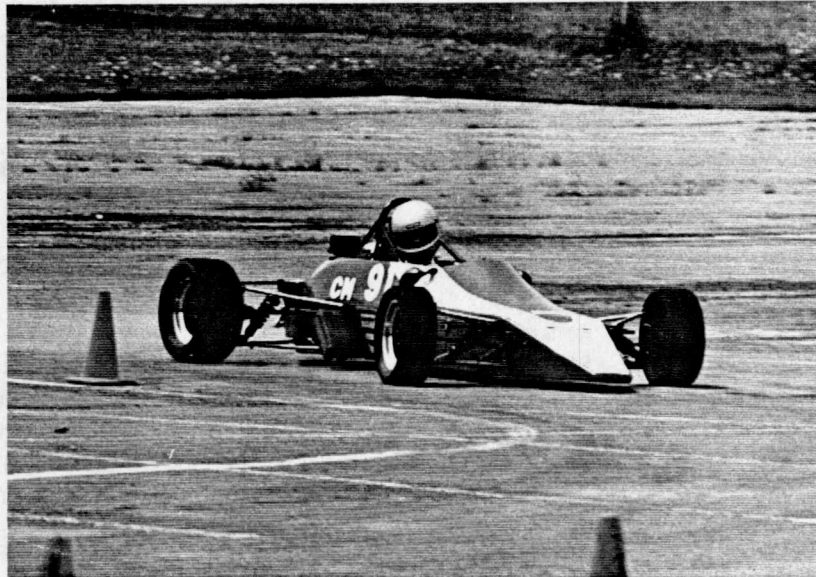




# Knock FF

Official Publication of the Mohawk Hudson Region



## **Jim Garry and his FF1600**

NOVEMBER 1994

*Rec. humor*

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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

As I write this we are going to have our November meeting tonight at the Holiday Inn Turf. One of the topics is the candidate slate for elections in December. I've been informed by the committee that a full slate has been obtained so you can relax for another year. Elections will be at the December Annual Meeting also at the Turf.

Last week Stephanie Weiss, Treasurer, and I completed work on our request for exempt status that has been sent to the IRS. Following legal review I feel confident that we will ultimately achieve that status although there will probably be a few rounds of info sharing to come. In compiling the financial data required for that request it is apparent that our financial history has had its ups and downs. This year, 1994, will be one of the downs. We do have something to show for it though and that is some great new equipment, radios, timing equipment and sound measuring equipment. Our focus in 1995 should be to return operations to a break-even position or better so we can continue to buy equipment and provide services to members, our mission right?

Several times in past meetings of the membership and the BOD I've heard comments about having too much money or too big a surplus. Let me assure you that there is really no such thing as long as the proceeds are used for the designated exempt purposes. We will have better budgeting in 1995 to help us accomplish this. We would also like to modify the merchandising process as well so that people get what they need in a timely manner but also so we don't have expensive overbuying. To that end if you need a particular 1995 publication please let Stephanie know as soon as possible so she can accumulate orders so we don't overbuy. Does anyone out there have an interest in taking over the merchandising operation? This is an untapped area of revenue and service to our members and others. Give me a call.

### NARRC Banquet

November 5 is the date, Mike Joy is the emcee and there are already 95 people registered. It will be held at the Sheraton Inn in Waterbury, CT off of I 84. Trophies are in and everything is within bud-

## NOTICE TO ALL COMPETITORS & WORKERS

The 1994 racing season is now history, and the time has come to honor those who have put forth their efforts on the racing circuits. Once again I point out the fact that although I managed to crew, work or race at four tracks this past season, it is impossible to keep track of all of our drivers. I am asking for nominations for our year end awards. The usual awards are for DRIVER OF THE YEAR, ROOKIE OF THE YEAR, MOST IMPROVED and OUTSTANDING SINGLE PERFORMANCE. The committee retains the right to present any special awards it might deem to be necessary. The rules are simple, to be considered YOU MUST BE NOMINATED, any member may nominate. You may nominate yourself or another driver. Workers and crew may nominate. The point is if we do not know what you have done we cannot honor you.

So, please send any and all nominations to:

Jack Hanifan  
Competition Chairman  
39 Ramsey Pl.  
Albany, N.Y. 12208.

*DAVE COE*

Please enclose a brief resume of the drivers season including races run, finishes, car and class.

---

get, so far!

### NEDIV Convention

This will be held the weekend of November 19-20 at the Embassy suites in Syracuse. From my perspective it should be more interesting than usual with all the discussion about event scheduling that have been going on this year. There will be a NARRC meeting as well which should provide its own fireworks.

### Runoffs

We had only one entry into the Runoffs, as far as I can tell, and that was Mike Weir who did a great job in finishing seventh in DSR after qualifying 14th. Congratulations Mike!

All for now. Mike Larimer

## Syracuse Mini-Convention: "Harm Versus Harmony"

Jim Garry

This year's Divisional Mini-Convention was hosted by Central New York Region at the Embassy Suites in Syracuse on November 19th and 20th. The host's choice of a hotel that was located two minutes from the I90 exit was very much appreciated. Another benefit of this location was the skid pad (in the form of a traffic circle) present just as you exited the toll. Convention attendees were afforded the opportunity to test out how many G's their vehicles were capable of pulling. The big traffic circle was wide, smooth and long. I went around twice before continuing on to the hotel, happy to have fully tested out my new hi-tech snow tires. I don't know how long they'll last at this rate but they sure do grip dry pavement. I wonder how they'll be on snow. I wonder if they'll have any tread left by then.

Since I'm sure that others will fill everyone in on all the race and rally happenings, I'll stick to the Solo news. This year there were only two seminars offered for Soloists. But that was fine because we were able to fill in the rest of the time by attending other seminars or just sitting and have informal discussions in the very comfortable atrium that featured chairs and benches amid a waterfall, trees, and skylights.

Saturday mid-morning brought the Solo II Course Design seminar which was well attended. I've been giving these course design seminars off and on for 5 or 6 years now and have been able to spruce them up pretty nicely. One of the things I do is make sure that all attendees know their views are welcome. Because of that, the seminar grows a little bit each year. It seemed to come off pretty well again.

The Solo Town meeting was held in late afternoon and began with a short statement from our Area Director, Bill Bradshaw. It's important that this be retold to everyone. Bill started by telling us that when the Board of Directors were considering moving the Club Racing Runoffs from Road Atlanta to Mid Ohio, there were four BOD members who felt strongly against making the move. However, after their negative votes failed to defeat the move, these four did "absolutely everything they could to make the Runoffs successful". He then said that he was "embarrassed" that he

couldn't say the same thing about the Solo II NEDiv program. Bill went on to remind us that he has done everything he could to help out the Divisional Solo program when needed and if we want to continue to have his support, we'd better get together and work out our differences. He said that "I've seen all the harm I want to see and now I want to see some harmony".

It was an appropriate speech for him to make given the recent discord and the dirty tricks that have been played by certain members of the Division over the past couple of years. Bill was specifically referring to the conflict that developed over the selection of the Drop Zone as a Divisional Championship event site in '93 and again in '94. A small faction of people were very much opposed to it, you could label them as extremist in their views and methods. Once the decision was made to move the Divisionals (temporarily) away from Harrisburg, they expended great amounts of energy in attempting to make the event fail in order to help "prove" their point that the Divisionals shouldn't be at the Drop Zone (talk about self fulfilling prophecies). Yes, their efforts were successful in giving the event a worse review than if they had helped or stayed out of it, but what also happened is that they hurt the Divisional competitors as well as their own reputations. In the process, Mohawk-Hudson Region was injured as well, a region that was only trying to offer competitors a Divisional Solo II event when it appeared that there might be none. This type of negative politics certainly takes the enjoyment out of being an SCCA member.

Unfortunately, as Bill left the room I noted that the person who played the biggest role in hampering the last two Divisionals was grinning and shrugging his shoulders as if to say he didn't know what it was that Bill had been getting at. This reaction was to be expected but it is disappointing nevertheless.

As for the harmony that Bill Bradshaw said he wanted, I predict that he will see an apparent increase. For 1995, the Divisionals won't be at the Drop Zone and this will pacify the game players and thus eliminate their need to play dirty tricks. But will there be a true change in attitude by the faction that have been playing games? We can only hope.

Most of the problems of the past few years could have been avoided but for a critical failing of the



autocrossers of this Division. The autumn Mini-Conventions and the early spring Roundtables are normally poorly attended by autocrossers. The Solo related attendees usually consist of the Divisional Solo I Steward, the Divisional Solo II Steward, the Divisional Safety Steward, the Solo Events Board member representing the Division, between 1 and 6 local autocrossers, and only a few others from around the Division. Some of these people have only the best of intentions for the program, while others come with an agenda and goals that are very self centered.

So while the future of the Divisional Solo program is decided at these meetings, the competitors for whom the meetings are held DO NOT ATTEND. This results in two things. One is that most of the news coming from these meetings is passed along second and third hand. In addition, Solo participants end up placing the future of the program in the hands of strangers in a process they (the competitors) do not understand. If the future of the Divisional Solo program is to be a fair and efficient one, then it is critical that the competitors start taking an interest in how the direction of the program is decided.

For example, at this meeting the Solo II Divisional Steward presented the idea of having more than one Solo II Divisional Championship event during the year. This is not a new idea as many other Divisions hold a Divisional Championship Series rather than just one event. There are pro's and con's to both sides of this issue. The pluses of one big event include: \* drawing the maximum number of competitors for one event, \* thus having large competitive classes, \* minimizing tire and travel expenses because drivers can plan for just one big event, \* and finally, some feel that additional big-time events could hurt regional programs since it may

draw competitors out of a region to the series instead.

There is another side of the coin, though. The suggestion was made at this meeting to choose a few of the already existing, larger, more successful events from around the Division and designate them as Divisionals. In this way, the Division would not be adding new events to the schedule but would instead only be enhancing the already large, successful ones. The pluses of a series of Divisionals like this include: \* drawing more competitors to those events newly designated as Divisionals, bringing attendance close to the level that occurs with a single Divisional, \* enabling more drivers to attend competitive events: the majority of regions in this Division rarely get turnouts in excess of 60 or 70 (there are a few notable exceptions). This does not aid a driver's learning curve. With a Divisional Series, competitors would have the opportunity to see the "hot shoes" of the Division more often; this gauging of oneself against good drivers is the best way to improve driving skills, \* many drivers won't travel over 5 hours for even for a Divisional but a series would most likely bring a Divisional close enough to such members to convince them to attend. Upon discovering the fun and competition of a Divisional, they would be more inclined to make that 5+ hour journey to the distant Divisionals; thus a series may actually result in even MORE attendance for the other Divisional sites rather than less, \* when competitors experience the organization of a large event like a Divisional, they bring that knowledge home with them to their regions and thus regional event quality improves; more Divisionals = more administrative experience to regional competitors, \* some autocrossers feel the only benefit to SCCA membership is the ability to enter a Divisional; if the Divisional is always far away, many don't bother

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joining. Bring a Divisional closer to them and they will join in order to attend. Mohawk-Hudson experienced just that situation in '93-'94.

Which way do YOU feel the Division should go? Do you want a say in the matter? Do you want more information? Do you want to be involved in an open discussion on the matter? If so, then you should, must, attend these meetings. Yes, some of them are pretty far away; I don't intend to be at the Baltimore meeting in the Fall of '95. But many of them are within a 3 or 4 hour drive of wherever you live. And even the 6 or 7 hour trips are not an out of the question drive for autocrossers. Team up with someone, share the drive, a room, and expenses and you're sure to have a good time. We all have to take a bigger interest in the direction of our program. We can't let the same old people keep making the decisions for us.

Saturday ended with a grand banquet. The food was terrific and the table conversation was alot of fun. The evening's keynote speaker was Tom Kendall, the many time championship Pro driver. He delivered an extremely enjoyable speech and left most of us rolling in the aisles. The next Divisional meeting will be the Roundtable next March in Buffalo. Can you attend?

## Consignment

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## Wanted: Information

The LEWIS TROPHY , which is our most prestigious worker award, will soon be sent out to have the name of the 1994 recipient engraved on it. I thought this would once again be a good time to ask our older members if they have anything in their files which would indicate who won the award in our early years as a region. The award was first won by Bill Hoover in 1957 followed by Roland Heacox in 1958. I have all the names since 1973, when Howard Geer won it. We need the names for 1964,1966, and 1968 through 1972. If it helps you to remember, Dolores Granito won it in 62 &63, Gene Birdsey in 65 and Stan Bubar in 67. The winners since 73 have been Walter Tracinski, Craig Robertson, Jack Hanifan, Andy Mace, Clark Nicholls, John Sheridan, John Stim, Jim Garry, Mike Weir, Greg Rickes & Kurt Weiss. So if you have any information about the years 64,66,68,69,70,71,or 72 please contact Jack Hanifan.

## Minutes of the Mo-Hud Board of Directors meeting 12/5/1994

RMB arrived 7:35

Discussion of the Mini-Con was in progress. Mike discussed the NARRC and Scheduling meetings. Has a draft of the '95 rules. He will send them out to the comittee.

The Solo II meeting was festive. Divs are moving to Susquehanna once again.

The Holiday Inn is in fact raising its rates. We are faced with a dramatically increased room rate and increased food rates. The options were discussed. Jack has a contact with Convention Bureau, and will check further. As an interim step, we will go to a smaller room and delete the food. There will be no Jan membership meeting.

January Bd meeting (Jan 16) is scheduled. Awards will be discussed.

Worker points system. Nothing has happened due to the lack of a chair. A motion to change the current standard for chairing the Solo II Divisionals to



be equal to that of chairing the Regional race was made and passed.

'95 Budget: The 94 fiscal statement was examined. We have lost more than we expected, primarily due to the race & divisional.

Solo shared a wish list of equipment that they would like for '95. Identicar, computer, trailer, sound equipment, spare radio batteries.

Richard requested a cheap laser printer to print the KO on.

The Banquet is on schedule. Speakers seem to be lined up. A request for working capital for banquet decorations was made and approved.

The defensive driver class is filling up. We should have no trouble making the minimum.

The last issue of the KO before Christmas will be put to bed next week, so get articles in.

Motion to adjourn Passed 9:54

**Minutes of the Mohawk-Hudson  
Membership meeting  
December 7th, 1994  
Phil Panos, Secretary**

Meeting called to order at 7:50PM by RE Mike Larimer.

No Reports Rendered.

Mike Larimer opened the meeting with the election of officers for the calendar year 1995.

Tom Campbell moved that John Sheridan be acting Secretary. Motion seconded and carried.

Tom Campbell moved that the acting Secretary cast the ballot for the slate of candidates. Motion seconded and carried.

John Sheridan cast the ballot as moved and the membership present elected the officers for 1995 by voice vote.

Mike Reported on the monthly board meeting agenda with teh highlight being the worker pointnt system which will be addressed in the KnockOff.

Mike also touched on the mini-convention stating that the annual scheduling meeting and the NARRC meetings went well. The awards banquet,

with Tommy Kendall as speaker, was a huge success.

Mo-Hud awards went to:

Mike Weir, 1st DSR for NESCCA, NEDiv

Dick Stewart, FV All Star Driver award

Rick Pocock, 2nd ITB NARRC

Lester Figarsky, 2nd EP NARRC

Harold Krackenberg 3rd F440 NARRC

Greg Rickes asked for an update on the region's physical assets. Larry Morton reported that the inventory is almost complete and will have a full accounting as soon as possible.

Upcoming events:

The Banquet (flyer elsewhere in KO)

Defensive Driving Course (see note on back of KO)

The meeting was adjourned at 8:18pm.

## Letter to the Editor

Just wanted to drop you a brief note to tell you how much I enjoyed Jim Garry's recounting of his personal experience at the Solo II Nationals, which appeared in the October KnockOff.

I don't get to attend nearly as many motorsports events as I used to, so an insiders look is for me a real treat. I don't know that I'll ever get to the Solo II Nationals, but I've certainly got a better feel for the highs and lows that might be encountered as a result of Jim's article.

As a former KnockOff editor I remember how hard it has always been to get Mo-Hud members to take a little extra time and effort to recount their experiences but I hope this letter may serve to encourage more folks, by knowing that such stories are read, and appreciated !

Sincerely, Greg Rickes

## From The Editor

Richard Welty

It's been a long, tough year. Mo-Hud lost a lot of money on the race, and a smaller but not insignificant amount of money on the Divisionals. It wasn't all down, though; Mo-Hud made some important and useful capital equipment purchases, and I beat D.J. twice autocrossing (we writing professionals refer to sentences such as the last one as "rubbing it in").

I would personally like to thank all of those who helped me out this year: with articles for the KnockOff, and in the major worker posts at Divisionals. In particular, Larry Morton and Mike Larimer deserve credit for their major and little appreciated efforts at Divisionals.

### Our Modern World

Back when Mike Weir edited the KnockOff, he kept badgering me to write an article on all the auto sport and automotive mailing lists and discussion groups that were out there on the Internet (which is now tritely referred to by the media as the Information Superhighway, even though by and large they have no idea what it actually is.) Well, right this minute I have a column and a half, so I thought I'd hit some high spots on this complex subject.

For those of you with simple access to Internet Electronic mail (possible from CompuServe, Delphi, America On Line, MCIMail, and so forth and so on), there are some mailing lists that you can subscribe to:

**Wheeltowheel** is mostly about SCCA Club racing, although intermittantly some Pro and other topics (USAC Sprints, for one) come up. Send to

wheeltowheel-request@abingdon.eng.sun.com

to join it. Recently there have been extensive discussions on a lot of tech inspection issues, just as an example of the material that is often discussed.

**Autox** is for Solo II enthusiasts; volume is pretty high, but a lot of it is useful. In fact, the BFG engineer responsible for their R1 compound tires is on this list, as are one or two members of the SCCA Solo Events Board. Send to

autox-request@autox.team.net

to join; include in the body of the message the word subscribe by itself.

**Rally-L** is mostly used by SCCA Rallyists; send to

listserv@guvm.ccf.georgetown.edu

to join. Include in the body of the message something like:

subscribe rally Joe B. Racer

One or two members of the SCCA Road Rally board might be found here.

**mo-hud** is our very own mailing list, and there are actually 8 or so mo-hud members on it. Send to

majordomo@balltown.cma.com

and include this as the only thing in the message:  
subscribe mo-hud

**asedan** is for discussions of, you guessed it, issues relating to the American Sedan class. Send to

asedan-request@pms706.pms.ford.com

to join.

**racefab** is a low volume list intended for discussion of various issues relating to building race cars. Send to

racefab-request@pms703.pms.ford.com

to join.

There was a recent story on Headline news about advertising and business on the net, and examples of what are called "Web Pages" were shown; with proper software, screenfuls of text and images relating to various topics may be called up from the Internet (The most commonly used program for accessing the Web is named Mosaic.) The SCCA now has its own Web Page; it is still evolving, but already much of the 1995 Race Schedule has been entered. For those who can run mosaic, try this Universal Resource Locator (URL):

<http://www.balltown.cma.com/scca/SCCAToC.html>

Yes, I know it looks cryptic, but it works, so don't knock it.

I suppose I should also mention that I administer the Mo-Hud mailing list and that I wrote the SCCA home page myself; lamentably the National office is somewhat behind the times electronically.



**FINAL RESULTS FOR - Race # 6- CF FF NCF**  
**6th Annual John Stim Memorial Race on June 25 1994**  
**Number of starters: 17 Number of Finishers: 13**

OA CL CAR L

\*\*\*QUALIFYING\*\*\* LAPS RACE-1

PLACE #	CLASS	DRIVER	HOMETOWN	ST	REGION	L
1	1	72 FF Rick Swann	Fairfield CT	NER	N	
Swift No-Time 17 7 23 0:56.100						
2	2	5 FF Chris Cunningham	Garrison NY	NYR	R	
Swift DB-1 1:10.758 1 1 23 0:56.673						
3	3	23 FF Gary Musciano	Boonton Twp. NJ	NNJR	N	
Reynard 1:11.606 3 2 23 0:57.599 Valvoline/Bosch						
4	1	37 NCF Michael Rand	Lakeville CT	NER	N	
Van Dieman 1:11.269 2 1 23 0:58.364						
5	4	14 FF Bob Kawash	No. Andover MA	NER	N	
Tecno No-Time 12 6 23 0:58.288 Phoenix Dist. Services						
6	1	47 CF Brandon Dixon	Princeton NJ	WDC		
Crossle 1:15.315 4 1 23 0:58.210						
7	5	92 FF Nick Kozlov	New Rochelle NY	NYR	R	
Maldwarf F85 1:16.343 7 4 23 0:58.316						
8	2	87 CF Walt Henig	No. Haven CT	NER	P	
Zink Z-10 1:16.118 6 2 23 0:58.920 E.J.Racing						
9	2	77 NCF Thomas Reinoehl	Oakhurst NJ	NNJR	N	
Zink Z10 1:18.156 9 2 22 0:59.337 NHBB						
10	6	28 FF Frank Arvan	No. Tarrytown NY	NYR	N	
Reynard 1:15.532 5 3 22 0:58.644 Francis X. Arvan Architects						
11	3	3 CF John Taylor	Greenfield MA	NER	N	
Crossle 45 1:16.496 8 3 22 0:58.725 B&W Loudspeakers						
12	4	1 CF Roy Sjolund	Hellertown PA	BLMT	R	
Zink Z16 1:19.960 10 4 21 1:02.563 Perma						
13	7	40 FF Mark Wysokowski	Syracuse NY	CNY	P	
Reynard 1:25.461 11 5 20 1:03.972 Butler Race Engines						
DNF 63 NCF John Merriman Orange CT NER N						
Lola 342 No-Time 16 5 *0 No-Time						
DNF 46 NCF Richard Droller Collinsville CT NER R						
Lola T342 No-Time 15 4 *0 No-Time Kars of Collinsville						
DNF 27 NCF James W. Glennan Oxford CT NER R						
1979 PRS No-Time 13 3 *0 No-Time						
DNF 39 CF Bill Strickler Reading PA Phila R						
Van Dieman RF80 No-Time 14 5 *0 No-Time Reading Outlet Ctr/CTM Mgt						

T Trophy \*\* Better than the ExistingTrack Record \* Not Running at the Finish

Length of Race: 35.19 Miles

Margin of victory: .484 seconds 95.023 MPH Average Lap Speed

Fastest Race Lap: 00:56.100 by Rick Swann in car # 72

CF Margin of victory: 34.43 seconds Average race speed:91.53 MPH

FF Margin of victory: .484 seconds Average race speed:95.02 MPH

NCF Margin of victory: 1 LAPS Average race speed: 93.23 MPH

LAP LEADER(S)

# 23 1- 1

# 5 2- 22

# 72 23- 23

**FINAL RESULTS FOR - Race # 7- EP FP GP GT1 GT2 GT3 GT4 GT5 HP**  
**6th Annual John Stim Memorial Race on June 25 1994**  
**Number of starters: 21 Number of Finishers: 17**

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 10 GT1 Peter Andrighetti Torrington CT NER N  
 Chev. Corvette 1:12.983 2 2 23 0:55.394 Andrighetti & Sons  
 2 2 8 GT1 Scott Quaile Copake Falls NY NYR N  
 Camaro 1:12.952 1 1 23 0:56.172 Peace by Piece Daily Food Market  
 3 3 89 GT1 Tom Campbell Saratoga Springs NY Mo-Hud N  
 Camaro 1:16.003 3 3 23 0:56.647 Performance Prep-Machine/Hoosier/ Dragonslayer  
 4 4 74 GT1 Frank Tavalacci Hawthorne NY NYR N  
 Camero No-Time 21 5 23 0:57.012 Tag Racing  
 5 1 52 GT2 Jack Reed Montclair NJ NNJR N  
 Datsun 280 Z 1:19.540 9 1 22 0:59.553  
 6 2 6 GT2 Mark Amabile Framingham MA NER N  
 Nissan 280 ZX 1:25.411 15 2 22 0:59.679 Midway Nissan Jeep Eagle Isuzu  
 7 1 5 GT3 Charles Vaccaro Port Chester NY NYR N  
 Mazda RX-3 SP 1:17.119 5 1 21 1:01.846 D.F.Motorsports/Viper Auto Security  
 8 1 1 GT4 Wilson Wright.Jr. Stockbridge Ma NER N  
 Honda Civic 1:16.380 4 1 21 1:02.143  
 9 1 26 GT5 Al Perotti Monroe NY NER N  
 Honda 1:18.530 7 1 21 1:03.717 Village Auto Works  
 10 5 61 GT1 George Siegmund Wakefield RI NER N  
 Chevy Camaro 1:18.530 6 4 20 1:03.423  
 11 2 14 GT4 Peter Kwasnik Sherburne NY Glen N  
 Datsun 510 1:21.788 11 2 20 1:04.892 Service Pharmacies  
 12 3 44 GT4 Charlie Dykes Williston VT NER N  
 VW Rabbit 1:25.163 14 3 20 1:04.453  
 13 1 30 EP Jeffrey Wayland Ontario NY FLR R  
 Porsche 912 1:18.823 8 1 20 1:05.330 Princess House Products  
 14 2 19 GT3 Michael Iochum Philadelphia PA Phil  
 Ford Pinto 1:21.151 10 2 20 1:06.267 Steel Horse Motorsports  
 15 2 0 EP Lester Figarsky Albany NY Mo-Hud R  
 MGB 1:25.050 13 2 20 1:06.711 Consignment Auto Sales  
 16 1 55 FP Les Bryant Washington CT NER R  
 AH-Sprite 1:28.920 16 2 19 1:06.489 Bryant Glass Co. Inc/ Bridge Street Auto  
 17 2 47 FP Joseph Schlosser Chester NY NYR R  
 AH-Sprite 1:24.988 12 1 \*13 1:06.620 Village Autoworks  
 DNF 13 FP Joe Bardino Pleasant Valley CT NER R  
 MG/Midget No-Time 18 3 \*0 No-Time Carquest/Wholesale Auto Supply  
 DNF 18 GP Bob Bownes Troy NY MOHUD  
 Triumph Spitfie 1:31.629 17 1 \*0 No-Time Len's Garage/Kim's Import Motors  
 DNF 34 GT4 Brian Thomas Rochester NY FLR R  
 Datsun 510 No-Time 19 4 \*0 No-Time Warehouse Auto Inc Deep  
 Discount Parts & Tires  
 DNF 49 EP Bill Umstead White Plains NY NYR R  
 Porsche 914 No-Time 20 3 \*0 No-Time Computer SI Corp

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

O/A Time of Race: 21 minutes 51.510 seconds

Length of Race: 35.19 Miles

Margin of victory: 8.828 seconds 96.594 MPH Average Lap Speed

Fastest Race Lap: 00:55.394 by Peter Andrighetti in car # 10



**FINAL RESULTS FOR - Race # 8- F440 FV**  
**6th Annual John Stim Memorial Race on June 25 1994**  
**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 41 F440 Richard Judd Wilton CT NER N  
 KBS MK V 1:13.953 1 1 14 1:01.115 Ribbit Racing  
 2 1 32 FV Dan Grace.Jr. Norwalk CT NER N  
 Citation 89V 1:16.461 7 6 14 1:01.837 ALS  
 3 2 28 FV Sergio Musacchio Carlstadt NJ NNJR N  
 Gaspar 94 1:16.250 6 5 14 1:02.790 Williams Racing/Rapid Parts  
 4 3 85 FV David Riggi Ballston Spa NY Mo-Hud N  
 BRD AFV II 1:15.391 3 2 14 1:02.546  
 5 4 77 FV Alex Juhasz Westport CT NER N  
 Caldwell D13 1:15.110 2 1 14 1:02.660 Casual Racing/Agip Motor Oil  
 6 5 18 FV Brian Davies Feura Bush NY Mo-Hud P  
 Caldwell D13 1:16.689 8 7 14 1:03.019 Davies Motor Sports Drayonslayer  
 7 6 29 FV Ed Goff Spencer MA NER R  
 Zink C4 1:17.461 9 8 14 1:04.710 Spencer Volkswagon  
 DISQ 04 FV Robert P. Green Falls Village CT NER R  
 No-Time 24 16 13 1:05.666 Green Woodworking Co  
 8 7 8 FV Dave Scaler Flemington NJ NNJR R  
 Zeitler 1:15.505 4 3 13 1:04.517 Deanna/Scotto/Carl/Phil  
 9 2 47 F440 Frank Cardone Yonker NY NYR N  
 KBS MK VII 1:17.844 10 2 13 1:05.397 QRE Racing  
 10 8 98 FV Thomas R. Treutlein Lake Grove NY NYR R  
 Caldwell D-13 1:21.924 14 10 13 1:06.000 Ecotest Labs Inc.  
 11 3 74 F440 Harold Krakenberg Saugerties NY Mo-Hud N  
 Zink 222 1:21.074 12 4 13 1:05.809 Northeast Carpentry  
 12 9 12 FV Don DeLapp Troy NY Mo-Hud N  
 91 DeLapp 1:16.080 5 4 13 1:07.624 Ancas/ Lamora's Equipment Repair  
 13 10 34 FV Dan Andrews Amsterdam NY Mo-Hud N  
 Zink C-4 1:21.750 13 9 13 1:08.244  
 14 11 58 FV Jeffrey L. Bower Chester NY NNJR R  
 Caldwell D-13 No-Time 22 15 13 1:06.539  
 15 4 3 F440 Geoff Blake-Lobb Lindenhurst NY NYR N  
 Raptor No-Time 17 6 \*12 1:00.76 Hometouch Medical Cleaning Services  
 16 5 44 F440 Richard Loduca Oakdale NY NYR N  
 Raptor 1:19.655 11 3 \*12 1:03.554  
 17 12 75 FV Al Diamanti Smithtown NY NYR P  
 Predator P3 1:22.442 15 11 12 1:06.627 Goss AFC  
 18 6 40 F440 Liam Gorman Danbury CT NER P  
 Red Dvl. T84B25 No-Time 21 7 12 1:12.631 Danbury Ultra Services  
 DNF 30 F440 Bart Golankiewicz Bethel CT NER N  
 KBS MK5 1:23.030 16 5 5 1:03.930 QRE  
 DNF 6 FV Kevin McKee Hicksville NY NYR N  
 Gaspar No-Time 18 12 \*0 No-Time Menzinger Racing/Kevin's Karpentry  
 DNF 16 FV Eugene O'Connell Bridgeport CT NER R  
 Caldwell D13 No-Time 20 14 \*0 No-Time  
 DNF 14 FV Robert McGoey Armonk NY NER N  
 Citation 89V No-Time 19 13 \*0 No-Time Tag Racing  
 DNF 61 F440 Ken Eaton Ellsworth ME NER N  
 KBS MK V No-Time 23 8 \*0 No-Time Walmart & Ellworth Sheet Metal

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

**FINAL RESULTS FOR - Race # 9- DSR SR SRF  
6th Annual John Stim Memorial Race on June 25 1994  
Number of starters: 13 Number of Finishers: 9**

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 88 SR Arthur Berry III Mt. Pocono PA NEPA R

Spec Racer 1:16.242 3 3 23 1:12.770 Coors Beer

2 2 97 SR John Black Durham NH NER

Spec Racer 1:17.295 6 6 23 1:13.627

3 3 93 SR Michael Caron Skowhegan ME NER N

Spec Racer 1:16.280 4 4 23 1:13.299 Micar Motorsports/Tire King/Kendall Oil

4 4 59 SR William Scully Park Ridge NJ NNJR R

Spec Racer 1:20.745 11 10 22 1:16.430 Racers Edge Motorsports Inc

5 5 48 SR John Slonina Lincoln RI NER N

Spec Racer 1:20.196 9 8 22 1:16.646 Rhode Island Special Olympics

6 6 69 SR Eric Thomas Rutherford NJ NNJR N

Spec Racer 1:16.660 5 5 22 1:18.009 Jest Racing

7 1 37 SRF Jon Mohr Verona NJ NNJR N

Spec Racer Ford 1:20.196 8 1 21 1:20.282 IMS America/Racer's Edge Motorsports

8 7 26 SR Michael Buck Kearsarge NH NER N

Spec Racer 1:14.721 1 1 21 1:13.086 R. E.Truelove Ltd.

9 8 8 SR Dale Furnia Pawling NY NYR R

Spec Racer 1:17.770 7 7 19 1:13.986 Dale Furnia Sales/Equine Comfort

DNF 55 SR George Tawfik Staten Island NY NYR P

Spec Racer 1:20.358 10 9 \*8 1:19.656

DNF 5 SR Jay Dedrick Poughkeepsie NY NER N

Spec Racer 1:14.839 2 2 \*4 1:18.460 Dedrick Agency/Rennys Store

DNF 18 SR Daniel Yacovelli Island Park NY NYR N

Spec Racer No-Time 12 11 \*0 No-Time Painter's Cornwall on the Hudson/ Oceanside Service Station

DNF 42 SRF Donald Kahn Hillsdale NY NER N

Spec Racer Ford No-Time 13 2 \*0 No-Time Smartworks

T Trophy \*\* Better than the ExistingTrack Record \* Not Running at the Finish

Length of Race: 35.19 Miles

Margin of victory: 23.70 seconds 73.032 MPH Average Lap Speed

Fastest Race Lap: 01:12.770 by Arthur Berry III in car # 88

SR Margin of victory: 23.70 seconds Average race speed:

73.03 MPH

SRF Margin of victory: 21 LAPS Average race speed: 66.19 MPH

LAP LEADER(S)

# 5 1- 1

# 26 2- 12

# 88 13- 23





# 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.



Peter Cunningham, driver  
Joe Andreini, co-driver  
Prescott Forest PRO Rally

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—Paul Brown,  
Rio Grande Region  
Valvoline Pro Solo, Stock 4

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Sports Car Club of America  
Membership  
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(800) 972-6662



“Friendship.

Challenges.

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Ambition.

Racing.”

—Northern New Jersey  
Turn Marshals

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(800) 972-6662



Tom Hoven, GT3 Nissan 240SX  
Don Meluzio, GT3 Toyota Paseo  
Summit Point National

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Excellence.

Pride.

Tradition.

Racing.

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Sports Car Club of America  
Membership  
Information  
(800) 972-6662







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.

# **MO-HUD REGION ANNUAL AWARDS BANQUET**

**SATURDAY,  
JANUARY 28, 6 P.M.**

**at the LA CARAVELLE RISTORANTE (formerly the Italian American  
Community Center) on Washington Ave. Extension a mile west of the  
Crossgates Mall.**



**6 PM Cash bar and hors d'oeuvres**

**7 PM Dinner (choice of Chicken breast filled with 4 cheeses  
or Prime Rib)**

**following dinner we will have**

**Guest Speaker  
Awards presentations  
Chinese auction**



## 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: Royal RP26 Solo FF.**  
\$3500. B E Taylor, 413-442-4774

(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

**For Sale: two 1985 VW Golf Cup Cars.** Run competitive seasons in SCCA ITB. Winner of the 1991 "Little Lemans" at Lime Rock. Run competitively in the SCCA ITB. Excellent condition.

**Also available: 1988 VW GTI 16 valve.** Daily driver — use it to upgrade to ITA class. Package deal for the three cars and many spares: \$7500. call Ira at 518-234-7778 evenings or leave message.

**Also for Sale: Street stock 1981 Buick Regal (oval dirt track car.)** Ran Fonda, Afton, and Malta — no motor or seat. 1979 Cutlass (running) chassis and parts. All for \$1500 B/O.

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

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Latham, New York**

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# Events

## Upcoming Meetings

There is NO January 4th General Membership meeting

January 16th — Board meeting, Holmes & Watsons

February 1st — General Membership, Holiday Turf Inn, Wolf Road, Colonie, 7:30pm

## 1995 Officers Are...

The same as 1994, with one exception: Phil Panos is our new 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). Flyer inside.

## 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. Save 10% on your insurance for 3 years.

## Ugly Rumor Department

The Comp Board is nearly finished with new rules for GCR Legal Fuzzy dice, which should represent a major advance for American Sedan. GCR standards for air fresheners are still a year or so off, though.

RD 1, Box 286  
Rensselaer, NY 12144



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