

Mohawk-Hudson SCCA
FEBRUARY 1991



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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.

A Special Letter to the members of the Mohawk-Hudson Region

I find myself in a troubled circumstance as I write this letter to you. While I sit at my word processor, the American political process debates whether our country shall go to war, and American men and women are at the ready to enjoin battle, with all its grim horrors. I'm left searching for a perspective on how the concerns and interests of a group of sports car enthusiasts figure into the larger scheme of things.

Regardless of your political position on the issue, if war comes it will have a human cost. I read today in the local newspapers that the Albany Veterans Hospital will likely become a receiving point for wounded military personnel. On behalf of the Mohawk-Hudson Region SCCA I have written to Congressman Michael McNulty and the director of the Albany VA hospital, volunteering our support in any way that may be appropriate (providing drivers and/or vehicles for shuttle service for staff, supplies, etc. was the first that came to mind), if the need arises.

While there is much speculation that this will be brief and geographically limited conflict, war, as we know, is characterized by uncertainty. In our specific interest, the disruption of oil supplies could have a profound impact, politically and economically, on motorsport.

I trust that the leaders of our national organization will thoughtfully address the interests of our sport as they may relate to our nation's objectives in the days ahead, while we on the local level fulfill our obligation as good citizens to make whatever sacrifices or contributions may be appropriate.

When I took over the role of Regional Executive I envisioned the scope of my duties, but this situation was not one that came to mind. I hope that at the same time I call on you for support in this most serious matter, that your enthusiasm for motorsport, this common interest which has brought us together, will endure through adversity.

Greg Rickes
Regional Executive
January 12, 1991

Regional Ramblings

The More Things Change

A topic of on-going interest now that 1991 has begun is the status of Mohawk-Hudson's race date at Lime Rock Park.

As of January 2 the special event contract for Independence weekend had not been signed. This in turn has held up the entire schedule. At about the same time another schedule change opened up options a bit more.

The New York State Road Racing Championship event scheduled for July 6 & 7 at Shannonville has been moved to June 22 & 23. This now makes it feasible for Mohawk-Hudson to move its Lime Rock race to July 5 & 6 without conflicting with another NYSRRC round. It also simplifies Lime Rock's schedule situation somewhat because now all of the "contingency plan" events occupy the same dates.

While the holiday weekend may pose some problems, I think it also holds opportunities for our race. For workers it still means two weekends in a row at Lime Rock (we're preceded by Northern New Jersey's National race), but it breaks the scheduling up a little bit more from the late May early June jam, and for NARRC & NYSRRC racers it provides some recovery time between races.

Sultan of Solo

D.J. McArdle has stepped forward to take over from Jim Garry as Solo II (Autocross) Chairman. D.J. has been a successful and enthusiastic competitor with his Merkur, and I'm sure his experience will help to move the Mohawk-Hudson program forward.

As a testimonial to D.J.'s dedication, he'll not only be autocross director for M-H, but will also fill the same role for our compatriots in the Empire Moto Sports Club.

Convention Circuit

The SCCA National Convention will be held in Baltimore Feb 20-24. To encourage attendance, the Executive Board agreed to provide registration reimbursement to members who attend and submit an article to the K-O. If you'd like more info. give me a call.

Two weeks after the National Convention Mohawk-Hudson Region will host the Northeast Division Roundtable in Albany. If you'd like to help with registration, transportation, or hospitality please call chairman Jack Hanifan.

Trial(s) by Ice

In addition to our three traditional ice autocross dates in conjunction with the Pittsfield Winter Carnival (Feb 9, 16, 17), stage rallyist Thom O'Connor and Reese Harris in conjunction with ice racing maestro Harold Cameron are trying to put together a SCCA Pro Rally Rallysprint at Warner's Lake on Feb. 16. Mohawk-Hudson will be the sponsoring region, and helping hands will be much appreciated.

I'm famous for saying I've never missed a rally(e), but this one might make me change my philosophic position. More details at the February membership meeting.

SUPPORT THE SPORT

Greg Rickes

Mohawk-Hudson Region Motorsports Calendar

Jan 20 Sun	Ice Race, Warners Lake, East Berne NY NYSIRA (518) 797-3610
Jan 27 Sun	Ice Race, Syracuse area
Feb 2 & 3 Sat Sun	Daytona 24 Hours IMSA Camel GT Daytona International Speedway
Feb 3 Sun	Ice Race, Sacandaga Lake AMEC
Feb 6 Wed	Mohawk-Hudson Region membership meeting guest speakers - Joe Danaher, 1990 winner of the Firehawk Rising Star award and Paul Hacker, three time Firehawk Endurance Championship winner Albany Ramada, 1228 Western Ave. 7:30 p.m.
Feb 9 Sat	Ice Autocross, Mohawk-Hudson Region & Berkshire Motor Sports Club, Onota Lake, Pittsfield registration 9 a.m., first run 11 a.m. info: (413) 243-3433
Feb 16 Sat	Ice Autocross, Mohawk-Hudson Region & Berkshire Motor Sports Club, Onota Lake, Pittsfield registration 9 a.m., first run 11 a.m. info: (413) 243-3433
	SCCA Pro Rally Rallysprint, Mohawk-Hudson Region Warners Lake, East Berne NY info: (802)226-7948
Feb 17 Sun	Ice Race, Warners Lake, East Berne NY NYSIRA (518) 797-3610
	Ice Autocross, Mohawk-Hudson Region & Berkshire Motor Sports Club, Onota Lake, Pittsfield registration 9 a.m., first run 11 a.m. info: (413) 243-3433
Feb 21 -23 Thu - Sat	SCCA National Convention Stouffers Harborplace, Baltimore
Feb 24 Sun	Ice Race, Location TBA AMEC
Mar 1,2,3 Fri Sat Sun	ADAP/Auto Palaca Race-a-nama racing car exhibition and trade show, Big E, Springfield (MA)
Mar 3 Sun	Ice Race, Warners Lake, East Berne NY NYSIRA (518) 797-3610

Mo-Hud Calendar, continued...

Mar 6 Wed	Mohawk-Hudson Region membership meeting guest speakers - Dave Hall, VP/Operations and Phil Rosette, VP/Marketing, Lime Rock Park Albany Ramada, 1228 Western Ave. 7:30 p.m.
Mar 8 -10 Fri- Sun	SCCA Northeast Division Roundtable hosted by Mohawk-Hudson Region, Sheraton Turf Inn Wolf Rd, Colonie
Mar 22, 23, 24 Fri Sat Sun	MotoRacing Mania racing car exhibition and trade show presented by the New York State Stock Car Assoc. City Center, Saratoga (NY)
Mar 23-24 Sat Sun	SCCA Drivers School, Summit Point (WV) Washington DC Region
April 3 Wed	Mohawk-Hudson Region membership meeting Albany Ramada, 1228 Western Ave. Albany
Apr 19-20 Fri Sat	SCCA Drivers School, New Hampshire Intl. New England Region
Apr 21 Sun	North Atlantic Road Racing Championship #1 New Hampshire Intl. New England Region

SCCA VINTAGE RACING in 1991 N.E. Div. regionals? Worth a try? Sure. One region has given a (very) tentative OK. But I need to show a significant number of interested vintage drivers. "Interested" means you are (i) potentially willing and able to show up at a race with (ii) a vintage car that will pass appropriate SCCA GCR tech inspection and with (iii) a current SCCA license. Write/call, now: Michael Mulroney, Villanova Law School, Villanova, Pa. 19085, 215 645 7043.

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, Solo only. Price: \$2,500. Call Jim Garry at (518) 457-7458 (days) or (518) 439-3107 (evenings).

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

Greg explained about the upcoming National Convention in Baltimore, Maryland. The region has agreed to pick up the registration fees of 5 people but not to exceed \$1000.00 Greg is encouraging people to attend. Greg explained to us what is going on with our race date. There is a possibility that our race date could be July 5 & 6. This is contingent on the Ferrari Festival being canceled and Shannonville not having a regional race. We have chosen to give up the August date because of it being the sixth consecutive regional in the NARRC series. We have been assured of better scheduling next year.

Greg announced that we need a Solo II chairman as Jim Garry will be taking a break to work on his house. If you are interested at all, please give Greg a call. Jim Garry is looking for someone to check out a vacant parking lot on Curry Rd. as a possible Solo site. Jim Bishop will check it out. Don't forget the Ice Trials in Pittsfield on February 9, 16 & 17. More information will follow in the Knock-Off.

Competition Committee - Jack Hanifan reports he is setting up the April Tech Party at Village Dodge.

Treasurer's Report - Jim Bishop reported a loss of \$7200. This was anticipated in last year's budget due to buying computer equipment.

Greg is looking for cars to display for the upcoming car shows. If you can help, please give him a call. This is a good opportunity to start early.

Jack Hanifan is looking for help for the March 8th Roundtable to be held in Albany this year at the Holiday Inn on Wolf Road. If you can't help out, at least please try to attend the event even for a short time. There will be many interesting seminars and a list will appear soon in the Knock-Off. There will be a need for door prizes and drivers to move people around. Help is needed. Please volunteer.

New Business - John Sheridan asked what was happening with the Lime Rock repaving issue. Greg said there is nothing planned for the immediate future. John Broadhurst wanted to know if anyone is interested in social activities such as hockey or basketball. Give him a call at home.

Editor's Report - Sally Handy reminded us that the deadline for all articles is the 15th of the month. February articles should be sent directly to George Smith as Sally and Jon will be in Daytona.

Greg led a discussion on the costs of refreshments at our meetings. It was agreed by all to continue this practice but we will start a 50/50 raffle every meeting to help defer some of the cost.

A motion to adjourn was made by Roly Heacox, seconded by Jack Hanifan. The motion carried and the meeting was adjourned at 8:25 P.M. Immediately following the meeting we had to chance to see the 1990 Valvoline Runoffs in Atlanta via a tape brought by Tom Campbell. Thanks Tom.

Respectfully submitted,

Richard Stewart, Secretary

Executive Board Minutes - January 2, 1991

Items discussed: Refreshment prices for our regular meetings.
Help for the Roundtable in March.
Our race date this year.
Mailing cost for the Knock-Off.
National attendees being reimbursed for registration fees.
There was a motion by Greg Rickes, seconded by Jim Bishop and carried unanimously.

Respectfully submitted,

Richard Stewart, Secretary



John W. Castle
Director - Area 10



Sports Car Club of America 21 Woodside Drive Penfield, NY 14526 Phone (716) 385-9894

AREA 10 MEETING - 3 NOVEMBER 1990

Held at the Days Inn, Exit 36, Syracuse at 1 PM.

Present: Phyllis Hoskinson - Glen, Jim Magioncalda - Glen, Chuck Dobbs - Glen, Terri Dobbs - Glen, Mike Toombs - FLR, Marsha Toombs - FLR, Carl Dressie - FLR, Phil Henderson - WNY, David Simmons - CNY, Denise Simmons - CNY, Shirley VanNostrand - CNY, Emily Castle (Secretary) - FLR, John Castle

NYSRRC - Because many of the NYSRRC representatives could not attend this meeting, there will be a meeting at 5PM before the NYSRRC banquet at the Burgundy Basin Inn on 24 November 1990.

Solo - This has two items:

1. The NYS Solo Championship - There was a comment from Mo-Hud that there was too little notice time last year. There have also been comments there should be a minimum for course length and total time on course. Also should competition in the championship be restricted to SCCA members?
2. Solo Championship Series - This series, where each Region designates one of their events during the year to be part of a Championship Series, was late starting and not well planned this year. It was felt that the idea was good, but much work needs to be done to make it a success. note: If it is a championship, then money will be needed for recognition trophies.

Mike Toombs 'volunteered' to talk with solo reps from the various Regions to determine interest and ideas for both projects.

Specialty training program - CNY is working on an F&C training program, and the Glen is again going to have a general program. We all should work together to develop and promote a session that will offer a well thought-out and administered program covering many of the specialties. It was felt that to increase participation, more training needs to be offered. And the training should be broad enough to interest and improve the seasoned official as well as to help new members to choose a specialty.

The SCCA Foundation is putting money into training videos for the various specialties. As of now the only one being actively worked on is for Tech. We really need these training aids.

Race Track Development - Phil Henderson and Jim Magioncalda reported on the possibility of going in with the owner of the Empire Dragway in Leicester to extend the present paved area to make a short course suitable for Regional racing and testing. This could be done without interrupting the drag racing at night.... The area is already zoned for such an application and the Town is seemingly in agreement. Original plans were for a 2 1/2 mile track, but too long and expensive for us to consider. A track length of 1 1/2 miles is possible at much less cost. The facilities are in except that a T&S building and a starters stand are needed. It was suggested that the drag racing events would pay the mortgage - perhaps.

Race Track Development (cont.) -

There was much discussion by the representatives and it is obvious that there are still many questions here, but the main issue is whether the the Regions of Area 10 are really willing to enter into such a project. And first of all Area 10 would obviously need a legal entity to make even a purchase agreement. (Area 10 is no longer incorporated and would need to be for such an effort.) If we go ahead we shall need attorneys, contractors, DEC experts, etc., etc..

It was emphasised that if such a project were developed there should be no conflict in scheduling with WGI, and that this proposed facility would merely add another venue to activities, including Solo I, in this area.

It is up to the Regions to decide whether they are able and willing to enter into an effort of this magnitude. R.E.s should get a feeling from their Regions on this subject and their willingness to make a financial commitment.

WNY has applied for a National race date at Mosport (they have been supplying the bulk of the SCCA help for the NYR Labor Day National). Area 10 has agreed to support WNY there for any event they get.

FOR SALE

CSR/DSR 1980 Van Dieman F80.

**McCann body, JFZ brakes, 5-speed Hewland, ATL fuel cell, Revolution wheels. Without engine \$8,000.00 With Toyota 4AG motor \$14,000.00
FINISHED SIXTH AT 1990 NATIONAL RUNOFFS.**

**Contact Stan Peters, 86 Knapp Avenue, Trenton, New Jersey ,
08610
609-585-3012**

CSR/DSR

**Lola SPORTS 2000 body for sale.
2 full bodies
1 full set of molds to fit formula ford.
\$1,000.00 TAKES ALL**

**Contact Stan Peters, 86 Knapp Avenue, Trenton, New Jersey,
08610
609-585-3012**

The (Motor) Sporting Life

by
A.N. Other

Training Wheels

With legendary Teutonic efficiency BMW has devised two new racing classes, catering to racers aged 16-23, to pick out the best and brightest new driving talent in Germany.

What makes this unique is that both classes will utilize the same spec. open wheel chassis and engine. Drawing on the firm's motorcycle heritage, the 1000cc 4 cylinder 16 valve K1 engine will have two variants: junior runners will get a 50 horsepower version, while the over 18 age group will enjoy highly tweaked 100 hp units.

New Age Karts

Our go-kart racing brethren have been having their own insurance angst of late, with higher speeds having painful consequences literally and financially. In an effort to address the problem some new design parameters are being explored.

A prototype of the lay-down style enduro-kart was fitted with a roll-cage, giving the appearance of a flying bedstead, while several short track versions have been produced with cages and bodywork that give the impression of a much shrunk sprint car.

One wonders exactly how much performance the short-track cars

will have since the examples seen thus far have been motivated by Briggs & Stratton engines. The cars are intended for both pavement and dirt.

From the SCCA's standpoint will these developments spawn a new source or a challenge in the quest to attract competitors ?

Not To Be Overlooked

Chris Zarzycki's comments of a few months ago that perhaps SCCA should look into using alternate fuels (e.g. alcohol) in one of its classes, possibly FF, may have had a mark closer to home than Chris realized.

Volkswagen-powered midget racers thrive on alcohol fuel; the lower combustion temperatures actually enhance the reliability of the VW's, which rely on air flowing over the cylinder heads as their only cooling. Re-upped Mo-Hud member (and former Barber/SAAB competitor) Richard Myhre could no doubt tell more on this subject; perhaps you saw him on ESPN's Saturday Night Thunder wheeling one of Mike Fedorcak's Munchkin designs ?

Maybe alcohol-fueled Formula Vees would get a similar performance and reliability boost, even if all of the other FV rules (except for carb. jetting and associated pieces) stayed the way they are now.

All for Now. Cheers

**GET YOUR WINTER TIRES
NOW!**

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See the new NR-10 Snow Tire

86' Toyota MR2 - Showroom Stock C

- Regional Car thru 1992
- Professionally maintained
- All top 6 finishes in 1990 Nationals
- with spares - tires/brakes etc.
- Available after Valvoline Runoffs **\$ 5,500.00** ask for Ian

AUDI COUPES 1981, 1985

- Project car/hard to explain
- loads of parts **call for information**

TO: The N.A.R.R.C. Committee
SUBJECT: 1991 Series Points Structure
FROM: Maureen Harris
DATE: 12/18/90

#####

On 10/27/90, a copy of the 1990 N.A.R.R.C. Final Points Standings was mailed to each of the committee members and to the editors of each participating region's newsletters. Included in that mailing was a suggestion regarding the points-scoring for the upcoming 1991 season.

From past experience, I am aware that a N.A.R.R.C. committee meeting is usually held at both the November mini-convention and the March roundtable to discuss items such as these. Since I knew I would not be in Pittsburgh for the mini-convention, I included my suggestion in the hopes it would be addressed. Not having heard from any members of the committee, I am re-submitting my proposal - along with a letter I received from Mike Joy recently. When he requested a full packet of results, I sent him a complete packet identical to yours. Enclosed is a copy of his letter responding to my suggestion; I particularly like his "participation point" terminology. [By the way, his original letter requested the list of champions and their addresses, because Lime Rock Park wanted to sent them awards. I asked him to consider presenting them at the awards dinner - whenever it is and whoever's turn it is.] Given a preference -from the pointskeeper's point of view- I would like to see Mike's idea #2 go into effect. It maintains the points spread among the top three positions, is simple to understand and above all it is simple to do! If we choose to go this route, the only other factor affected would be the minimum points required for money fund eligibility - it should be raised to 25 or 30 points at least.

I will be at the Albany roundtable, and hope that we can get some input prior to addressing the issue at that time. For that reason, I have sent this memo to the regional newsletters as well - I believe that drivers who will be affected by any changes we are considering should have some opportunity to voice their opinions (if they care enough to voice any). Thank you for your time, attention and consideration.

#####

/mih
pc: see "Distribution"

December 3, 1990

Maureen Harris
NARRC Pointskeeper
9 Park Drive West
West Ornage, NJ 07052

Dear Maureen,

Thanks for the NARRC points, and the additional information. Reading your letter, I strongly support the awarding of a "participation point" to each driver who starts or competes in a NARRC event.

Here are a couple of possibilities:

1) increase the points at the top to cpmpensate for the one point:

1	2	3	4	5	6	7	8	9	10	11	all others
15	12	10	9	8	7	6	5	4	3	2	1

The drop from first to second and from second to third would stay at three and two points respectively, helping to insure a reasonable bonus for winning, just as we have now. This would also help spread the point distribution in well attended classes.

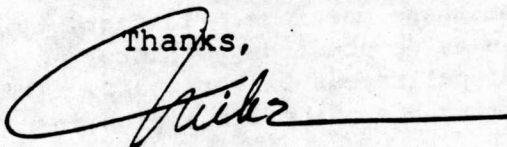
2) Here's another idea:

1	2	3	4	5	6	7	8	9	10	all other	
										finishers	starters
15	12	10	9	8	7	6	5	4	3	2	1

This would distinguish between cars that did/did not complete enough laps to be classed as finishers.

Would you please pass these ideas along with your comments to the NARRC board.

Thanks,



Mike Joy

83 Marlboro Rd.
Delmar, N.Y. 12054
January 4, 1991

To The Editor,

The January issue of the Knock Off ran an article by Chris Zarzycki titled Which Came First, The Chicken Or The Egg? In this article Chris lends his perspective on the development of the club regarding workers and drivers and more importantly discusses how to get Club Racing "back on track" and get the drivers involved in the administration of the club. Toward this end Chris offers three key suggestions:

a) His first suggestion is that we "get them [the drivers] while they're young...too many drivers know little of SCCA, what it does and how it works". I applaud that sentiment. The problem is that there is no discussion of how to "get them" and what that could involve.

b) Chris would like to "establish more communication" and says "there needs to be a channel of communication for those who need it...". While this is a fine goal he again fails to follow through with any concrete ideas other than mentioning a drivers newsletter. Who is going to write, edit, publish, and distribute this newsletter? Has he contacted SportsCar? He might be surprised at how quickly they'd jump at the idea of publishing a series of articles or a special Fastrack section for this purpose. Their main concern would be getting someone to actually do the writing for them (hint, hint). Chris makes a comment that SportsCar contains much more than just club racing information and is therefore confusing at times. I disagree and feel that any club racing material that was to appear in SportsCar would be readily consumed by those interested in the program.

By the way, Chris adds that the "concept of printing protests and appeals in Fastrack started off with good intentions but has degraded into 'beat on the driver' ". That fact is that some of our competition drivers drive recklessly or prepare their cars illegally. Printing the results of protests, appeals, and disciplinary actions seems to be just what Chris suggests we need: a form of communication that is instructive to others.

c) Chris' final suggestion is to have workers and drivers work closer together and "review problems away from the racetrack...This should be done at a divisional level". As a matter of fact, this occurs twice per year in every division. Each Fall there is a Divisional Mini-Convention and each Spring there is a Divisional Roundtable at which drivers, officials, workers, and any other interested parties meet to exchange ideas, gripes, suggestions, knowledge, etc. As per Chris' suggestion, both the Comp Board and the Board of Directors are made aware of all useful information coming from these meetings. In fact, this Division's three Directors attend these meetings as do stewards, workers, drivers, and various SCCA Vice Presidents and miscellaneous Denver staff. This March, the Northeast Divisional Roundtable is being hosted by our region in Albany. (I hope most Mohudders will be there.)

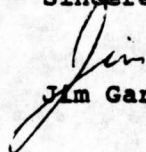
In conclusion, the problems with Chris' suggestions are that 1) he is either unaware of or has overlooked the fact that there are already working procedures in place for much of what he suggests, i.e. article submissions to SportsCar and Divisional meetings; we need only to convince the silent majority of this club to take advantage of these procedures, and 2) no attempt to

describe how to accomplish his fine suggestions are made. His ideas are very well intentioned but he does not take them far enough and describe the ways in which we can accomplish the goals he sets forth.

I apologize to Chris if it seems like I'm taking a swipe at him. He has written many interesting articles for the Knock Off and has thus contributed a fair share to this club. I look forward to his monthly essays. But having worked at every level of SCCA I've seen and heard alot of complaints and generalized comments on how to improve various programs. SCCA is a member-oriented organization; that means it exists for the enjoyment of it's members. It also means that it's members must contribute a large share of the work effort. Right now only a small minority work or take any interest in doing anything beyond competing. The major problem in our club today is lack of involvement.

If you'd like to do something to help, give our Regional Executive, Greg Rickes a call. There are alot of projects he could use assistance with. Additionally, we will need a race chairman for this year. Or give Jim Bishop a call and find out how to put on a rally, something Mo-Hud hasn't done in a couple of years. Give our new Solo II chairman, D.J. McArdle a call and offer him your help. Attend the monthly membership meetings. Come to the Mo-Hud Solo II meeting in mid-February. By all means, please come to the Roundtable this March in Albany. These are all just the tip of SCCA's needs. There are also Divisional and National jobs and projects that are waiting for volunteers. Support your club; support the sport.

Sincerely,


Jim Garry

Mohawk-Hudson Solo II Meeting

All interested members are welcome!

Date: February 13, 1991

Time: 7:30 p.m.

Place: Jim Garry's house. Call him at (518) 439-3107 for directions

Topics: 1991 season organization, schedule, sites. Meet the new Solo II chairman D.J. McArdle.

THREE DAYS AGAIN THIS YEAR:
ANNUAL ICE TRIALS

AUTO SLALOM ON ICE

**DATES: SATURDAY FEBRUARY 9
AND ALSO**

SATURDAY & SUNDAY FEBRUARY 16 & 17

**CONTROY PAVILION In BURBANK PARK
ON ONOTA LAKE, NORTH-WEST PITTSFIELD MA**

**REGISTRATION: 9:30 - 11:00 AM EACH DAY
FAMILIARIZATION RUNS ASAP**

GET THERE EARLY!

TIMED RUNS START: 11:00 AM

**THREE DAYS - THREE SEPARATE EVENTS
AS PART OF THE PITTSFIELD WINTER CARNEVAL**

EVENT MASTERS:

CLARK NICHOLLS (413)243-3433

(^ 24 HOUR STATUS, ANSWERING MACHINE ^)

MARK MAJCHER (413)243-2790

PETE NIXON (413)442-7135

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*****
**                                     RUNS START AT                                     **
** I I I I I I C C C C C C E E E E E E 11:00 AM SHARP!! **
**   II CC EE BE THERE EARLY FOR DRIVE-AROUNDS **
**   II CC EEEE FEBRUARY 9 1991 **
**   II CC EE AND --> FEBRUARY 16 & 17 1991 **
** I I I I I I C C C C C C E E E E E E SOLO 2 ON ONOTA LAKE **
**
** T T T T T T R R R R R R I I I I I I A LL S S S S S S **
**   TT RR R R R R II A A LL SS **
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**   TT RR R R I I I I I I A A L L L L L L S S S S S S **
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** TO BE HELD ON ONOTA LAKE AT THE END OF LAKEWAY DRIVE IN PITTSFIELD **
** REGISTRATION & HEADQUARTERS AT THE CONTROY PAVILION ON LAKEWAY DRIVE **
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As in the past 31 years, this event is part of the Pittsfield Winter Carnival and is put on by the Mohawk-Hudson Region of the Sports Car Club of America with large amounts of help from the Berkshire Motor Sports Club (the chairmen are both SCCA and BMSC members).

That's right, it's another busy three days, three events Ice Trials. Classes for any type of 4 wheeled vehicle with any type of tyres. Front engine Rear wheel drive, Front engine Front wheel drive, Rear engine Rear wheel drive, or Four wheel drive. Whatever moves you. If you're in doubt, call me. Jeeps and Dune Buggies must have roll bars or hard tops. All classes are duplicated for studded snow tyres (standard commercial studding). All vehicles MUST have and drivers MUST use SEATBELTS! Helmets are also required and must have a SNELL 1975 or newer certification sticker (or DOT Z90.1B). A small number of loaner helmets will be available.

While this event is designed for your everyday street cars, a special class for modified vehicles also exists. This class is for any vehicle with special equipment such as Ice Racing vehicles, dune buggies, vehicles with locked differentials, and any vehicle with non-standard studs in the tyres (such as longer than normal, more than normal or otherwise different than normal). Cars may be placed in this class at the decision of the chairman or safety inspector. The GREEN MACHINE (a specially prepared 1970 Chevrolet station wagon that's painted, of all colors, green, and is owned by BMSC) will have it's own class. An additional fee of \$10 per driver per day will be collected for use of the GREEN MACHINE to cover expenses (we use over 25 gallons of gasoline per day for this event). Go-Carts, motorcycles and ATVs are NOT allowed. Again, all vehicles MUST have and the drivers must use SEATBELTS and HELMETS! Remember, all helmets must have a SNELL 1975 or newer certification sticker (or DOT Z90.1B)! A limited number of loaner helmets will be available. Passengers are not allowed during timed runs.

The Ice Trials consists of a defined course on the surface of the frozen lake. The length of the course will be between 1 and 1.5 miles (depending on snow conditions) and cars will be a minimum of 1 minute apart with a maximum of two vehicles on the course at any time to eliminate any risk of collision. The object of the event is to complete the course in the least amount of time. Runs will be timed to hundredths of a second or better. Penalties will be assessed (time added) for hitting course markers (pylons). Approximately one third of the entries in each vehicle class, as defined above, will be awarded trophies for their performance. A minimum of three (3) cars must enter any class for a trophy to be awarded in that class. Bring your friends to drive your car if it is an oddball. Special classes may be created if a large number of vehicles of any one type enter. This is at the discretion of the event chairman.

REGISTRATION: Saturday and Sunday opens at 9:30 A.M. (along with course familiarization runs) and continues throughout the event. Missed runs will not be made up. First run will start at 11am each day. Cars run in numerical order. Entrants may enter more than one vehicle. The different vehicles may be in the same or in different classes. It is the entrant's responsibility to have the cars ready to run in order. More than one driver may enter driving the same vehicle. Numbers will be assigned at least 4 apart to allow for driver changes. Entry fee is \$10.00 per day per entrant.

Event status? PLEASE call Clark's answering machine during the week prior to the event (or anytime, for that matter), 24 hours a day is A-OK. Please be aware that we may need to postpone the event, for whatever reason. If you are traveling any distance to this event, please call the answering machine for an update. The final status that I know of will be recorded the morning of each event prior to my leaving the house.

Event(s) chairmen: Clark W. Nicholls (413)243-3433 21 Hartwood Road Lee, Mass 01238
 Mark P. Majcher (413)243-2790 23 Hartwood Road Lee, Mass 01238
 Peter Nixon (413)442-7135 35 Oliver Avenue Pittsfield, Mass 01201
 Albany Information: Keith Martens (518)235-9037 33 Imperial Avenue Cohoes, NY 12047

TO THE ICE TRIALS:

There are two ways to get to the pavilion on the lake. Take Peck's Road to Lakeway Drive to the pavilion -OR- turn onto Lakeway Drive from Valentine Road. Follow Lakeway to the right at the fork and follow the road to the pavilion or take the left fork to the boat ramp and drive along the lake to the pavilion.

A RACERS GUIDE
TO A HAPPIER RACE

1. THOU SHALT READ THE SUPPLEMENTARY REGULATIONS BEFORE COMING TO THE TRACK.
2. A SMILE TURNETH AWAY BAD FEELINGS AT REGISTRATION.
3. EARLY TO BED AND EARLY TO RISE, ARRIVE AT TECH FIRST AND GET A SURPRISE.
4. CLOTHES MAKE THE MAN - AND MAKE SURE YOU HAVE ALL OF YOUR EQUIPMENT ON THE FALSE GRID.
5. MAKE SURE YOUR NUMBERS ARE PROPER AND VISIBLE BECAUSE WITH RACING, LIKE COMEDY, TIMING IS EVERYTHING!
6. THE EARLY BIRD GETS THE WORM, BUT JUMP THE START AND GET A BLACK FLAG!!
7. LOOK BEFORE YOU LEAP AND NEVER PASS UNDER A YELLOW FLAG.
8. YOU WILL SING THE "BLUES" IF YOU IGNORE THAT FLAG.
9. WHEN YOU SPIN, BOTH FEET IN. TO COME BACK ON, DON'T BE BRAVE - WAIT FOR THE WAVE.
10. There once was a man from Hewlett,
When called to impound he missed it,
He really was miffed,
When he saw DNF,
and was told the next race, he must skip it.

HAPPY NEW YEAR AND GOOD RACING IN '91.

CHRIS ZARZYCKI 1/91