

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

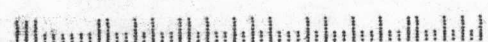
**Mohawk-Hudson SCCA**  
 APRIL 1991

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

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## Regional Ramblings

### SCCA's New Initiative

The main topic of discussion at the SCCA National Convention and the NEDiv Roundtable was the "New Initiative" developed by Steve Petty, VP for Club Racing.

The NI, even in outline form is a lengthy document: the synopsis was six pages and Petty's presentation, not including a Q&A session, was 90 minutes.

A number of proposals are, like mom and apple pie, universally supportable: more services for the membership, better training and more tangible rewards for race officials, improved rules-writing and enforcement.

Each one of these items, however, seems to have a monetary cost associated with it. Raising the funding requires, according to Petty, that the SCCA National racing program become more marketable to potential sponsors (though not, according to the presentation in Baltimore, necessarily to spectators).

This is where the discord emerges, as the proposal addresses the format of National racing and consolidation of classes. Those with a psychic and financial investment in classes designated for consolidation, and those who think that the current structure of National racing meets the needs and aspirations of the membership, are dubious about the viability of the proposed changes.

A detailed explanation of the New Initiative is supposed to appear in an upcoming issue of *SPORTS CAR*. I urge you to diligently read and contemplate its content. The fate of the New Initiative will be decided by the membership. Your written comments to Area 10

director John Castle, and response to a National HQ survey/questionnaire, will be crucial elements in deciding the direction of SCCA and the National racing program as we look to 1992 and beyond.

### Race Date Still Unconfirmed

Lime Rock continues to pursue a special event encompassing the entire Independence Day weekend. In view of the time and effort needed to properly organize a race, I have advised Dave Hall at LRP that Mohawk-Hudson has a final deadline of April 1 for confirming a Mohawk-Hudson race on July 5/6.

### Tire Talk

The black magic of racing and performance tires will be the topic under expert discussion when Jeff Miller of Hoosier Tire East joins us for the April 3 meeting at the Albany Ramada. Hope to see you then.

### New Venue

Beginning in May we will have a new location for our monthly meeting, the Holiday Inn Turf on Wolf Road in Colonie. The facility has a number of features which I think you will enjoy, not the least of which is Playfields, a sports theme pub; we'll use it as a socializing and gathering spot, complete with racing videos, before each meeting. More details in next month's K-O.

### SUPPORT THE SPORT

**Greg Rickes**



Minutes of the March 6, 1991 Membership Meeting

Meeting was called to order at 7:45 P.M. by R. E. Greg Rickes.

**Secretary's Report** - Jim Bishop read the minutes from the February meeting. A motion by Roly Heacox and seconded by Dave McClumpha to accept the minutes. Motion carried. A word of thanks to Jim for filling in for the secretary.

**Treasurer's Report** - Jim Bishop read the treasurer's report . A motion was made by Harold Cameron and seconded by Don DeLapp to accept the report. Motion carried.

**NEDIV Roundtable Report** - Jack Hanifan asked for helpers of all kinds. Jack told us about the agenda for the weekend which included seminars on Solo Rally, New Initiative Racing, Hoosier Tires, Public Relations, Rally, Tech Session, Race Control, Stewards meeting, Future Competition Driving Problems, Publications, Registrars, Timing and Scoring, Workers Meeting, NARRC meeting, and shopping trip.

**Membership Report** - Larry Morton reports we are at 250 members and continue to grow.

**Editor's Report** - Sally Handy reports everything fine and reminds the deadline for articles in the 15th of each month.

**Publisher's Report** - George Smith reminded us that postage is up, but everyone felt it is very important to get the Knock-Off out on time.

**Worker's Licensing** - Clark Nichols is looking for anyone interested in becoming a worker. Please contact him for information.

**Activities Report** - John Broadhurst continues to look for different activities for us to enjoy. If you have any suggestions, please give him a call.

**Competition Report** - Jack Hanifan reports the Tech Party will probably be in April on the second weekend at Yankee Dodge in Hudson, N.Y. Watch the Knock-Off for details.

Greg Rickes report on the convention will appear in the Knock-Off. Greg urges everyone to read his article and write a letter on how you feel about the New Initiative Racing. If you own a race car, you should read this article.

Our Guest Speaker for the evening was Lime Rock's, Dave Hall. Dave was still not sure about our race date but it could be the 6th of July. The new vendors building is completed and it has a full-fledged Ladies Room. The old restrooms will be turned into Mensroom and showers - all with "HOT!" water. Lots of new grass has been planted and some landscaping done around the skid pad. Camping will be allowed overnight Saturday as well as Thursday and Friday. Big new rule change. NO PETS! They will have receptacles for recycling cans and bottles. Please bring cans whenever possible. The Department of Motor Vehicles is trying to make things difficult in the paddock. Dave will keep us informed of any changes. All the regional SCCA races will be advertised as spectator events. Dave also highlighted some changes in the track pit areas for the future. Lime Rock Would also like to have the track resurfaced and will be looking for all the Regions to help. Thank you Dave for the info

A motion was made by Tom Campbell and seconded by Roly Heacox to adjourn at 8:55 Motion carried.

Note: Kevin Belden was the winner of the 50/50 drawing.

Respectfully submitted,

Richard Stewart, SEcretary



## Mohawk-Hudson Region Motorsports Calendar

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
Mar 26 Tuesday	Lime Rock Park Test Day info: (203) 435-2571
Mar 30 Saturday	autocross, RPI, Troy NY info: RSCA 235-9037
April 3 Wed	Mohawk-Hudson Region membership meeting Guest speaker Jeff Miller, Hoosier Racing Tires, Albany Ramada, 1228 Western Ave. Albany  "Soliciting Input on the New Initiative" a session with Club Racing VP Steve Petty Burgundy Basin, Pittsford NY
April 4 Thur	time trials, Lime Rock Park info: Bonnet & Boot SCC (203) 264-8271
April 6 Saturday	Vintage Sports Car Club races, Lime Rock Park info: (413) 584-4210
April 6 or 7 Sat or Sun	rally, RPI, Troy NY info: RSCA 235-9037
April 7 Sunday	autocross, Horseneck Beach (Cape Cod) MA info: New England Region SCCA (203) 653-5483  test & tune time trials, Lebanon Valley Dragway Route 20 W.Lebanon NY
April 9 Tuesday	Lime Rock Park Test Day info: (203) 435-2571
April 13 Saturday	autocross, RPI, Troy NY info: RSCA 235-9037
April 14 Sun	SCCA Annual Racing Car Technical Inspection Village Autoworks, Route 17M Monroe NY New York Region SCCA info: (914) 782-7011
Apr 19-20 Fri Sat	SCCA Drivers School, New Hampshire Intl. New England Region
Apr 20 Sat	autocross, RPI, Troy NY info: RSCA 235-9037

Mo-Hud Calendar, continued...

time trials, Lime Rock Park,  
Poughkeepsie SCC (201) 767-0900 x29

Apr 21 North Atlantic Road Racing Championship #1  
Sun New Hampshire Intl. New England Region

Apr 23 Lime Rock Park Test Day  
Tuesday info: (203) 435-2571

Apr 27 autocross school, Orange (MA) airport  
Sat info: New England Region SCCA (203) 653-5483

April 29 autocross, Orange (MA) airport  
Sun info: New England Region SCCA (203) 653-5483

April 30 Lime Rock Park Test Day  
Tue info: (203) 435-2571

May 1 Mohawk-Hudson Region membership meeting  
Wed Holiday Inn Turf, Wolf Road, Colonie 7:30 p.m.  
join us for dinner, racing videos, and a  
surprise or two at Playfields from 6 to 7:30

May 4 5 SCCA National race, Lime Rock Park  
Fri Sat New England Region

May 11 & 12 North Atlantic Road Racing Championship #2&3  
Sat Sun Pocono (PA) Intl. Raceway Northern NJ Region

May 17 18 Skip Barber Racing School Formula Ford Series  
Fri Sat Lime Rock Park info: (203) 824-0771

May 18 & 19 North Atlantic Road Racing Championship #4  
Sat Sun Bridgehampton, Long Island (NY) NY Region

Pagoda Hillclimb, SCCA Solo I Reading (PA)  
Blue Mountain Region SCCA info:

Victoria Day Sprints, P.layers/GM Camaro/Firebird  
and CANSPAN Endurance series, Mosport Canada

May 19 autocross, Brodie Mountain, New Ashford MA  
Sun Mohawk-Hudson Region info: 283-7133

May 24,25,27 Toyota Trucks IMSA Grand Prix, Lime Rock Park  
Fri Sat Mon

May 25 26 SCCA National Race, New Hampshire Intl.Speedway  
Sat Sun New England Region SCCA

May 27 North Atlantic Road Racing Championship #5  
Mon New Hampshire Intl. New England Region SCCA

1991 NORTHEAST DIVISION, SCCA RACING CALENDAR

DATE	NATIONAL RACES	REGIONAL RACES	DRIVER SCHOOLS	SOLO I & II / RALLY	MISCELLANEOUS
MARCH					
8-9-10	NORTHEAST DIVISION ROUNDTABLE	SPORTS CAR CLUB OF AMERICA - ALBANY, NEW YORK - MOHAWK-HUDSON REGION			
23-24			Summit Point - WDC		
APRIL					
6-7				Solo I Summit Point WDC	
13-14					
20-21		Summit Point (0) - WDC (21) NHIS (0/S) - HER (19-20) NHIS - HER			
27-28		Summit Point (0) - WDC Nelson Ledges - SCR/MTY			
MAY					
4-5	(3-4) LINE ROCK - HER			Red Baron Tinsdighton PR Williamsport PA - BIRN	
11-12		DBL Pocono (8/S) - NYJ (10) Pocono - TRI-R			NASBGN PIR/Nezareth PA enDiv OS/Nei Ldg - NEO
18-19	NELSON LEDGES - SCR	Bridgeman (5) - NYJ SUMMIT POINT (0) - WDC		Peopla Hillclimb Solo I Reading, PA - BIRN	
25-26-27 (25-26) NHIS - HER		25-26) Mt Leg (5) - MTY 27) NHIS (0/S) - HER			USAC - Indianapolis 500 TAC/MSA - Lime Rock
JUNE					
1-2		Watkins Glen (5) - CHY Pocono (4) - TRI-R		Susquehanna Trail PR Williamsport, PA - FLR	MSA - Mid-Ohio TAC/F1 - Montreal
8-9	SUMMIT POINT - WDC	(8) Line Rock (4) - NYR (7) Line Rock - NYR/NUJ			MSA - Watkins Glen ARY/T-A - Detroit PASCAR - Pocono enDiv OS/Nei Ldg - NEO
15-16	WATKINS GLEN - FLR				
22-23		Shipperville (5) - CHY		(21-23) Special Events Hillclimb-McMush, MN	MSA - Mosport VINTAGE - Mid-Ohio
29-30	(28-29) LINE ROCK - NYJ				TAC/MSA - Watkins Glen enDiv OS/Nei Ldg - NEO
JULY					
6-7		(6-6) Line (5/S) T-MNH		Massachusetts - NYR	enDiv Mat/Mid-Ohio CTR CART/ARS/T-A-Cleveland
13-14	WATKINS GLEN - GLEN	SUMMIT POINT (0) - WDC		PA CART/ARS - McMush VINTAGE - Pittsburgh PASCAR - Pocono TAC/CART/ARS-Toronto	
20-21		(19-20) Mt Leg (0/S) HER			OLDS PRO - NHIS enDiv Mat/Mid-Oh NEO
27-28	(26-28) DBL POCONO-TRI	DBL NHIS (0/S) - HER			
AUG					
3-4	BRIDGEMAN - NYJ	Watkins Glen (5) GLEN Nelson Ledges - NYR	Nelson Ledges - NYR	NEdiv Solo II Division I Harrisburg, PA - SUSQ	
10-11	SUMMIT POINT - WDC	NHIS (0/S) - HER Nelson Ledges - SCR			MSA - Watkins Glen TRARS-AM Watkins Glen OLDS PRO - Watkins Glen TAC/T-A TroisRivieres enDiv Res/Nei Ldg - NEO
17-18		4 LINE ROCK T Summit Point (0) - WDC		Burya Hillclimb Solo I Reading, PA - BIRN	
24-25	NELSON LEDGES - NYR				
AUG/SEP					
31-1-2	(31-1) MOSPORT - NYJ	DBL SUMMIT POINT (0) WDC			MOSPORT - Mosport (20-22) Mt Leg/Vintam Fest MSA - Bridgeman VINTAGE - Watkins Glen TRARS-AM - Mosport
SEPT					
7-8		Nelson Ledges - SCR		Summit Point - WDC	
14-15		NHIS (0/S) - HER Watkins Glen (5) - FLR		(10-13) Solo II-Salina K (14-15) PRO SOLO-Salina	OLDS PRO - Mid-Ohio TAC/T-A/CART - Mid-Ohio TAC - Montreal MSA-Watkins Glen
21-22		20-21) DBL MARIK Burya - NYR		Weatherly Hillclimb Solo Weatherly, PA - PMA	OLDS PRO - Lime Rock (27-29) Mt Leg/Holiday-NiGON
28-29		SUMMIT POINT (0) - WDC			
OCT					
5-6		Watkins Glen (5) GLEN (4-5) Watkins Glen - GLEN/FLR			CART/ARS-PIR Nezareth
5-12	SPORTS CAR CLUB OF AMERICA VALUINE "MIMPY'S" - BOBO ATLANTA -				DAKESVILLE, GEORGIA
19-20		(20) NHIS (0) - HER DBL Nelson Ledges - NYR		(18) NHIS-Solo I - HER (19) NHIS-Solo II - HER	
26-27		Nelson Ledges (5) - NYJ			
NOV					
2-3			Summit Point - WDC		PA enDiv OS/Nei Ldg - NEO
15-16	NORTHEAST DIVISION	BIRN-CONVENTION - SPORTS CAR CLUB OF AMERICA			COBURN, NEW YORK - GLEN REGION

- NOTES: 1. Events believed to be spectator events are in all CAPITAL LETTERS. Please advise if incorrect.  
 2. Symbols used in the Regional Race column: MARRS=0 BVSINC=0 BARRC=0 BERRC=0  
 3. Miscellaneous column primarily for identifying potential schedule conflicts from professional sanctioning bodies and other SCCA divisions. Please check original sources for up-to-date information.  
 4. PMA - Pennsylvania Hillclimb Assn.

DOMINA MC BURRISH, NORTHEAST DIVISION SCHEDULING REPRESENTATIVE

03/06/91



# NEWSLETTER

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## Notes from the 1991 National Convention in Baltimore

The Convention had good attendance (about 550); good weather (when one had time to get out); a fine, well-located hotel; well planned social events (the Thursday theme party was in the Aquarium building - aquariums can be interesting, but this one was a total experience). So much for the social aspects of the Convention, which are actually of as much importance as the more serious seminars in that it brings an opportunity for members to get together for informal discussions and exchanges of ideas.

As to the 'serious' part of the convention - I am afraid that, because of the BoD meeting schedule, I was able to attend very few of the formal seminars. However, one that I did attend was the 'New Initiative'. This is a plan for the reorganization of Club Racing and was one of the main topics of discussion during the week. The presentation given by Steve Petty was very similar to the one he gave to the Directors at their December meeting. The talk is still, in my opinion, much too lengthy even though it covers a multitude of topics. I believe that everyone will consider much of the program quite acceptable, some of questionable practicality, and a small part rather upsetting. The latter will, unfortunately, differ with where you stand on the playing field. However, I do request that you listen or read with an open mind and not be upset by rumors which abound.

An opportunity to listen to Steve will be at the Finger Lakes Region's April meeting - the first Wednesday of the month at the Burgundy Basin Inn (where the NYSRRC banquet has been held). Further information is being sent to all Area 10 Regions by Carl Dresie, the R.E. of Finger Lakes.

Also a written review of the plan is scheduled to be printed in the May issue of 'Sports Car', which will come out the end of April. Along with this, or following closely, will be a survey for your comments. Please use this if you have any interest in the future of the Club.

Let me state again, as it was many times at the Convention because of member anxiety, that no implementation of the plan will occur without approval of the Board of Directors. And it will not be considered by the Board until there is ample time for full member input.

There have been questions of, "Is the plan to be considered in its entirety?". It is possible that it will be voted on as a whole, but it will be considered topic by topic. **Consequently we all need your input on this subject.** I have never seen such single-mindedness by the Board on a subject - and this arrived at independently by every Board member. Discussion of this topic took up much of our meeting time while in Baltimore. Also this is the main item on the agenda of the Planning Committee, which I am happy to say is active and enthusiastic this year.

The various seminars were well attended by many Area 10 members. If you have an interest in any particular topic, your Region's representatives were not able to attend that seminar, I would suggest that the upcoming NEDiv Roundtable in Albany is a very worthwhile alternative to the National Convention. I hope to see you there.

-- John Castle, Director/Area 10

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## 1991 AUTOCROSS/SOLO II SCHEDULE

<u>DATE</u>	<u>CLUB</u>	<u>LOCATION</u>
MARCH 30th	RSCA	RPI Fieldhouse TROY N.Y.
APRIL 7th	NER-SCCA	Horseneck Beach MA.
APRIL 13th	RSCA	RPI Fieldhouse TROY NY
APRIL 14 th	NESCC PCSCC	TBA SOUTHERN STATE UNIV. NEW HAVEN CT
APRIL 20th	RSCA	RPI FIELDHOUSE TROY NY
APRIL 21 st	MO-HUD SCCA EMSC, BMSC	BRODI MOUNTAIN NEW ASHPORD MA DRIVERS SCHOOL
APRIL 27th	NER SCCA	DRIVERS SCHOOL ORANGE MA
APRIL 28th	NER SCCA	ORANGE MA
MAY 5th	NER SCCA	BRISTOL CT
MAY 12th	PCSCC	PITNEY BOWES NORWALK CT
MAY 19th	MO-hud BMSC	BRODIE MOUNTAIN NEW ASHPORD MA
MAY 26th	NESCC PCSCC	ORANGE MA MASSAU COLESTUM LONG IS. NY
JUNE 2nd	MO-HUD SCCA	SUNY AT COBLESKILL
JUNE 16th	EMSC NESCC	SUNY AT ALBANY (CMC CHAMPIONSHIP SERIES) TBA
JUNE 30th	NESCC	TBA
july 7th	NER SCCA	ORANGE AIRPORT ORANGE MA.
JULY 14th	MOHUD SCCA	SUNY AT COBLESKILL
JULY 21st	EMSC NER/PCSCC	SUNY AT ALBANY SOUTHERN STATE UNIV NEW HAVEN CT
AUG. 4th&5 th	SCCA	NORTHEAST DIVISIONALS HARRISBURG PA
AUG. 11th	MOHUD SCCA PSCC	SUNY AT COBLESKILL SOUTHERN STATE UNIV NEW HAVEN CT
AUG.18th	NESCC	ORANGE AIRPORT ORANGE MA
AUG 25th	EMSC	SUNY AT ALBANY
SEPT 1st	NESCC	ORANGE AIRPORT ORANGE MA
SEPT 22nd	EMSC/BMSC	BRODIE MOUNTAIN NEW ASHPORD MA
SEPT 29th	NER SCCA	HORSENECK BEACH MA
OCT 6th	MOHUD SCCA	BRODIE MOUNTAIN NEW ASHPORD MA
OCT 13th	nesc PCSCC	orange airport ORANGE MA SOUTHERN STATE UNIV NEW HAVEN CT
OCT 20th&21st	ner scca	NEW HAMPSHIRE INTL SOLO I & SOLO II

FOR MORE INFORMATION, CALL D.J. MCARDLE AT (518) 283-7133

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## SPRING SPECIALS

### TIRES

- YOKOHAMA A008R TU 205/60×13 \$85.00 ea
- YOKOHAMA A001R 185/60×14 \$60.00 ea
- MISCELLANEOUS USED A008R TU's from \$35.00 ea

### WHEELS

- 1 SET SLIGHTLY USED MSW GOLD MESH, 15×6, 4×100 BOLT PATTERN FOR VOLKSWAGEN OR HONDA. \$75.00 ea
- 1 SET ATS "STAR", 15×6, 4×100 BOLT PATTERN TO FIT VOLKSWAGEN. \$135.00 ea
- MISCELLANEOUS VOLKSWAGEN ALLOY WHEELS \$CALL
- NEW FAN STYLE 14" W/205/60×14 A008G. FITS 85-87 AUDI (4×108 BOLT PATTERN) \$500.00

### MISC.

- FORD CARGO VAN, 1985, AUTO, V8... \$2500.00
- VOLKSWAGEN SCIROCCO GTI, 1984, 5 SPEED \$3200.00
- HONDA CRX S1, HIGH MIS, 5 SPEED, EXC COND, GREAT SSB OR AUTOCROSSER.... \$5500.00



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FOR EVERYONE

Jim Garry

The following article is a reprint from the May 1990 issue of SportsCar. It is an insiders view of the fundamental differences between club racing and Solo II. If you are an autocrosser you may be well aware of most of the points made in this article. If you are a club racer who has never, rarely, or not recently taken part in an autocross then you will find this article to be eye opening and may clear up alot of misconceptions. Nick Craw, a licensed SCCA club racer who has never autocrossed, commented that this article was instrumental to him in fully understanding why Solo II was so different from club racing. He felt that he was furnished with a new insight on the sport.

Even if you never intend to compete or spectate at a Solo II, it is important that you understand this vital and popular aspect of SCCA. Last year there were over 1000 documented SCCA Solo II events staged across the United States. Using a conservatively low average of 40 entrants per event, that comes to over 40,000 total entrants taking part in this entry level sport. This is why Solo II, besides being an end unto itself, is the single best recruiting aid available to club racing today. Please read on.

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### We Do It Our Way

by

Gregg Lee  
Chairman, Solo Events Board

Reprinted from the May 1990 SportsCar Magazine

Last month at National Convention I had the opportunity to discuss a number of issues concerning Solo with members of the Board of Directors and officers on National Staff. I can report that we are in agreement on all substantive issues, and that the BoD and Staff remain solidly behind the Solo program. But that is not the subject of this column. My subject instead is an elaboration on my reaction to a comment frequently made toward the end of a discussion, a reaction which they did not expect.

The comment always some variation of, "You know, Solo really has become an important part of the SCCA. We need to give you the support you deserve and bring you more into the mainstream of the club." This is meant as a gesture of support, so the speaker is always surprised at my cool reaction. Perhaps I'm paranoid after all these years, but I know the "mainstream" of SCCA; it's Club Racing. Clearly no one means to merge Solo with Club Racing, but the whole infrastructure of SCCA is geared to support racing. There is an overwhelming tendency for non-Soloists to see the Racing Way as the Natural Order of Things, without even considering anything else.

So following this long-winded introduction, here's my view of what makes Solo, especially Solo II, culturally unique.

-continued-

Solo II, We Do It Our Way, continued...

It starts with specialties: We don't have them. In racing you're a Driver, or a Steward (with several sub-specialties), or a member of F & C, Crash and Rescue, etc. There is great identification with your group. There is competition with and sometimes animosity toward the others. At the Town Hall Meeting at Convention, someone (clearly a Worker) said all Drivers should be required to Work at least some number of races per year. A driver immediately stood up and vigorously denounced the concept, citing his large monetary investment. In Solo this whole exchange would be inconceivable.

In Solo we have one category: Drivers who also work. A couple percent of Solo participants work but don't drive. But that's strictly their choice, not the result of defined specialties. In fact, it's difficult to remain a worker only: you are constantly asked when you are going to start driving. Spouses either drive or stay home. At my home region's Pro Solo last year, at the Saturday night buffet my wife and I shared a table with some of the Corner Workers from Club Racing who worked the event. They remarked, somewhat incredulously, on two things: 1) It seemed odd to be at the same party as the drivers; 2) Everyone kept asking them when they were going to come out and drive at a Solo. Think about that again. Virtually everyone involved in Solo thinks of him or herself the same way, as a Driver.

Admittedly the nature of our sport allows this one-class society. We can easily Drive and work at the same event. Few of our work duties require the level of training and skill needed for racing. Nor for that matter do we have people working a checkpoint off in the forest and we don't use Navigators.

Here's another consequence: In Club Racing, family participation is usually Ward drives, June times, Wally helps work on the car, Wally's girlfriend cheers, and the Beaver finds an oil puddle to play in. In Solo, Ward drives, June drives, Wally drives, Wally's girlfriend drives, and they usually all drive the same car. Try that at a race! Admittedly, the Beaver still finds the oil puddle.

And there are other differences I haven't addressed, such as the different skills that lead to driving success in Solo vs. Racing, but that would take more space than I have. The point of this column is that we are pleased to be recognized as an important part of SCCA, but a part that is *fundamentally different and separate* from Racing. We're currently smaller in size, but not a junior version. (And we're sometimes cautious about admitting it, but some of us actually think our way is better.)

Solo II, We Do It Our Way, continued...

The previous paragraph could be the end, but I really need a postscript: First, I'm not saying we have nothing to learn from racing. We have borrowed many proven administrative concepts and will continue to do so. Our administrative approach at the Solo II Nationals looks suspiciously like a Stewards program (but needed only once a year). Second, I don't pretend we all work eagerly. Some obviously do, but others work only to avoid disqualification. Most are probably like me: we see it as a responsibility and as necessary to operate the event. And third, unlike most of my columns, I didn't write this just for Soloists.

\*\*\*\*\*

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
  - \* 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).

FOR SALE: VW Rabbit engine. 1588 cc. Recent rebuild w/new clutch. \$750 or best offer. Call (518) 234-3210.

FOR SALE: 1988 Mallard Sprinter Motor Home. 22 ft., rear sofa, generator, awning, sleeps 6. 17,000 miles. Like New! \$19,500. Call Jon at (518) 234-3210.

=====

PARTNER WANTED: To buy Formula Ford for Solo II action in the highly competitive C-modified class. Goals include having fun, winning the Solo II National Championships and terrorizing innocents. Contact Jim at (518) 439-3107.

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## The (Motor) Sporting Life

by  
A.M. Other

### The Alternate Initiative

With all due respect to the interests of all parties involved in debating the merits of the SCCA's New Initiative, it strikes this writer that the crux of the argument is about economics.

NI advocates see a new order of less expensive racing brought about by contingency prizes and improved marketability, while detractors, perhaps reflecting concern that their current sizable investment in hardware will be rendered less useful, argue that cost is not the central issue in what ails National racing. One may infer that they do not feel current (or future) costs are out of line, and that they are willing to pay the price for the way the game is currently played.

Perhaps it is time for a revisionist approach to the classic manner in which costs have been viewed in SCCA amateur racing.

One might describe the current system, wherein total costs are divided equally among all entrants, as a communist system. \$10,000 to put on an event divided by 100 total entrants equals a \$100 per car entry fee.

That is really a rather simplistic approach to costs however, not taking economy of scale and capacity utilization

into account. An entrepreneurial free-market system, where costs are divided by race group, is more appropriate to these modern times.

For discussions sake, the simple calculus of a \$10000 event cost divided by ten races equals \$1000 per race cost. Now divide that by the number of entries in each race and you have a more representative entry fee.

Want to race in the most affordable and popular classes with fifty cars fields? Your entry fee calculates to \$20. Like to race a more exotic vehicle, and have less traffic and lower risk of car to car contact? Pick a smaller class: if you can only muster ten cars for your race group the entry fee for your race will \$100 per car.

The overall economic soundness is irrefutable with this structure. Classes intended to be "budget" categories will be self-policed by competitors to stay cheap, lest they lose entries and costs go up. Any group can bring at least a portion of their cost down by making it attractive for more competitors to join their fold. Those to whom cost is not a significant consideration will still be able to race what and where they want.

Naysayers will quickly point to the administrative headaches in implementing such a strategy. To them we say, does the SCCA exist to conduct motor racing, or to promulgate the easiest way to fill out forms?

All for Now. Cheers

# FINGER LAKES REGION

invites you to a session with  
**Steve Petty**

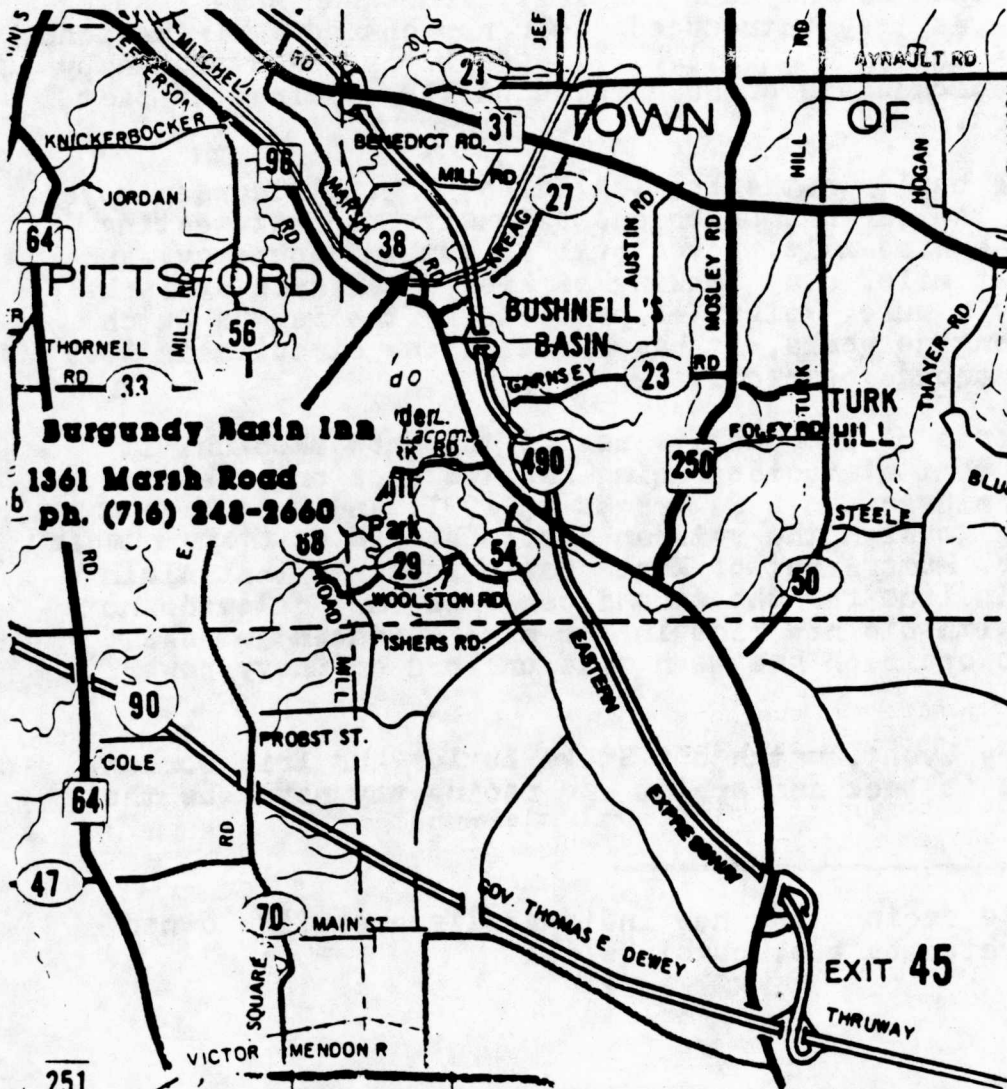
## "Soliciting Input on the New Initiative"

A view of the future of SCCA Club Racing  
at the

**Burgundy Basin Inn**

**Wednesday, April 3 at 8:00 pm**

We would like a head count, if you plan  
to attend notify your Comp. Chair or R.E.



### Directions

From Exit 45  
NYS Thruway  
Take 490 North/West  
4.3 miles to Bushnell's  
Basin Exit  
Right onto 96  
0.3 miles to Marsh Rd.  
(Second right, right turn  
just beyond Mobil)  
BBI on left just beyond  
one lane bridge

Fairthorpe Redux  
( A Knock-Off U.S. Exclusive )

by h. manney iv  
European Correspondent

Billand, Den. and Chalfont St. Peter, U.K.  
2 March 1991

Rebursting on the scene with enthusiasm unmatched since their Dunrod Tourist Trophy losses of the late 1950's, Autolego-Fairthorpe A.B. unveiled today the first ( in hopefully a long series of new classics ) European-built sprint car. Intended for stateside racing\*, the new car was snapped together by engineers and craftsmen at the Chalfont factory, with CAD-CAP ( computer assisted design-complex assembly plastic ) assistance supplied from offices in Billand. The project was completed under the joint guidance of A-F co-directors Sir Raymond Rountree-Smythe and Ing. RÖlie Eugene Birdcoxsen.

At a teleconference linking the company's two headquarters, both Sir Raymond and Ing. Birdcoxsen were beaming with pride as they introduced their new charger. Sir Raymond noted that the firm's interest in sprint cars was piqued by satellite broadcasts of such races on ESPN during the past few summers.

While built in the British Isles, Ing. Birdcoxsen noted that the car has undergone extensive, secret testing on the one-third mile, paved oval at Jutland Speedway, and on the half-mile, clay banking of Kiel Canal Raceway Park. Powered by a mule, Volvo V-6 provided by the famous Dutch Dafspeed engine works, it has turned these circuits in 13.9 and 19.7 seconds respectively.

In terms of prospective use of this new machine, it was noted that stateside racing has two cars on order for events at midwestern U.S. tracks in 1991, and that they are attempting to sign the veteran Steve Chassis as their number one driver. Rumors out of Monte Carlo indicate that Alain Prost is in line for the second car when race dates do not conflict with his new ride in the Mediterranean jet ski series. No decision has been made on Ford or Chevy power as yet.

In any event, watch out Steve Butler and Eric Gordon. Fairthorpe is back and sprint car racing may never be the same.

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\* stateside racing is a new Indianapolis-area firm owned and operated by e.e. cummings iii



SATURDAY FEBRUARY 16, 1991 PITTSFIELD WINTER CARNIVAL ICE TRIALS RESULTS:

POS	CAR #	DRIVER	VEHICLE	RUN 1	RUN 2	RUN 3	RUN 4
MODIFIED - STUDED (or BOLTED, ETC) TIRES:							
1-FTD	4	BERNIE MALUMPHY	1970 VW DUNE BUGGY	1:48.59	1:45.07-B	12:46.83	1:46.52
2	10	GARY VIRGILIO	1970 VW DUNE BUGGY	1:50.35-B	1:50.76	O.C.	D.N.F.
3	34	ROBERT MOSER	1975 FIAT X-19	2:01.31	2:00.72-B	D.N.F.	D.N.R.
GREEN MACHINE - BOLTS IN TIRES:							
1T	30	STEPHEN FULLER	1970 GREEN MACHINE	2:24.78	2:11.22-B	NO RUN	NO RUN
2T	33	DAVE COOK	1970 GREEN MACHINE	2:23.23-B	2:28.50	NO RUN	NO RUN
3T	0	MARK MAJCHER	1970 GREEN MACHINE	2:29.31-B	2:58.49	NO RUN	NO RUN
4T	9	WILSON WRIGHT JR	1970 GREEN MACHINE	2:53.64	2:29.77-B	NO RUN	NO RUN
5T	42	WILLIAM SARNO	1970 GREEN MACHINE	2:33.62-B	3:06.11	NO RUN	NO RUN
6	6	CLARK W. NICHOLLS	1970 GREEN MACHINE	2:41.03	2:34.40-B	NO RUN	NO RUN
7	36	TONY REID	1970 GREEN MACHINE	2:40.36-B	D.N.R.	NO RUN	NO RUN
8	12	KEITH MARTENS	1970 GREEN MACHINE	3:03.95	2:42.01-B	NO RUN	NO RUN
9	15	ERIC WEISS	1970 GREEN MACHINE	2:54.72	2:42.51-B	NO RUN	NO RUN
10	27	MIKE FULLER	1970 GREEN MACHINE	3:18.21	2:47.97-B	NO RUN	NO RUN
11	3	PETER NIXON	1970 GREEN MACHINE	3:01.94	2:50.37-B	NO RUN	NO RUN
12	39	DAVID COWIE	1970 GREEN MACHINE	2:54.86	2:56.53-B	NO RUN	NO RUN
13	21	DAVID ROSICKE	1970 GREEN MACHINE	2:57.05-B	D.N.R.	NO RUN	NO RUN
14	24	CHARLES FULLER	1970 GREEN MACHINE	3:05.09-B	3:09.47	NO RUN	NO RUN
REAR ENGINE REAR DRIVE - STUDS IN TIRES:							
1T	2	MARK FORMEL	1971 VW SQUAREBACK	2:22.81-B	2:44.55		
2	25	GREGORY CZECHOWSKI	1971 VW SQUAREBACK	2:44.49-B	O.C.	2:56.34	D.N.F.
3	14	GENE R ALLEN	1971 VW SQUAREBACK	2:50.12-B	3:25.49	3:24.45	3:14.65
FRONT ENGINE FRONT DRIVE - STUDED TIRES:							
1T	31	WILSON WRIGHT JR.	1977 VW RABBIT	2:04.66-B	2:13.21	D.N.R.	D.N.R.
2	29	GERARD MICHNEY	1977 VW RABBIT	2:11.70	2:07.23-B	D.N.R.	D.N.R.
3	28	KEITH MARTENS	1977 VW RABBIT	2:19.76-B	2:35.85	D.N.R.	D.N.R.
FRONT ENGINE FRONT DRIVE - UNSTUDED TIRES:							
1	20	LUKE BERG	1980 VW RABBIT	3:15.28-B	3:16.39	3:24.14	D.N.R.
2	16	PHIL BERG	1980 VW RABBIT	3:27.13	3:57.15	3:21.05-B	D.N.R.
FOUR WHEEL DRIVE - UNSTUDED TIRES:							
1T	17	ED FAWCETT	1989 TOYOTA PICKUP	3:06.80	3:00.87	3:46.46	2:53.43-B
2	19	TIMOTHY CROUCH	1990 SUBARU LEGACY	2:59.75	3:21.64	2:53.79-B	2:56.57
3	11	LAURA FAWCETT	1989 TOYOTA PICKUP	3:14.31-B	3:45.76	3:22.57	3:20.19
FRONT ENGINE REAR DRIVE - UNSTUDED TIRES:							
1T	23	JAMES TRUMPS	1982 TOYOTA STARLET	3:28.28	3:02.24	3:50.47	2:56.63-B
2T	22	DAVID COOK	1986 PONTIAC 1000	3:09.67	2:59.80-B	3:01.25	D.N.R.
3	26	BRIAN FURMICH	1982 TOYOTA STARLET	4:37.08	4:00.84	3:27.14	3:13.25-B
4	32	WILLIAM SARNO	1986 PONTIAC 1000	3:19.89-B	3:24.84	3:51.51	3:55.47
5	13	SEAN ALLE	1972 OPEN STATION WAGON	7:33.41-B	D.N.R.	D.N.R.	D.N.R.

SUNDAY FEBRUARY 17, 1991 PITTSFIELD WINTER CARNIVAL ICE TRIALS RESULTS:

POS	CAR #	DRIVER	VEHICLE	RUN 1	RUN 2	RUN 3	RUN 4	RUN 5
<b>MODIFIED - STUDED (or BOLTED, ETC) TIRES:</b>								
1-FTD	19	WILSON WRIGHT JR	1970 VW DUNE BUGGY	1:42.630-B	D.N.R.	D.N.R.	D.N.R.	D.N.R.
2	1	GARY VIRGILIO	1970 VW DUNE BUGGY	1:43.331	1:42.872-B	1:44.810	D.N.R.	D.N.R.
3	8	BERNIE MALUMPHY	1970 VW DUNE BUGGY	1:44.648-B	D.N.F.	1:49.408	D.N.R.	D.N.R.
4	51	ROBERT MOSER	1975 FIAT X-19	?	2:06.747-B	D.N.R.	D.N.R.	D.N.R.
<b>GREEN MACHINE - BOLTS IN TIRES:</b>								
1T	3	WILSON WRIGHT JR	1970 GREEN MACHINE	2:03.400-B	2:06.558+1	2:22.201	D.N.F.	D.N.R.
2T	0	MARK MAJCHER	1970 GREEN MACHINE	2:13.868	2:06.851-B	2:08.836	2:08.168	D.N.R.
3T	6	CLARK W. NICHOLLS	1970 GREEN MACHINE	2:11.371	2:32.637	2:12.456	2:09.659-B	D.N.R.
4	9	KEITH MARTENS	1970 GREEN MACHINE	2:24.817	2:17.538	2:10.834	2:10.125-B	D.N.R.
5	18	PETER NIXON	1970 GREEN MACHINE	2:22.701	2:13.657	2:11.044	2:10.867-B	D.N.R.
6	12	HERMAN WIEGMAN	1970 GREEN MACHINE	2:20.002	2:14.706	2:28.140	2:13.265-B	D.N.R.
7	15	BOB GREEN	1970 GREEN MACHINE	2:14.720	2:14.62-B	2:14.711	2:26.226	D.N.R.
<b>REAR ENGINE REAR DRIVE - STUDS IN TIRES:</b>								
1T	20	GENE R ALLEN	1971 VW SQUAREBACK	2:12.167	2:04.535	2:03.698	2:02.231	1:59.265-B
2T	7	MARK FORMEL	1971 VW SQUAREBACK	2:00.699	2:01.810	1:59.755	1:59.783	1:59.278-B
3	14	BRIAN FORMEL	1971 VW SQUAREBACK	2:02.133	2:06.651	2:00.429-B	2:08.855	D.N.R.
4	5	GREGORY CZECHOWSKI	1971 VW SQUAREBACK	2:10.174	2:14.579	2:10.382	2:10.084	2:09.628-B
5	22	LONNIE MENZ	1971 VW SQUAREBACK	2:39.341	2:20.514	2:18.231	2:15.24	2:12.977-B
<b>FRONT ENGINE REAR DRIVE - STUDED TIRES:</b>								
1T	13	GENE ALLEN	1972 OPEL STATION WAGON	2:13.077	2:07.953	2:08.234	2:06.428	2:04.766-B
2	17	LUANN ALLEN	1972 OPEL STATION WAGON	3:01.478	2:46.575	2:47.986	2:36.886	2:30.465-B
3	16	SEAN ALLEN	1972 OPEL STATION WAGON	2:38.756	2:33.072-B	2:45.451	2:46.241	2:35.48
<b>FRONT ENGINE REAR DRIVE - UNSTUDED TIRES:</b>								
1T	28	BRIAN FORMEL	1982 TOYOTA STARLET	3:32.174	3:31.516+1	2:53.092-B	3:08.020	D.N.R.
2	2	BOB GREEN	1985 TOYOTA PICKUP	3:10.728	3:41.180	4:26.882	2:53.598-B	D.N.R.
3	26	DAVE BIXBY	1982 TOYOTA STARLET	3:09.430	3:07.036-B	3:11.050	3:09.61	D.N.R.
4	25	BOB HEIMANN	1982 TOYOTA STARLET	3:38.775	3:19.273	3:24.425	3:17.272-B	D.N.R.
<b>FRONT ENGINE REAR DRIVE - SCREWS IN TIRES:</b>								
1T	10	JOHN FAIRWEATHER	1973 CHEVY IMPALA	3:04.542	3:12.937	2:59.451	2:46.940-B	O.C.
2	11	A.J. MACMILLAN	1973 CHEVY IMPALA	3:07.879	3:05.025	2:53.092	2:57.710	2:47.318-B
3	4	BOB POMEROY	1973 CHEVY IMPALA	3:08.952	3:53.439	?	2:48.876-B	3:13.655

# **BMSC'S ANNUAL APRIL FOOLS RALLY**

**DATE: SUNDAY APRIL 14, 1991**

**START: CINEMA CENTER PLAZA  
RTE 20 WEST OF PITTSFIELD MASS  
FINISH: ? (IN NEW YORK STATE)**

**REGISTRATION: 11:30 - 12:30  
FIRST CAR OFF 12:31 PM**

**FUN TYPE RALLY / TOUR  
60-70 MILES + NO DIRT ROADS  
IN NEW YORK STATE  
FEWER QUESTIONS PER MILE  
TULIP INSTRUCTIONS  
OVER BY 5:30PM**

**RALLY CHAIRMAN:  
PAUL KOVACS (518)733-6152**

**EACH CAR MUST HAVE AT LEAST A DRIVER AND A  
NAVIGATOR!  
(TWO OR MORE PEOPLE PER CAR)**

**ENTRY FEE: \$10 PER CAR  
BMSC MEMBERS ENTER FREE!**



**MO-HUD/BMSC**  
**AUTO - SLALOM**

**DATE: SUNDAY MAY 19th**

**BRODIE MOUNTAIN SKI AREA  
PARKING LOT**

**RTE 7 NORTH OF PITTSFIELD, MA**

**REGISTRATION: 10:30 - 11:45  
FIRST CAR OFF 12:00 NOON**

**CHAIRMEN:**

**PETE NIXON (413)442-7135**

**MARK MAJCHER (413)243-2790**

**ENTRY FEE: \$10 PER DRIVER**

**HELMETS & SEATBELTS REQUIRED**