him to and from the Runoffs. In return Tom will give us a full report when back. Motion carried.

Mike Wein and Bobby Carville gave us a drivers way around Mosport class and the meeting adjourned at approximately 10:30 PM.

Respectfully submitted,

Dick Stewart
Secretary

October 3, 1990

Regular Membership Meeting

Meeting was called to order at 7:47 PM by Greg Rickes.

Secretary Report- A motion by Dave McClumpha and seconded by Mary Cameron to accept the minutes as they appeared in the K-O. Motioned carried.

Competition Report- Jack Hanifan absent, no report. Greg Rickes will have a report in the K-O on competition.

Treasure's Report- Treasurer Jim Bishop reported no significant change. Everything in order. Merchandise is here for everyone to purchase.

Editors Report- Editor Sally Handy reports she has the computer back but there is a problem with it. She asks to have articles typed till further notice as the discs will not work yet. Sally encourages everyone to send articles for the K-O.

Race report- By Greg Rickes on the Little Le Mans will appear in the K-O. Mo-Hud members won ITA-ITB-ITC. What a show! Tom Cambell has an invitation for the Run Offs and will be going. We all wish him luck with his Corvette in GTI.

Old Business- Greg Rickes distributed many pictures of our winners. Jan Handy announced that the arrangements are all set for the Awards Banquet. There will be more information in the K-O. There are some rooms available for the night and Jon Handy has the info. Harold Cameron announced the Ice Racers will be running on 8 week schedule and 3 clubs will compete. The races will be at Warners-Wells-Caroga-Round. If you are interested and want the rules mailed to you give Harold or Mary a call at 518-797-3610. Try it , you'll like it.

Nominating Committee- Three members have volunteered to be on the committee the are, Dave McClumpha, Jim Bucci, and Larry Morton. If you would like to run for an office please feel free to contact one of the committee members.

Solo Report- Jim Gary reports the Solo II National was a very successful and enjoyable event this year. A full report will appear in the K-O. Jim gave us some ideas of the very close competition and fun. Jim could use some help with the Solo program. If you can help, please give him a call.

New Business- Paul Broadhurst commented on the many back to back races in NARRC this year. He feels, as many do, that this has hurt the entry members. Greg said many of the races were not paying the bills. This could affect the schedule and members of races next year.

OILS WELL THAT ENDS WELL

Racing is facing a strong challenge. A challenge that it has previously, only had a brief bout with. This is going to be tougher than the insurance problem. There will be more mud slinging than the beer advertising battle. The rising cost of racing will seem like a mere annoyance. Watch out, here come the ecologists!

As we enter the Nineties, the face of our world is changing. From aerosol cans to styrofoam burger holders, from garbage to toxic waste; how we deal with our environment is getting more complicated. It would be foolish to think that racing will be immune to these changes. Rather than wait until we are forced to make changes, against our will, we should take the initiative.

The first area we should attack is fuel economy. Not the phony fuel economy of CART, but a progressive example for the rest of society. Auto Racing uses less fuel than most other sports. Often race cars getting 3 to 4 miles per gallon are held up as examples of our wasteful use of this natural resource. The amount of fuel used by the average race car is often less than a spectator uses in getting to the track! This is not a strong enough defense. We need to promote the use of alternative fuels. This would involve taking a class like FF and running it on a methanol or ethanol blend. This is not a change that can be done overnight, or without the cooperation of the motor builders or fuel suppliers. The publicity and the information derived from this exercise will prove valuable to our cause.

Along the same lines, spectators should be encouraged to conserve by granting discounts to car pools and working out schedules with bus and rail lines for alternate transportation. Already, the race fan drives a more fuel efficient vehicle than his stick and ball counterpart, but unfortunately racetracks are not known to be located near forms of mass transit. (Although building new tracks near airports might solve two problems at once.)

As soon as the technology allows, we should introduce a class for electric powered vehicles. There may be some who cannot envision the sound, or lack thereof, of cars whistling around the track powered by electrons; but motor racing is motor racing, no matter the propulsion unit. In the meantime, a class like D Sports Racer could be set up with hybrid propulsion. A liquid fuel engine could drive a generator to provide power for the electric motor. This would allow development of the motors while waiting for another power source.

Conservation of resources is another area which racing can attack. Do we really need tires that last but a few miles? How about engines that need rebuilding every so many hours. Racers are, in general, scavengers. They usually find a way to use something until there is nothing left. There are excesses however; and if conservation is not called for, then recycling should be. Tracks could run a "OIL DAY" promotion, where everyone who brings a gallon of waste oil for recycling gets money off on the admission.

There are as many good ideas as SCCA classes (sorry). In this series I tried to present my thoughts on where racing should go or might go in the Nineties. One thing is for sure - the old adage "If it ain't broke, don't fix it" does not apply here. If racing refuses to change, the world will, and only the strong will survive.

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Editor's Desk, continued...

came in second overall and in class in his Reynard, and the Spec Racer Feature which no Mo-Hud members entered (but was won by Lisle Gilbert of the New England Region).

Sorry to say, I don't remember who won the Jamesway Two Hour race.

On a separate note, please watch your mail for a flyer on the upcoming Mo-Hud Awards Banquet to be held Saturday, Dec. 1 at the Ramada Inn in Albany. It promises to be a fun evening.

-SJH

From the Editor's Desk

The season is over for this racing family but that "last race of the season" was a wild one! I am speaking, of course, about the "Little LeMans" race for ITA, ITB, ITC, ITS and E2 that was held Sept. 29 as part of the "Zerex Presents the Jamesway 300" event at Lime Rock Park, CT.

Twenty-five cars were entered in the "Little LeMans" which required a driver change and was supposed to start with crew members handing the car keys to the drivers as they sat on the grid. Never mind that a number of those cars don't use keys to start them... (?) Anyway, the Stewards of the Meet decided that it was better for all if a cup was taped to the back of each car as they sat on the line. Then, when given the proper signal, a crew member was to run up to the car, grab the cup, hit the rear of the car hard enough so the driver could hear it, and then the driver was to take off (from a standing start).

Believe it or not, this unusual start had no mishaps (no crew fell while jumping over the railing along the front stretch) except for the bit of bumping, and a few cars going off the track etc., which occurred once the field of cars started down the track. It was a truly exciting start. Another feature of this race was that it paid money and prizes (anyone get their check yet?).

The driver change was a first for quite a few teams; some managed it just fine and others took a long time to switch. All in all, it was a good race (shortened because it was the last one on the program after the Jamesway Two Hour race) that saw a lot of Mo-Hud members finish in the top.

Kurt Weiss and co-driver R. Kiceniuk took first place overall and in the ITA class in a Mazda RX 3. They had also set a track record of 1:05.615 during qualifying earlier in the day. Rick Pocock teamed up with Kurt Weiss in the ITB class and came in 1st (4th overall) in an Alfa Romeo GTV.

Also in ITB, Thom O'Connor and Sean O'Connor teamed up in a VW Rabbit to post a 3rd in class and 7th overall; Jon Handy and Dick Stewart drove a VW Rabbit to a 4th overall and 9th in class.

In ITC, Pete Smith and co-driver Don Jurush came in first in their VW Rabbit with a 10th overall finish. ITB drivers Thomas Dolin Sr. and Thomas Dolin Jr. did not finish the race.

There were three other support races (besides the Little LeMans): the British Cars Feature-- where Pete Smith posted a win in FP; the Formula Ford Feature-- where Paul Tariello

Mohawk-Hudson Region SCCA

North Atlantic Road Racing
Championship finale
Lime Rock Park, Septmeber 22 1990

race 1 - Formula Vee, F440
class winners
FV (also 1st overall): Richard
Taylor (E.Granby CT) Caldwell
F440: Bart Golankiewicz Red Devil
local entries:
4th FV: Chris Zarzycki (Torrington
CT)
8th FV: Dick Stewart (West Sand
Lake) Caldwell

race 2 - Spec Racer
1st: Richard Vicent (Simsbury CT)

race 3 - Formula Ford, Club Ford
class winners
FF (also 1st overall): Bill Ferdon
(Glen Ridge NJ) Reynard
CF: Ricky del Rosario (Elmsford NJ)
Zink
local entries:
3rd FF: Paul Tariello (Schenectady)
Reynard

race 4 - Formula Atlantic,
Continental, Sports 2000
class winners
FA (also 1st overall): Bill Larson
(S.Royalston VT) Ralt- VW
FC: Steve Gambino (Englewood NJ)
Swift
S2000: Mike Borkowski (Middlebury
CT) Lola
local entries:
2nd FC: Bob Wright (Old Chatham NY)
Swift
6th S2000: John Broadhurst (Delmar)
Swift

race 5 - Showroom Stock GT,A,B,C
class winners
SSGT (also 1st overall): Kimberly
Tupper (Seymour CT) Camaro
SSA: Bob Bunce (Manchester CT)
Mitsubishi Starion
SSB: John Howe (Worcester MA)
Honda CRX
SSC: Dave Miller (W.Caldwell NJ)
Honda Civic
local entries:

4th SSC: Sean O'Connor
(Voorheesville) VW Golf

race 6 - GT 1,2,3
class winners
GT2 (also 1st overall): David
Pettigrew (Monroe CT) Mazda RX7
GT1: David Machavern (Charlotte VT)
Ford Thunderbird
GT3: Vince Bedini (Ridgefield CT)
Nissan S10

race 7 - GT 4,5, E,F,G,H Production
class winners
GT4 (also 1st overall): Kirk Miller
(E.Rutherford NJ) Honda CRX
GT5: Al Perotti (Monroe NY) Honda
Civic
EP: Cliff Kangas (Acton MA) MGB
FP: Tom Buckley (Warwick NY) A-H
Sprite
GP: Bob Matus (Sparta NJ) Fiat 124
HP: Harold Fleischer (Weston MA)
local entries:
4th EP: Les Figarsky (Albany) MGB
5th FP: Mike Larimer (Clifton Park)
MG Midget

race 8 - Improved Touring Sports, A
class winners
ITA: (also 1st overall): Wilson
Wright (Stockbridge MA) Mazda RX2
ITS: Paul Brand (Muttontown NY)
Mazda RX7
local entries:
3rd ITA: Kurt Weiss (Stephentown)
Mazda RX2
4th ITS: Manny Matz (Somers NY)
Mazda RX7

race 9 - Improved Touring B,C
class winners
ITB (also 1st overall): Mike Domer
(Somers CT) VW Golf
ITC: Vince Chiochchio (Branford CT)
Ford Fiesta
local entries:
3rd ITB: Rick Pocock (Pittsfield
MA) Alfa Romeo GTV
13th ITB: Jon Handy (Cobleskill) VW
Rabbit
14th ITB: Thom O'Connor
(Voorheesville) VW Rabbit

Mohawk-Hudson Region SCCA

Mohawk-Hudson Region SCCA/BMSC
 Autocross # 4 October 7 1990
 Brodie Mountain, New Ashford MA

p	cl.	name	car	run1	run2	run3	run4	run5
1	CS	M. Eberhart	Suzuki GTI	46.959	45.910	44.543	44.567	43.743
2	CS	T. Crouch	RX7	48.286	46.185	45.767	44.607	44.303
3	CS	S. Reddy	Audi	50.584	46.860	46.313	46.559	46.187
4	CS	R. Vermilyea	Celica	54.954	50.514	50.258	50.279	48.514
1	FS	D. Cook	Mustang	41.938	40.404	41.135	40.777	40.003
2	FS	W. Sarno	Mustang	45.337	43.083	41.722	41.405	41.081
3	FS	J. Bucci	Mustang	45.980	46.760	47.289	46.247	43.338
4	FS	K. Belden	Taurus SHO	48.188	50.887	45.144	43.936	50.812
5	FS	J. Cooper	Mustang	46.862	45.913	44.640	44.039	44.235
6	FS	D. McArdle	Taurus SHO	44.387	44.426	45.127	45.174	44.167
1	CSP	S. Wold	RX7	40.440	42.778	41.483	39.373	44.799
2	CSP	P. Schroeder	Jetta	46.391	45.330	44.526	44.643	44.504
3	CSP	L. Aschom	MGB	51.561	47.078	45.983	44.897	45.413
1	ASP	K. Belden	Porsche 911	44.962	44.462	44.098	43.914	43.288
2	ASP	P. Dunnell	TVR 2500	46.629	45.239	43.982	43.370	44.039
3	ASP	D. McArdle	Porsche 911	49.760	48.440	46.212	44.497	44.636
1	BM	B. Taylor	PennyRoyale	38.711	38.376	39.258	37.994	38.579
2	BM	K. Martens	PennyRoyale	41.397	38.561	38.526	38.970	40.177
3	BM	G. Rickes	Formcar FV	40.009	39.581	39.936	39.018	41.871
4	BM	J. Bucci	Formcar FV	49.664	44.433	41.997	40.036	40.746
5	BM	P. Bunning	PennyRoyale	42.046	46.295	43.411	42.668	40.069
1	AM	S. Sprague	Formula SAE	37.590	36.094	36.066	36.060	36.591
2	AM	P. Nixon	Formula SAE	39.334	40.893	37.291	36.796	36.603

R E M I N D E R

The Mohawk-Hudson Region of SCCA will host its annual

AWARDS BANQUET

on Saturday evening, December 1, 1990

at the Ramada Inn, Western Avenue, Albany NY

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Mohawk-Hudson Region Motorsports Calendar

- Oct 27 - 28 New York State Road Racing Championship
Sat Sun Nelson Ledges (OH) Western NY Region SCCA
- SCCA Drivers School, Summit Point (WV)
 Washington DC Region SCCA
- Time Trials & Drivers School, New Hampshire Intl
 COM Sports Car Club
- Oct 28 Autocross Team Challenge, Orange (MA) Airport
Sun New England Region SCCA : info (203) 875-2220
- Drag Races & Auto Flea Market, Lebanon Valley
 Dragstrip, Route 20 West Lebanon NY
- Nov 1, 2, 3 Conn. Valley Porsche Club: members only
Thu Fri Sat Lime Rock Park
- Nov 3 SCCA Area 10 meeting - Syracuse NY Days Inn
Sat Exit 36 1 p.m.
- Nov 7 **Mohawk-Hudson Region membership meeting**
Wed **Guest speaker - Skip Barber, three-time SCCA National
Champion, president of Lime Rock Park and Skip Barber
Racing Schools -Albany Ramada, 1228 Western Ave. 7:30**
- Nov 10 Patroon BMW Club: members only
Sat Lime Rock Park
- Nov 10 , 11 EMRA Sprints and 4 hour endurance race
Sat Sun Summit Point (WV) info: (516)569-3424
- Nov 12 , 13 RCCA Formula Car Races: members only
Mon Tue Lime Rock Park
- Nov 16 Conn. Valley Porsche Club: members only
Fri Lime Rock Park
- Nov 17 EMRA Time Trials: members only
Sat Lime Rock Park info:(516)569-3424
- Nov 17 18 SCCA Northeast Division Convention
Sat Sun Pittsburgh (PA)
- Dec 1 **Mohawk-Hudson Region Annual Awards Banquet**
Sat **Albany Ramada, 1228 Western Ave. 6:00 p.m.**
- Dec 26 - 30 World Karting Association Championship Races
Wed - Sun Daytona International Speedway (FL)

The Motor Sporting Life

by
A.N. Other

Mohawk-Hudson at The Runoffs

In spite of a lack of practice time due to tropical storms which hovered over Road Atlanta for the early part of the week, Tom Campbell qualified the GT1 Dragonslayer Corvette on the outside of row six.

Race day was warm and sunny. Tom got a good start, but the car turned into a U7 about halfway through the race; determined to finish Tom persevered, and was rewarded with a twelfth place finish.

There was one other Mohawk-Hudson connection in the GT1 race. Flip Groggins, son of former Mo-Hud member Phil, finished second with proud Dad on hand.

If memory serves, Phil, an excellent C Prod. Lotus Elan driver, was the first M-H driver ever to qualify for the American Road Race of Champions (The Runoffs original name).

Department of Funny Walks

Regional Exec. Greg Rickes represented Mo-Hud'ers in the "One Lap of Road Atlanta", a run/jog/walk/etc. held Sunday morning. In a style reminiscent of a Monty Python routine gone awry, GR walked the 2.52 mile lap in 28:31.88 for an average speed of 5.30 mph.

Long Distance Winner

Jeff Purner, Mo-Hud's Georgia delegate, captured the IMSA Firestone Firehawk Grand Sports title at the Watkins Glen finale, by finishing second to another Porsche 944, this one driven by second-generation downstate speedster Bobby Akin and Rob Dyson's GTP partner Englishman James Weaver.

The Once and Future King

Just in case you didn't get to attend the October meeting, Johnstown's Bobby Carville managed to extend his winning ways by capturing the 1990 Canadian Export A FF2000 championship. Bobby has some very interesting prospects for 1991 possibly including ARS and IMSA GTP.

You Can Win Them All (Almost)

Mohawk-Hudson Region IT racers ran up an impressive score at Lime Rock's finale, the Zerex/Jamesway 300. Kurt Weiss teamed with usual rival Rich Kiceniuk to win the Little LeMans overall and ITA in Kurt's Mazda, and Kurt also got some time behind the wheel of the Quadrifoglio Alfa GTV to share the ITB win with Rick Pocock.

Pete Smith and Don Jurusik won ITC in a Rabbit. Plus Thom and Sean O'Connor took third in ITB, just ahead of Jon Handy and Dick Stewart.

On the same program Paul Tariello continued his string of impressive FF performances, finishing second to Doug Hobby (now with a Swift). Pete Smith got second overall in the Battle of Britain driving his MG Midget.

**Mohawk-Hudson Region
SCCA
1990 Racing Resume'**

The information provided will be one of the major sources referenced by the awards committee in determining 1990 racing awards to be presented by Mohawk-Hudson Region.

The Committee hopes that drivers will not be bashful about enumerating their accomplishments, but in the event that such is the case, narratives may also be submitted by spouses, crew members, friends, parents, or other interested parties.

Name _____

Class _____ License (Novice Permit, Regional, National)

number of years racing with SCCA _____

1990 accomplishments (victories, championships, etc.):

1990 best single performance:

submitted by _____
(please print)

please mail completed form to :

**Jack Hanifan
39 Ramsey Place
Albany NY 12208**

Regional Ramblings

Fine Fall Finale

Columbus Day weekend brought unusually nice weather to our area, and a picture perfect day was welcomed by all who attended the final Mohawk-Hudson autocross of the season at Brodie Mountain just north of Pittsfield. Thanks and congratulations to Keith Martens, Pete Nixon and everyone else who helped out for a safe and enjoyable event.

I have to say I was mighty impressed with Brodie as an autocross sight: easy to get to, interesting terrain (its kind of an uphill parking lot) and pleasant surroundings. My wife Debbie and two children (John age 4, and AnneMarie,7) came along and had a great time exploring the ski trails, collecting leaves and rocks, and watching the autocross ! Making such events a family outing, with attractions for all ages, should not be under-rated in terms of drawing people to our events.

While we continue to search for a "central" sight for our autocross program, Brodie (and Cobleskill) are viable locations. There are prospects for Brodie to expand the paved portion of the lot for 1991, offering even more latitude in course design.

In spite of rising fuel prices I'm optimistic that Mohawk-Hudson Region has the opportunity to expand its autocross program. In fact this may be the most important time to be able to provide low cost competition outlets. As always the crucial element will be people.

Jim Garry , who has guided our autocross efforts for the past several years, has indicated that for 1991 he wants to concentrate his efforts are his SCCA Solo Events board duties.

Over the winter months we'd like to convene all autocrossers for a discussion of issues and options. Please give me a call if you're interested in helping Mohawk-Hudson move its autocross program ahead.

Party Time

Jon Handy is well along with planning with the annual awards banquet, to be held Saturday Dec.1 at the Albany Ramada. More details will follow but it promises to be an evening of merriment. Hope to see you there, especially if you're one of those folks who usually doesn't get to meetings.

Don't Be Bashful

One of the highlights of the awards banquet is recognition for notable racing accomplishments. We rely on drivers crew members and interested parties to provide details on the year's accomplishments. With such wide-ranging racing endeavors we rely on you to keep us updated; don't forget to fill out the competition summary in this issue.

Speaking of Meetings

Skip Barber, three time SCCA National Champion, one of the few Americans to compete in the Formula One World Driving Championship and president of Lime Rock Park and Skip Barber Racing Schools will be the guest speaker at our November 7 meeting. Hope to see you !

Also upcoming are an Area 10 meeting on Nov.3 and the NeDiv. Mini-Convention in Pittsburg Nov. 17 & 18. I welcome your ideas and comments

SUPPORT THE SPORT

Greg Rickes