



Knock Off

Official Publication of the Mohawk Hudson Region



FF

*HMS BLDG, Texas
ESTER BORNAK*

The View from Harold Cameron's Ice Racer

OCTOBER 1994

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The **Knockoff** is the official publication of the Mohawk-Region, SCCA Inc. Opinions expressed are not necessarily those of the Mohawk-Hudson Region or of the Sports Car Club of America. The deadline for all materials is the general membership meeting the proceeding month.

Electronic submissions may be made via ASCII files on 3.5" MS-DOS diskettes or by sending EMail to the Internet address "knockoff@balltown.cma.com"

The Mohawk-Hudson Region, SCCA meets on the first Wednesday of each month at the Holiday Inn Turf on Wolf Road in Colonie, NY.

MoHud possesses its own electronic mailing list on the Internet. To join, send a message to "majordomo@balltown.cma.com" containing the phrase "subscribe mo-hud". Don't include the ""'s.

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REPort

Mike Larimer

What's goin' on

Since my last column we've had a few things happening in the region as well as planning for the future. There have been a few Solo II events both at the go kart track in Edinburgh and at the Perimeter lot of the State Office Campus. There is one more scheduled for Brody later this month. The road racing season is winding down with the Valvoline Runoffs coming up next week, October 9-16, at Mid-Ohio and the NARRC runoffs held last weekend at Lime Rock Park. On September 7 we held our monthly meeting at the Berkshire Gran Prix for a little competitive action. Approximately 20 people showed up to participate. Two classes emerged, open and down force advantaged. It was great fun.

Coming up is another Saturn rally, October 2, which may be the last if we can't come to grips with the cost benefit aspect. Your board has been discussing this and will decide prior to the next one. The MoHud banquet is tentatively scheduled for January 28 at a site to be named later. The final decision will be announced by the November meeting. January 14 is scheduled for a drivers training seminar, possible at the Ramada on Western Ave. We need a minimum of 15 participants which should be easy enough to get so register early with Jack Hanifan. Also on the calendar is the annual elections in December which is always preceded by the dreaded nominations. A committee has already been formed by the Board to handle.

NARRC

The NARRC final event, hosted by the New York Region, drew over 250 entrants, the largest in my memory, after a season that was definitely underwhelming from the entry level standpoint. The day finished with miserable cold wet weather after the first couple of races were in the dry. There was definitely some good racing throughout the day and, to my knowledge, it was also a safe event. Several region members participated and finished well but I'll defer listing until I have the final results for fear of leaving someone out.

The NARRC banquet will be November 5 at the

Sheraton Inn in Waterbury, Connecticut. Mike Joy will be the guest MC. I'm hoping for a far better turnout this year than last with the location being very central to the area served, the space adequate for more people than ever before and the price back near historical levels. If you are interested in attending please give me a call.

May of the race participants completed a questionnaire which, Dave Lapham NYR RE., included in the registration materials. The questions concerned the NARRC schedule, venues and point systems. The results will be tabulated and used in the upcoming scheduling discussions and planning sessions. The number of NARRC events wasn't the hot topic but the venues were. There is definitely a need to rearrange where we hold events. I'm sure there will be some lively discussion of this over the coming months.

Other Items

We have a new Solo II program chairman, Bruce Taylor!! I'm glad to hear Bruce has stepped forward to lead this effort. He'll need all of your support and, even more so, your help to continue the successful program. A huge vote of thanks is due to D. J. McArdle for chairing this effort for the past several years. THANKS D. J.! Please give Bruce a call and tell him where you would like to help. The region's finances took a beating this year from both planned and unplanned expenditures. We purchased some expensive and very worthwhile equipment this year with the surplus we had built up over time. This was good, planned and expected. The two major events we put on were both in the red due to event attendance and cost/revenue budgeting shortfalls. We will have to address for future events as we can't continue in the current mode. We have enough information from past expenditures to budget accurately on the cost side if only the information was passed along to a central source, like the Treasurer. Your ideas and cooperation is needed to resolve this one.

All for now.

Mike Larimer

Minutes from the October 5 Membership Meeting

Jack Hanifan and John Sheridan gave reports on recent Regional races and the accomplishments of MoHud drivers.

Rich Welty talked about the SOLO program, reporting that the new timing equipment is far superior to the previous equipment. He announced an upcoming event at Brodie Mtn.

Thom O'Conner talked about a Rally Sprint being held in our area and announced that anyone interested should talk to him.

Jim Bishop reported on the Saturn Rally and future rally plans.

Dave Wachtel spoke for the nominating committee to announce that anyone wishing to seek office should make their intentions known and anyone wishing to nominate someone should submit the nomination and 10 signatures to him prior to the November meeting.

A drive by a special education group to gather trophies for an upcoming event prompted Mike Larimer to ask that any of us who have old trophies we wish to dispose of should bring them to the November meeting to be donated to a good cause. Guest speakers Tony Gilbert and Brian Reh from Union College spoke to us about their schools competitive project to build a race car completely from scratch, to include a 600cc motor and a weight limit of 900 pounds. They were soliciting our help and they will be at the next few meetings to announce their progress.

Respectfully submitted, Larry Morton

Salina Experiences

Jim Garry

The 1994 Solo II National Championship event in Salina, Kansas was a smashing success for me. My car was perfect and I felt at one with it as I carved up the courses for my first National Championship win since 1984. From the opening run of the first day to ... uh, um, wait a minute ... where's that other opening paragraph? Oh, here it is:

The 1994 Solo II National Championship was a smashing success, but not for me. My car handled terribly and despite knowing the courses well and really feeling like I could have gone fast, I finished 15th in the 42 car field, two spots behind my co-driver. The reason for all this? Testing, or lack of it. Let's go back to earlier in the year to set up the National event.

Back in the winter of '93-94, Jerry Zaluckj and Bill Grasso rebuilt my FF1600 engine which they had discovered to be very tired. Due to machine shop delays and getting sent the wrong clutch (which proceeded to bend parts due to the very high clamping pressure which in turn required pulling the engine several times until we were sent the correct clutch) my co-driver, Mark Domagala, and I didn't get out to an event until July 17th. At least that gave us time to go over the suspension which was in need of some TLC.

When we finally got out between the pylons in mid-July, the car felt good. Surprisingly, we didn't feel a huge difference in power from a seat-of-the-pants feel but we did discover that we were shifting alot sooner than we had anticipated and this was due to improved acceleration. We decided that a winter of driving around in our winter beaters had masked our memory of last year's poor acceleration.

As for the suspension, by the end of last season we had doubled the car's spring rates and that made it much better, allowing me to finally trophy again in Salina '93. I had been considering going even stiffer in '94 but decided to wait and see how the suspension felt. But there just wasn't much input to go on. From that first event until we loaded up for Kansas, we put only 5 events on the car. Two of those events were at sites that offered very low grip (a dusty, dirty Cobleskill lot and a small, wet Sears lot). Add to that the fact that it took time to get ourselves up to speed in the car (autocrossers usually get only 3 to 5 one minute runs per event) and we rarely ever had the car wrung out all season. This was to prove to be our downfall since by the time we were getting the feel for the car the Nationals were suddenly upon us.

Since Mark was attending a wedding of a close friend during the travel days to Kansas, he flew out and met me later. But this meant that he wouldn't get a chance to drive in the Salina Region warm-up event which is held

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the weekend before the National event. I drove on both Saturday and Sunday of the regional. The first day was wet and speeds were down accordingly. The second day was dry but I was behind early, having problems getting myself to challenge the fast course on the high grip concrete. But on my last run I went pretty quickly and turned a respectable time. On that run, however, I got the car sideways two or three times but chalked it up to over-exuberance. Looking back on it now, had I analyzed the situation more thoughtfully and trusted my driving more, I may have spent some serious time examining the car and perhaps the result may have been an improved final position in the then yet to come National event.

Having been approved as one of the Nationals course designers earlier in the year, I spent much of Sunday afternoon and Monday morning setting up the North Nationals course. On Monday evening, after having registered and teched the car, I sat in on the Solo Town Meeting. These can be emotionally charged affairs and this one proved to be no different. The current Solo Events Board seems to be at odds with many different groups in the Solo II community and many people let them hear about it. Hopefully the situation will improve in the future.

Competition began on Tuesday and since my class didn't compete until Thursday it gave me a chance to look over the various lines being taken. Most people spend the days before their competition maniacally studying and analyzing the courses since no practice is allowed prior to official runs. I was no different but this year I made a real effort to get away from the event site and not walk and sweat myself into heat exhaustion as in past years.

A new grid procedure was in effect for this year's event. In the past, there was a grid for currently competing cars and a pre-grid for those cars scheduled to compete next. This made it tough to get the next heat started on time because not many people would stand by their cars in pre-grid waiting for the gridded cars to clear out. Instead, most people wanted to squeeze in a last minute course walk-through and thus the grid marshals had to wait for the walkers to finish. This year, there were two grids per course, A and B. If, for example, you were scheduled to compete in heat 3, you gridded your car during heat 2 in grid A. That meant that by the time heat 2 was over, your car was properly located in grid and ready to go so you could take your walk-through without holding things up. The heat could even begin before all the cars from the previous heat had left for impound because they were over in grid B. It's a great idea as long as next year they remember to get the timing and scoring speakers spread out to cover both grids instead of just one.

So much for administrative breakthroughs. Both Mark and I were hoping for breakthroughs of our own as Thursday's competition began. This was my 12th

National and Mark's second and we felt we had worked hard on the car and our driving. We were ready, or so we thought.

The first day's competition in C Modified took place on the South course, a course that was very challenging and stressed car placement. Putting the wheels just a few feet off line could mean big trouble for many corners to follow. Accuracy, patience, tight lines, and experience were rewarded with low times. Take a look at the SportsCar coverage for a review of the courses.

On my first run I felt very comfortable but the car felt loose, the rear end not wanting to stay in place. But my time was good enough for the top ten. We adjusted the rear sway bar a bit softer to try to take care of the problem and Mark went out for his first run. My next run was faster but looser and we adjusted the rear bar a bit softer still. After Mark's second run, he reported that his problem was understeer and this confounded me. We moved the bar back towards its original location, thinking maybe we had corralled the problem. But my last run was very sideways and within .06 of my second. I was in eighth place but only about .3 separated me from 14th. Mark finished the day in the teens. We were both near where we wanted to be but both felt that we could have and should have gone faster.

Friday saw us over on my course on the North end of the site. Although placement was important on this course also, it wasn't quite as critical as on the South. Here, maintaining ones speed was even more critical and speeds generally were higher than on the South. As it was to turn out, the need to fling yourself and your car at several of the corners proved to be a big problem for us. Whereas on the South you needed to hold back much of the time, on the North you had to be VERY aggressive and go hard everywhere. Not the type of course for an oversteering car.

On my first run I got dead flat sideways 5 or 6 times and when I crossed the finish line I instinctively waved my hand in a gesture of disgust. But as I cruised down the cool down lane I saw the digital read-out of my time which would have been good for 4th or 5th fastest in class but for a pylon. As it was, after the first run was over I was in something like tenth overall even with the pylon. All I could think of was "where are the REST of those guys?". Well where they were SOON to be was in FRONT of me. Adjusting the rear AND front bars over the course of Mark's and my runs yielded no change to the devilish handling of the car as more and more competitors found their way to faster times.

After Mark's second run he still complained of understeer which was of course diametrically opposed to what I was experiencing. I decided that the reason I was experiencing oversteer and Mark had understeer was because I was pushing the car closer to its limit where the car was then coming up against a problem of some sort; not that I knew what was causing the problem. Mark, with less experience, was further away from the limit and

thus the oversteer problem was not manifesting itself but instead the adjusted setting of the anti-sway bars was having the prime effect and making the car push. By this time I kind of knew that there was no hope for a good finish for me and I was already a bit disappointed. So when I told Mark about the above theory I let him know in no uncertain terms. "The reason you don't have any oversteer is because you're driving SLOW", I said mercilessly. "Get out there and drive FAST". He responded very well, simply saying "OK", and going out on his last run and getting three tenths of a second under my best raw time, the one with a pylon on it. So overall for both days, he slipped under me by about a tenth of a second but unfortunately still missed a trophy (his goal for this year) by a few hundredths of a second. Despite the car's poor performance, had we each been able to find another half second for the event we would have been in the middle of the trophy battle. Just as in past years, C Modified proved to be a killer class, not giving any slack to those who can't come up with precious tenths of seconds.

As for the event as a whole, it was easily the best run National Championship ever and only a few entries short of the all-time high for attendance. Things went extraordinarily smoothly with some days ending as early as 3:15 PM. The parties featured good food (including salads, vegetables, deserts, etc in addition to the main entree). Registration and tech were fast and efficient, there were no glitches in Timing and Scoring, if you found yourself in the Protest motorhome you were treated in a friendly, cordial and professional manner, and the courses were both very well liked. The highlights for me came with several of my friend's results. When an old friend from my early autocrossing days gave me a "number one" in response to my inquiry shouted across a hundred feet of concrete as to how he had done I felt a surge of joy and ran up and hugged him. Another old friend competing in C Stock finished in third in that very large and tough class. This was especially satisfying as several days earlier I had spent about six hours with him pulling out his limited slip differential and re-shimming it (it had been rebuilt too tightly and was making his car understeer badly). His

finish was especially impressive because the Nationals were only his third event of the season, he had run zero events the previous season, and his car has almost 200,000 miles on it. I hope THAT gets reported in SportsCar. There is a general perception in the Stock Category that you need to have the newest equipment and a sponsor to do well.

The long drive home was actually fun as we cruised along with several other competitors from the Northeast part of the country and exchanged small talk and jokes on the CB and used "team driving" to not let others take advantage of us on the highways. Late Saturday night we all took turns reciting our favorite skits from Monty Pylon.

Once home, I pulled out a lawn chair, sat down at the rear of my car, and vowed to not eat, drink or have sex until I figured out the problem. It was a tough 8 minutes. Here's the deal: This year I had lowered the car quite a bit, that being the best way to set up these cars. That brought the anti-sway bar into close proximity with the rear upper suspension link. Due to our slow driving and/or low grip surfaces, we never drove hard enough to make the link contact the bar with any regularity. However, when we got to Kansas where the grip was high, along with our adrenalin levels, the pieces contacted quite a bit and the car was not driveable.

So my plans are to fabricate some brackets for the rear anti-sway bar to get it to sit rearward and away from the moving part of the suspension and to try still stiffer springs. When I thought about it more, I could remember really getting the car to lean at Salina. It's unfortunate that to get a good feel for the car and to learn about what it needed took me until September. This season ends for me with a bunch of "if only's"; the biggest one being if only I had had more testing and seat time. But the reality of my autocrossing "program" is that my time nowadays is limited and I can't do 30 events per season. I accept that and I accept the results that come with it. But I do believe that eventually I can get this car going fast and that it can be done without sacrificing all the other things that need to get done in one's life. Stay tuned for next year.

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**Mohawk Hudson Region
Membership report
Saturday, Oct. 29, 1994**
David G. Wachtel

Please welcome these new members to Mo-Hud:

Name	Joined	City	State
Raymond J. Gilman	9/94	Modena	NY
Jeffrey E. Tyburski	9/94	Scotia	NY

Significant anniversaries, Oct, Nov 1994

Name/Joined/Years		
Richard G. Stewart	10/01/84	10
Amanda VanPelt	11/01/89	5
Diane VanPelt	11/01/89	5
Joy VanPelt	11/01/89	5
Kenneth VanPelt	11/01/89	5
Matthew VanPelt	11/01/89	5
Melynnda VanPelt	11/01/89	5

Interests of new members

Interest: Club Racing

Name/Phone/Joined

Jeffrey E Tyburski	518-399-7686	9/94
Raymond J Gilman	914-888-7132	9/94
Darryl Carl	518-765-3075	8/94

Interest: Pro Racing

Name/Phone/Joined

Jeffrey E Tyburski	518-399-7686	9/94
Darryl Carl	518-765-3075	8/94
John Lakata	518-762-3970	8/94

Interest: Vintage

Name/Phone/Joined

Jeffrey E Tyburski	518-399-7686	9/94
Raymond J Gilman	914-888-7132	9/94

Mohawk Hudson membership stands at 304 (Mo-Hud membership rolls including some late dues and dual memberships)

1994 NEDiv Mini-con
Allison Montgomery

One of the sessions I attended at this year's Mini-con was the Rallye Seminar. Topics discussed were ones we're all familiar with: finding and cultivating rallyemasters, increasing event turnouts, insurance considerations, and cross-club participation. The general concensus was that each region should make an effort to advertise their events and those held by neighboring regions. We all felt that an increase in turnout would probably solve most of the other problems. Regions were encouraged to caravan interested rallye folk to neighboring areas; in the case of MoHud, New England Region hosts some very good rallyes within a couple of hours drive.

Debi Segall of FLR, Chair of the National Road Rallye Board, offered to give a Road Rallye Safety Seminar for interested members. A Road Rallye Safety Steward is required to sign off on a rallye before SCCA insurance is issued; this class is required to obtain a Road Rallye Safety Steward license. The class covered many aspects of safe rallye planning, and gave hints to organizing/running a clean, audience-pleasing and SAFE rallye. Debi has volunteered to conduct a training class in the Albany area if enough people are interested.

From the Editor
Richard Welty

This was the first NEDiv Mini-convention that Allison and I attended; it probably won't be the last. In thinking about what kind of report to write, I briefly considered an inventory of what I heard & saw at the convention, but I realized that between Mike Larimer, Allison, Jim Garry, and Roly Heacox, that probably everything would be more than adequately covered without my contribution. Further, I realized that before I came to this one, I didn't comprehend the potential of the Fall Mini-Convention and the Spring Roundtable to foster improved communication in the Northeast Division of the SCCA.

First of all, there are lots of potentially useful meetings; I say potentially because some, like the soon-to-be defunct NEDiv Race Scheduling meeting

weren't terribly useful (it is going to become defunct soon for very good reasons.) On the other hand, Allison and I went into the Road Rally meeting, got involved in a lot of useful discussion about promoting and improving the Rally programs at the Regional and Divisional level, and got our round of Road Rally Safety Steward training done, and all this before lunch. The Solo Meeting was perhaps less productive, but useful nonetheless, as it exposed many of the problems that Solo faces in NEDiv what with differing opinions about the nature and future of the Divisional championships, the future of Solo I, and the like.

Equally useful, and not so obvious to the casual observer, is the opportunity to sit down with people that you often see and rarely get to talk to. Allison and I got to sit down and talk with our friends Gary Grove (incoming NEDiv administrator for Scrutineering) and Alan Fiala (National administrator for Scrutineering) about issues we were all concerned with; this is a chance you seldom get at a busy race where everyone has too much to do. Similarly we got to sit down for a good discussion with Kathy Barnes (incoming Chair of the Solo Events Board) and Jim Garry (prominent Mohud Solo II competitor and former SEB member) about a multitude of issues of concern in Regional and Divisional Solo programs.

The point is most assuredly not to talk about all the important people we got to hobnob with; the point is that these people are there to be talked to; the NEDiv Mini-convention is a chance to talk with other SCCA members about issues of concern to all of us; to try and affect the future of Our Club. It is not an opportunity that we are afforded anywhere else; it behooves those of us who are serious about the path Our Club is taking to make an effort to make our views known. The NEDiv Mini-convention is as good a way as I have seen so far to do this.

To put it another way: rather than going to a Mohud Meeting and bitch, go to the Mini-con to bitch, because you get to bitch at bigshots at the Mini-convention.

Random news items

Runoffs News

Mohud's Mike Weir finished 7th in DSR after starting 14th in a 23 car field. Good job, Mike!

NESCCA News

Dick Stewart finished 4th in NESCCA for the season, not quite good enough to get a Runoffs invite, but very impressive nonetheless for his first year running Nationals.

The planned NESCCA series for 1995 will consist once again of 9 races, one at each NEDiv track. There will be a \$5 charge to cover NESCCA expenses added to each entry fee.

The NE Ohio region of CENDiv has expressed interest in placing a Mid-Ohio race on the NESCCA schedule; initial reaction is mixed. Interested parties should definitely make their opinions known to the proper person.

NARRC News

The 1995 NARRC schedule is only subtly different from the 1994 schedule; 14 races (possibly 15 if a Glen race is added), but the timing is adjusted to avoid the blocks of multiple races on adjacent weekends. Hopefully this will help cure the low turnouts of 1994.

Mohud's Race

...is tentatively set for July 4th, 1995. There is a half an unmuffled day on the 3rd (Monday), available at a reduced rate from Lime Rock, but nobody has yet come up with a decent idea of what to do with it. Any ideas should be passed on to Mike Larimer.

Memorial Day Suprise

The race on the tentative calendar for Memorial day isn't an IMSA race, it's a Trans-Am race. No word on which SCCA region will be the host. More news as we have it.

Mohud Race Results

The first section appears in this issue. The whole thing would have pushed postage a wee bit too high for a Knockoff issue...

6th Annual John Stim Memorial Race on June 25 1994
 Mohawk-Hudson processing by MONITOR Systems as licensed
 to: MOHAWK-HUDSON REGION SCCA
 Sanction # 94-RS-133-S Lime Rock Park - Length of Track: 1.53Miles

FINAL RESULTS FOR - Race # 1- AS END SSA SSB SSC SSGT

Number of starters: 24 Number of Finishers: 19

OA CL CAR L **QUALIFYING** LAPS RACE-1

PLACE # CLASS DRIVER HOMETOWN ST REGION L

YR CAR FAST-TIME AO CL COMP FAST-TIME dBa

1 1 76 END Chris Camadella Milford PA NNJ N
 94 Chev. Camaro 1:14.147 3 1 23 1:03.170 FLAT FOUR RACING

2 1 20 AS Bob Schiesser Brookfield CT NYR
 Mustang 1:13.281 2 2 23 1:03.669 Mark Ford

3 2 2 AS Mark Daddio Beacon Falls CT NER P
 Chevrolet Iroc 1:12.207 1 1 23 1:02.524 Nutmeg Collectibles/B.F. Goodrich

4 2 94 END Eric Morrow Sharon CT NER R
 Datsun 240 SX No-Time 24 7 23 1:02.741 Stateline Chevrolet

5 3 95 END Nicholas J. Moore Sharon CT NER N
 Nissan 240 SX 1:17.916 10 3 23 1:03.214 Ballinger Gold

6 1 93 SSGT Paul Fitzgerald Waterbury CT NER N
 Pont. Firebird 1:20.589 17 1 22 1:05.761 Agip/Valenti Motors/BFG/Autoworld

7 1 92 SSC Manny Matz Somers NY NYR N
 Mazda Miata 1:17.333 7 2 22 1:06.891 DF Motorsports B. F. Goodrich

8 1 14 SSB James F. Sofronas Wellesley MA NER R
 Nissan NX2000 1:16.083 4 1 22 1:08.514 Midway Nissan Jeep/Eagle/Isuzu/ NTW/BFG

9 2 32 SSC Paul Garciulo Greenwich CT NYR R
 Plymouth Neon 1:16.842 6 1 22 1:07.958 Greenwich Chrysler

10 3 33 SSC John Fernandez Rochester MI DET P
 Plymouth Neon 1:18.383 11 4 22 1:08.302 McKenna Motorsports/Goodyear

11 2 04 SSB Eric Thomas Rutherford NJ NNJR N
 Mirage 1:16.793 5 2 22 1:08.664 Jest Racing

12 4 08 END Bob Gurnsey New London NH NER N
 1990 Honda CRX 1:17.589 8 2 22 1:08.113 T10 Juans Salsa/GZ Paintball Pistols

13 4 10 SSC James Hollander Lebanon NH NER P
 Dodge Neon 1:18.791 12 5 22 1:08.601

14 5 65 END Paul Masters Westborough MA NER N
 Honda CRX SI 1:20.265 16 4 21 1:08.340 AH-SO Baizbergue Sauce/Sikkens Car Ref.

15 3 3 SSB Eric Cruise Prospect NY CNY P
 Nissan NX 1:19.633 14 4 21 1:10.140 Alliance Paving Materials

16 4 67 SSB Gregg Markarian Valley Cottage NY NNJR P
 Nissan Sentra 1:19.592 13 3 21 1:10.259 Signal Sign

17 5 11 SSC Gary Johnson Metamora MI DET P
 Plymouth Neon 1:17.894 9 3 20 1:10.050 Mc Kenna Motorsports/Goodyear

18 6 18 SSC Laurence Matlin Bedford NY NYR P
 Mazda/Miata 1:22.808 18 6 20 1:10.996 Hempstead Mazda/N. Westchester Auto Body

19 7 34 SSC T. Stephen Jones No. Canton CT NER P
 Toyota MR2 1:26.306 20 7 20 1:12.271 TS Jones Consulting

DNF 16 AS John Sheridan Altamont NY Mo-Hud N
 1985 Mustang 1:19.860 15 3 *4 1:13.551 Altamont Sports Canopy

DNF 22 SSB Bill Fenton Keene NH NER N
 Toyota MR2 No-Time 22 5 *0 No-Time Toyota of Keene/Foreign Retreat/B.F.G.

DNF 97 AS George Smith Troy NY Mo-Hud N
 Ford Mustang 1:23.322 19 4 *0 No-Time

DNF 40 AS Michael Drew Medford NJ SNJR N
 Firebird No-Time 23 6 *0 No-Time Razzberry Racing/Sierra/Kumho

DNF 9 AS George Smith.II Troy NY Mo-Hud R
 Chevy Camaro No-Time 21 5 *0 No-Time

T Trophy ** Better than the Existing Track Record * Not Running at the Finish

FINAL RESULTS FOR - Race # 3- ITA ITC

6th Annual John Stim Memorial Race on June 25 1994

Number of starters: 25 Number of Finishers: 22

OA CL CAR L

QUALIFYING LAPS RACE-1

PLACE # CLASS DRIVER HOMETOWN ST REGION L

YR CAR FAST-TIME AO CL COMP FAST-TIME dBa

-01 1 7 ITA Richard Kiceniuk Annandale NJ NNJR N

BMW 2002 tii 1:15.449 4 4 23 **1:03.897 Kiceniuk Auto/Last Minute Racing

2 2 10 ITA Thomas Amabile Hopkinton MA NER N

Nissan 240SX 1:15.511 5 5 23 **1:04.425 Midway Nissan/Jeep/Eagle/Isuzu

3 3 22 ITA Chuck Noonan Barre MA NER N

Honda CRX si 1:13.474 2 2 23 **1:04.354 CRE Performance

4 4 32 ITA Ryan Noonan Barre MA NER P

Honda CRX 1:16.289 6 6 23 1:04.699 CRE Performance

5 5 60 ITA Michael Domer Manchester CT NER N

VW Golf GTI 1:13.023 1 1 23 **1:04.655 Wolfsburg Toyo Tires

6 6 77 ITA Tim Hall Bristol RI NER R

BMW 2002 tii 1:14.166 3 3 23 1:06.287 Hall Spars

7 7 13 ITA Joseph Stadelmann No. Easton MA NER N

Porsche 914 1:18.031 9 8 22 1:07.639 Flat Four Racing

8 1 6 ITC Gary Bossert Bridgewater NJ NNJR N

BMW 1600 1:20.222 12 3 22 1:07.938 Last Minute Racing/Kiceniuk Automotive

9 2 8 ITC John Weisberg Fairfield CT NER N

VW Rabbit 1:16.459 7 1 22 1:08.127 Imported Auto Parts Cent./Agip/Casual Racing

10 8 40 ITA Butch O'Connor Sparta NJ NNJR N

VW GTI 1:22.074 17 12 22 1:08.683 Intercar Inc.

11 3 27 ITC Steve Colletti Port Jefferson NY NYR N

Toyota/Corolla 1:21.408 15 5 22 1:08.258 World Auto Imports

12 9 18 ITA Stephanie Weiss Stephentown NY Mo-Hud N

BMW 2002tii 1:21.883 16 11 22 1:08.308 Kages By Kurt

13 10 25 ITA Al Panasuk White Plains NY NYR P

Mazda RX-7 1:22.464 18 13 21 1:09.738 Power Plus

14 4 35 ITC Al Smith Pleasant Valley NY NER N

Ford Fiesta 1:18.246 11 2 21 1:09.486 Duff Beer

15 5 16 ITC David P. Celani Jericho VT NER R

Ford Fiesta 1:32.806 24 8 21 1:10.247

16 11 50 ITA Tom Burdge Flemington NJ NNJR R

Porsche 914 1:23.201 19 14 21 1:11.385 Amwell Ace Hardware

17 6 21 ITC John L. Bretz Mifflintown PA Susq R

'79 Fiat X-19 1:24.874 21 7 21 1:11.063 Whiskey Bravo Racing

18 12 97 ITA Ron Simmons Clay NY CNYR N

Mazda RX-7 1:27.817 22 15 21 1:10.351 Kendall Motor Oil

19 13 74 ITA Edward R. Grande Seymour CT NER R

Ford Mustang 1:28.984 23 16 21 1:11.337 SAL G's Engineering/Ferret Racing

20 14 38 ITA Carl Barbagelata Scotia NY Mo-Hud R

Mazda RX7 1:20.880 14 10 20 1:09.745 Mohawk Valley Auto Auction

21 7 00 ITC Tom Crudden No. Kingston RI NER R

Ford EXP 1:24.694 20 6 19 1:13.903 Dick Cranston Ford/ N.E.Auto Sports

22 8 20 ITC Frank Walsh Mertztown PA BLMT R

Fiat X1/9 1:20.472 13 4 *14 1:10.601 Whiskey Bravo Racing

DNF 24 ITA Sho Tagawa Ridgewood NJ NNJR R

Toyota Corolla 1:18.166 10 9 *10 1:05.598

DNF 90 ITA Paul Paparella Westfield NJ NNJR N

BMW 2002 tii 1:16.509 8 7 *9 1:06.271 Last Minute Racing

DNF 11 ITA Steve Ohlinger Lakeville CT NER N

VW Golf GTI No-Time 25 17 *0 No-Time The Auto Shop

T Trophy ** Better than the Existing

Track Record * Not Running at the Finish

FINAL RESULTS FOR - Race # 4- ASR CSR FA FC S2000 SCA

6th Annual John Stim Memorial Race on June 25 1994

Number of starters: 19 Number of Finishers: 12

OA CL CAR L

QUALIFYING LAPS RACE-1

PLACE # CLASS DRIVER HOMETOWN ST REGION L

YR CAR FAST-TIME AO CL COMP FAST-TIME dBa

-01 1 35 FA David Rose New York City NY NNJR N

Ralt 1:12.886 8 2 23 0:52.186 David Rose Menswear

2 2 45 FA Kjell Tollefsen Killingworth CT NER N

Ralt RT-5 1:11.158 6 1 23 0:53.077 Racing Against Leukemia

3 1 22 FC Paul R. Corazzo Wethersfield CT NER N

Van Diemen 1:07.267 1 1 23 0:53.430 Team 22

4 2 65 FC Michael Ober Coventry CT NER N

Swift DB3 1:07.867 2 2 23 0:53.516 Atlantis Motorsports

5 3 42 FC Paul Corazzo Jr Wetherfield CT NER N

Reynard 89 1:08.650 3 3 23 0:53.717 Sherri-Cup/Just Disk Brakes/Automotive Perf

6 4 0 FC David Strohmeier Enosburg Falls VT NER N

Reynard F2000 1:13.272 9 6 23 0:54.249

7 5 28 FC Stephen Kowalski Sandy Hook CT NER

Reyard SF84 1:09.008 4 4 23 0:54.966 Fair Auto / Superior Signs

8 6 66 FC Richard J. Clark Brookfield CT NER N

Swift DB-3 1:11.937 7 5 23 0:55.465 R J Clark/ Don's Auto/ Pitcher Welding

9 1 04 S2000 Jie Marcinski Meriden CT NER N

Swift 1:10.646 5 1 23 0:57.213 Shoreline Motorsports

10 2 05 S2000 John J. Cummings Norwalk CT NER

Royale RP 42 1:25.870 14 4 20 1:07.104 Thunderlake Racing Sasco Sports

11 3 82 S2000 Bill Crowley Annandale NJ NER N

Royale RP38 1:14.943 10 2 *14 0:59.572

12 4 43 S2000 John T. Mayo Goshen NY NYR R

Swift 1:18.246 13 3 *13 0:59.437

DNF 83 S2000 Ed Breault Pawtucket RI NER N

Lola SR71 No-Time 19 6 *7 0:54.858 Crown Collision Center

DNF 74 SCA Kenny Suied Suffern NY NER N

Shelby Can-Am 1:16.743 12 1 *4 1:07.801

DNF 20 FA Michael Budesa Dover Plains NY NER P

Ralt RT 4 1:16.151 11 3 *0 No-Time

DNF 61 FA Charles McMurtrie Pottstown PA Phila P

Ralt RT5 No-Time 18 6 *0 No-Time CTM Mgt/Reading Outlet Ctr/Quaker Detail Ctr

DNF 23 S2000 Eric Butte Longbeach NY NYR N

Lola 8690 No-Time 15 5 *0 No-Time P.L. Butte Cane & Reed Imports

Castrol/Bosch/Phoenix Sports

DNF 33 FA Frank Donovan Granby MA NER N

Ralt 5 82 No-Time 17 5 *0 No-Time Don Roy's Auto Body

DNF 29 FA Gary Attanasio Mt. Vernon NY NYR N

rALT - RT 5 No-Time 16 4 *0 No-Time Magnetic Image

T Trophy ** Better than the Existing Track Record * Not Running at the Finish

FINAL RESULTS FOR - Race # 5- ITB ITS

6th Annual John Stim Memorial Race on June 25 1994

Number of starters: 36 Number of Finishers: 26

OA CL CAR L

QUALIFYING LAPS RACE-1

PLACE # CLASS DRIVER HOMETOWN ST REGION L

YR CAR FAST-TIME AO CL COMP FAST-TIME dBa

-01 1 26 ITS Brad Sofronas Wellesley MA NER P

Mazda RX7 1:18.305 4 1 23 1:04.663 BFG/Greek Brothers Racing/NTW

2 1 42 ITB Rick Pocock Pittsfield MA Mo-Hud N

Alfa Spyder 1:18.407 5 4 23 1:04.642 Ereminas Impts/Agir/Ravin AutoBdy/Goodyr

3 2 03 ITB Michael Dorsey New York City NY NER P

Alfa Romeo/GTV 1:18.188 3 3 23 1:04.640 Cubic B's/Alfas Unlimited

4 2 94 ITS Jared Gaillard New Milford CT NER P

Mohawk-Hudson Region SCCA

BMW 325 is 1:19.966 11 4 23 1:04.783 Turner Motorsports/Noble Foreign Auto
 5 3 9 ITB John Weaver Fort Washington PA Phila N
 BMW 2002 1:17.033 1 1 23 1:05.662 Kiceniuk Auto/Last Minute Racing
 6 4 02 ITB Gary Engstrom North Branford CT NER N
 BMW 2002 1:18.654 6 5 23 1:05.694 Sports 'N Imports
 7 5 28 ITB Wade Wilson Clifton NJ NNJR R
 BMW 2002 1:17.813 2 2 23 1:05.777 Autoworks/TCR/Last Minute Racing
 8 3 21 ITS Mike Maitem Wilton CT NER
 Mazda RX-7 No-Time 0 0 23 1:05.459 Toyota Mazda of Westport
 9 4 77 ITS Greg Robbins New York NY NER P
 Mazda RX7 1:23.404 15 5 23 1:06.753 Kirkland & Ellis
 10 6 44 ITB David Reulet Saratoga Springs NY Mo-Hud R
 VW Rabbit GTI 1:19.819 10 7 23 1:06.826 Sandra Phibbs / NTL Racing
 11 5 8 ITS Jim Greenhaus West Orange NJ NNJR R
 Triumph TR-8 1:19.502 9 3 22 1:04.762 The Roadster Factory/Evro Tire
 12 7 96 ITB Robert Reynolds Shrub Oak NY NYR N
 BMW 2002 1:26.438 20 13 22 1:06.874 Rogers Windsurfing Aruba
 13 8 34 ITB Bob Behrens Wynantskill NY Mo-Hud N
 BMW 320i 1:20.274 12 8 22 1:07.027 Albany Fleet Services
 14 9 08 ITB Ron Kirkpatrick Higganum CT NER N
 VW Golf 1:25.582 19 12 22 1:07.303
 15 6 10 ITS Ronald Jesberger New York City NY NYR 86
 Mazda RX-7 No-Time 26 12 22 1:07.084 Tiffany Auto Parts Ltd.
 16 10 06 ITB Scott Currie Danbury CT NER N
 VW Rabbit GTI No-Time 34 17 22 1:08.197 Agip/Imported Auto Parts Center
 17 7 2 ITS Daniel Firestone West Hartford CT NER N
 Datsun 280Z 2:42.965 23 10 22 1:06.785 Pinewood Furniture Shops Inc
 18 8 16 ITS Thomas Toth Brookfield CT NER P
 Mazda RX-7 1:18.771 7 2 22 1:06.413
 19 9 07 ITS Darrin Herpel Brookfield CT NER P
 Datsun 280 Z 1:27.059 21 8 22 1:06.554 Brg City Signs/Hurricane Racing
 20 10 67 ITS Tom Swan Southbury CT NER P
 Nissan 280 ZX 1:23.460 16 6 21 1:09.013 Black Swan Inc.
 21 11 93 ITS Roberta Jesberger Floral Park NY NYR
 Mazda RX-7 1:24.359 18 7 21 1:06.792 Tiffany Auto Parts Ltd.
 22 11 41 ITB Charlie Gerundo New Rochelle NY NYR R
 VW Golf 1:23.578 17 11 21 1:10.292 D's Exterminating
 23 12 5 ITB Tom O'Connnor Spencer NY FLR N
 VW Rabbit No-Time 25 14 21 1:13.292 Henry's Income Tax
 24 13 19 ITB Howard Gerstein Strasburg PA Phila N
 Honda CRX 1:20.850 10 20 1:10.578 Hanover-Union Motors/ D:amanton & Assoc.
 25 12 79 ITS Jose R. Bonet No. Bergen NJ NNJR N
 Datsun 280ZX 1:33.436 22 9 *15 1:06.704 Calmac Manufacturing Corp.
 26 14 69 ITB Michael Reece Brooklyn NY NYR N
 VW Rabbit 1:18.790 8 6 *12 1:09.829 R C Engine Rebuilding Inc.
 DNF 92 ITS Chris Gengaro Livingston NJ NNJR BMW
 325 No-Time 0 0 *5 1:06.768 Turner Motorsports
 DNF 24 ITB Frank M. Vilardi Holbrook NY NYR R
 Honda CRX 1:20.339 13 9 *2 1:24.148 Graphic Speed
 DNF 4 ITS James Hohenberger Northport NY NYR R
 Mazda RX7 No-Time 24 11 *1 13:16.202
 DNF 43 ITS Tracey Cloth Great Neck NY NER N
 Datsun 240Z No-Time 31 15 *0 No-Time Toyo/Loctite/Castrol/Dupont FelPro/ NGL
 DNF 99 ITS Robert Munao Cold Spring Harbor NY NYR N
 Mazda RX7 No-Time 33 17 *0 No-Time
 DNF 20 ITB Randy Currier Holderness NH NER R
 1973 BMW No-Time 30 16 *0 No-Time
 DNF 73 ITS Bob Roraback Poughkeepsie NY NYR N
 Mazda RX7 No-Time 32 16 *0 No-Time Tara Motorsports
 DNF 11 ITS Fred Pignataro E. Northport NY NYR N
 Mazda RX-7 No-Time 27 13 *0 No-Time Hempstead Mazda/Agip
 DNF 12 ITB Sander Barber Barrington NJ SNJR R
 VW Scirocco No-Time 28 15 *0 No-Time Space Birds Racing
 DNF 17 ITS David Laughlin Woodstock VT NER N
 Alfa GTV-6 No-Time 29 14 *0 No-Time



ICE TRIALS



Solo 2 On Onota Lake

Runs Start At 11:00 Am Sharp!! --- Be There Early For Drive-Arounds
Saturday February 11, 1994 -&- Sunday February 12, 1994

TO BE HELD on ONOTA LAKE at the END of LAKEWAY DRIVE in PITTSFIELD
REGISTRATION & HEADQUARTERS at the CONTROY PAVILION on LAKEWAY DRIVE

That's right, it's another busy two days, two 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 (per GCR's) and must have a SNELL 1980 or newer certification. 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 chairmen or safety inspector. The GREEN MACHINE 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 1980 or newer certification sticker ! 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 chairmen.

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 \$15.00 per day per entrant.

Event status? PLEASE call Bruce's answering machine starting Wednesday prior to the event, 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 latest status will be recorded the morning of each event prior to leaving the house.

Event(s) chairmen:

Bruce Taylor	(413)442-4774	54 South John Street	Pittsfield, Mass 01201
Clark W. Nicholls	(413)243-3433	65 Hartwood Road	Lee, Mass 01238
Peter Nixon	(413)442-7135	35 Oliver Avenue	Pittsfield, Mass 01201

Albany Information:

Keith Martens	(518)782-0646	48 Bridgewood Lane	Watervliet, NY 12189
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TO THE ICE TRIALS: Take Peck's Road to Lakeway Dr. to the pavilion.

-OR-

Follow Valentine Road to Pecks Road at traffic light, turn left. Take your next left onto Lakeway Drive to the pavilion.

NYSIRA Planning Meeting

Our friends at the New York State Ice Racing Association will have a planning meeting in early December. The following is from their flyer:

We need to know who our workers are and who they will be, so please send in your membership forms. If you do not have one please call me for one to be mailed to you. Remember workers early banquet meals the same as drivers. If you work too all our weekends you receive two free dinners at the banquet.

So please call us and volunteer your services as we need flag people to work flag stations — scorers.

We will provide the communications — equipment and flags — for NYSIRA events.

We now have tech people (2) will train anyone who will help.

We now have a full time starter.

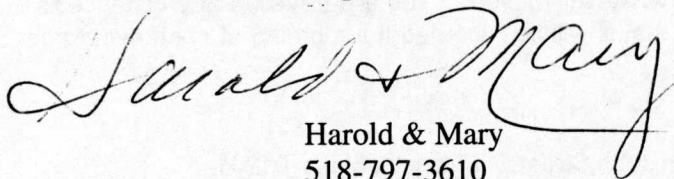
We now have some snow plows (more needed).

We now have a person on able stations.

We may need help at registration and scoring. Please call and volunteer to help somewhere so flaggers will not have to work the full day on station.

Remember it's your club and please help out.

For the Good of the Sport,


Harold & Mary
518-797-3610

NYSIRA Classifieds

Saab Stuff

Numerous V-4 Saab parts: Wheels — mag & steel
Full race engine, Many many Sonett parts
Dual Carb manifold available, Body Parts galore
Wheel Lug Bolts for Mag Wheels, Trailer available
Sonett Race car with full cage, all or part of could be
class E, D, C, B, 2 Menard 13" tires, on or off V-4
wheels, Like New
Call Harold, 518-478-7222 work
518-797-3610 home

NYSIRA, Still have screws left
Call Mary, 518-797-3610

Class A race car, \$850

Call Mike Fritz, 518-797-3012 Days,
518-797-3034 Evenings

Wanted: Light weight racing seat, 14" Menard tires

Call Rich Frolich, 518-765-9368 Days,
518-765-2243 Evenings

Free Free Free

2 Fiesta Wheels, 2 RX-7 Wheels

Call Mike Weir, 518-877-8482 Home

Saab V-4 Parts, too many to list

Call Tom Baird 518-835-4169 Evenings

Class D Saab 99, \$600, 6th in NYSIRA Championship, 2nd in Class D points.

Call Ted Bapp, 518-798-1577 Days
518-798-9614 Evenings

1980 Ford Fiesta, \$600, Ready to Race, 1994 4th in

Class D points, 11th in NYSIRA championship
Call Mike De Lorenzo, 518-767-3765 Home/days, 518-
861-6003 Work/evenings 3pm to 12am Tues-Sat.

Class B modified Rabbit, \$3,800, 1st Class B in 1994, 2nd 1994 NYSIRA championship

Call Dave Clark, 617-489-6548 8-5 M-F.

Ice Racer Rabbit, Class D, Ready to Race w/cage, \$400.

Ice Racer Rabbit, Famous #9, as raced, \$2,500

Ice Racer Ford Fiesta, Ready to Race, w/cage, also w/ parts car, \$400

Call Dick Stewart, 518-674-5683 Evenings

N.Y.S.I.R.A. 1995 SCHEDULE

Silver Anniversary

Our 25th Year!

Whether Permitting;

Jan. 8 - Cossayuna - NYSIRA

Jan. 15 - Wells - Amec (or first NYSIRA event)

Jan. 22 - Caroga - Amec

Jan. 29 - Cossayuna - NYSIRA

Feb. 5 - Warners Lake - NYSIRA

Feb.-11/12 Amec special event - Sagandaga

Feb. 19 - Canadarago - Amec

Feb. 25/26 - Lake George Winter Carnival

Mar. 5 - T.B.A.

Based on Past experience it is wise to call in advance before leaving for your destination. Ice conditions can change rapidly. For Direct Race Information Call (518)-797-3610.

Remember; your Dues are Due



REGION USE

Dear Prospective SCCA Member:

To apply for membership in the Sports Car Club of America, the world's largest member participation automotive organization, please complete the form below in full and return, with payment, to your Region or the SCCA Membership Department, P. O. Box 3278 DTC, Englewood, CO 80155.

PLEASE PRINT OR TYPE

Applicant's Name _____ Date of Birth _____
 Home Address _____ Telephone _____
 City _____ State _____ Zip Code _____
 Business Address _____ Telephone _____
 City _____ State _____ Zip Code _____
 Occupation _____ Marital Status _____ Spouse's Name _____
 Additional family membership names and birthdates. _____

Have you been an SCCA Member before: _____ No _____ Yes _____ Year.

I am interested in the following areas of SCCA activities:

- Pro Racing Club Racing Road Rally Pro Rally Solo Worker/Official Other _____
 (Indicate with an "X" which address you wish mail sent to, and which telephone - or both - you prefer listed in the Region's roster.)

Membership in the Sports Car Club of America is dual — National and Regional. Dues are for one (1) year from the date of payment. Make one check/M.O. for the total amount payable to: SCCA, Inc.

Annual National Dues		Annual Regional Dues		Total
Regular Member	\$40.00	Regular Member	\$15.00	\$55.00
Spouse Member	10.00	Spouse Member	5.00	15.00
Junior Member	25.00	Junior Member	10.00	35.00
Family Membership	60.00	Family Membership	15.00	75.00

OFFICE USE ONLY

Spouse must be Regular member's spouse. Junior and family junior members must be under 18 years old.

I hereby apply for membership in the sports Car Club of America, Inc., and its Mohawk-Hudson Region and agree to abide by the bylaws.

Applicant's Signature _____ Date _____

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

Master Charge No. _____ / Bank Americard or Visa No. _____
 Expiration Date _____ Interbank I.D. No _____ Expiration Date _____

Signature _____

Classified Advertising

For Sale: Gemini Club Ford, sister chassis holds Mid Ohio lap record, Jongbloeds, Revolutions, plus two sets of steel wheels, new F3 clutch, Loyning exhaust, Ivey Carb, no races on recent engine rebuild, spare bodywork, extra gearsets, rhino case, rains, many spares, trailer, \$9,000 or trade for recent FF1600, Jim, 518-439-3107

For Sale: 1985 VW Golf Cup Cars. Former winner of the 1991 "Little Lemans" at Lime Rock. Run competitively in the SCCA ITB. Excellent paint and mechanicals. Buy one for \$3500 or both for \$6000 with many spare parts. Must sell this spring, call Ira at 518-234-7778 evenings or leave message.

For Sale: 1991 SSC Miata. 6 races from fresh. Spares. Mounted Rains. Goodyears, BFGs. 3 wins this season 2 seconds. \$11,000 OBO.
88 Ownes double axle 15' trailer. \$1000
1991 D&D single axle 13' trailer. \$1000.
call Thom at 518-765-2887

(4) 1993 Z-28 wheels, 16x8, painted gold, with (4) Yokohama A008RSII 245/45R16 tires. Tires just broken in, Excellent way to win and keep your new Camaro in Stock class at autocross events. Will sell everything for \$700 or \$500 for wheels and \$250 for tires. For a super deal call Dave after 6pm, 413-443-6152



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Latham, New York**

1/2 Mile South of Circle

VISIT OUR NEW STORE IN LATHAM FOR A WIDE ASSORTMENT OF DOMESTIC AND IMPORT SPEED PARTS AND ACCESSORIES. WE HAVE A FULL SUPPLY OF SAFETY EQUIPMENT IN STOCK, INCLUDING SUITS, BELTS, SHOES AND, OF COURSE, BELL HELMETS.



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Safety Equipment, Inc.

The Right Stuff
LIGHTSPEED
Performance Parts



SPEEDSPORT
UNIFORMS

(518)786-8001

TOYO TIRES
DRIVEN TO PERFORM.

News & Events

Budget Meeting

The board will be meeting Monday, December 5th, at Holmes & Watson's in Troy, to discuss the usual issues, plus the 1995 Budget.

General Meeting - Election of 1995 Officers

December 7th, Holiday Inn Turf, Wolf Road, Colonie 7:30pm

Nominations for 1995 Officers Are...

The same as 1994, with one exception: Phil Panos has agreed to run for Secretary, replacing the retiring Bob Bownes.

Banquet Set

Saturday, January 28th at the La Caravelle Ristorante, Washington Avenue Extension, Albany.
(Formerly the Italian-American Center). Further details will appear in an upcoming Knockoff.

Defensive Driving Course

9am to 4 pm, January 14th, Ramada Inn on Western Avenue, qualifies as NYS Defensive driving for both Insurance and Points, \$35 for Mohud members including lunch, Slots limited. Call John Sheridan at 518-861-8389 to reserve your space.

RD 1, Box 286
Rensselaer, NY 12144



Clark W. Nicholls
65 Hartwood Rd.
Lee, MA, 01238-9543