



# Knock Off

Official Publication of the Mohawk Hudson Region



## Ice Trials!

MARCH 1995

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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. The meeting place is currently in a state of transition; check the latest issue of the Knockoff or call Mike Larimer for current information.

The Mohawk-Hudson Region 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 quote marks.)

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## REPort

Mike Larimer

The year is quickly moving toward spring (today's temp. is over 60!) and that means our main region activities are just around the corner. The annual Latham Circle Mall race car show is scheduled for March 25-26. Kyle Belden is chairing this event so if you're intending to go please give him a call (518 783-6721). We will also need booth workers for shifts during the weekend. This edition of the KnockOff will also be distributed to show visitors that weekend.

The NEDIV spring convention is in Buffalo this week. A few of our region members are intending to go. Maybe there will be some snow in Buffalo! The years racing schedule will be finalized. We will let you know if there are any changes from the version that we published earlier.

The Solo II season should begin in a month or two. Hopefully Bruce Taylor will have the schedule ready for the car show. This year expects to fully utilize the new equipment we have purchased over the past couple of years to make registration and scoring more efficient and timely. I look forward to seeing results regularly in the KnockOff throughout the summer.

Our regional race is set for the fourth of July, a Tuesday one day NARRC race. While the schedule is necessarily compressed for a one day event, we still have a great opportunity to put on our traditional fine event.

As I mentioned last month we are changing our meeting site to Son's Restaurant on Western Ave., beginning April 5, 1995. We will meet there the first of every month except July (day after our race) and September (alternate program expected). See you there.

While on the subject of meetings, at our March meeting a committee was formed to develop and process suggestions for meeting activities, i.e. speakers, outings, tapes, etc. If you have any ideas please contact Larry Morton, Jim Bucci or Mike Weir (numbers in the directory).

We have a new treasurer! Dave McClumpha has been coaxed out of unofficialdom to take on this job. Thanks a lot Dave. Speaking of things treasury/money/officialdom related, we have received our tax exempt status from the IRS and are proceeding in filing the appropriate returns and notification to the state. Thanks to Stephanie Weiss for all her help in this and computerizing the books and records.

All for now, Mike Larimer

## From The Editor

Richard Welty

This issue of the Knockoff is intended for two purposes — one, to serve as a handout at the Car Show to give people outside of Mohud an idea about who we are and what we do, and two, to mail to new MoHud/SCCA members as a kind of "Guide" to how this organization works.

### More Tech Notes

Last issue, I mentioned the new standards for window nets and harness systems for race cars that took effect on January 1. Please update your equipment before you get to the track; some tech inspectors may be nice guys and write "fix by next race" in your logbooks, but I know one or two who might just send you off to buy new harnesses before letting you go racing.

There are a bunch of other changes for 1995; Alan Fiala handed out a nice summary of them in the Scrutineering seminar at the NEDiv Roundtable in Buffalo. First of all, all the changes that were "pending" for older Production cars aren't pending anymore: the cars must now have real roll cages, fire systems, and fuel cells. These are all things that will keep you from racing if you don't update your car.

All fuel and oil lines in the passenger compartment must be steel tube or steel braided; this includes all the oil pressure gauges that you never got around to converting from that little plastic line. The time to fix it is **now**.

Some people are getting really excited about the change bar next to the master switch paragraph in the GCRs — unnecessarily so. The only actual change is that SRF cutoff switches must now be wired according to the SRF manual.

Fire systems are a big can of worms. A waiver existed for 1994 for the FM100/200 systems; that waiver has expired and will not be extended (FM100 and FM200 were never really approved; people just started showing up with the stuff and a temporary waiver was granted.) You must get the FM100/200 chemicals out of your car **now**. If you need a motivation, just keep in mind the fact that the stuff is somewhat toxic. The only exception is for some SRFs which were delivered with FM100/200 systems by SCCA Enterprises (mostly serial numbers 600 and higher); they have a waiver until the beginning of 1996. Halon is still available, but it isn't cheap. AFFF has been approved, but requires completely different plumbing. If you install AFFF, take the installation instructions to

## Welcome to the SCCA Richard Welty

The Sports Car Club of America was founded in Boston in 1994 as a club for Sports Car enthusiasts. At first, the primary purpose was not racing and competition; everyone believed that the Automobile Racing Club of America would reappear after the war to resume their program of auto racing. ARCA did not resurface, and in 1948, SCCA member Cameron Argetsinger managed to convince the SCCA to sanction the first postwar road race at Watkins Glen (after he first convinced the Watkins Glen Chamber of Commerce that this was a reasonable thing to attempt to do.) The SCCA began to shift its focus, and today the SCCA is the premier sanctioning body for Amateur Road Racing, Autocross, and Road Rally in the United States. National Championships are held in Club Racing, Autocross and Road Rally, and SCCA trained Race Officials are the primary source of volunteers for professional Road Racing sanctioning bodies like IMSA, CART (Indycar) and even NASCAR (on those occasions where they visit tracks which turn both ways.) On any given weekend, Spring, Summer, and Fall, there is an SCCA event going on somewhere in the United States.

In this issue of the Knockoff, newsletter of the Mohawk Hudson Region of the SCCA, we will attempt to provide a guide to getting along within our club. Interests and activities vary a lot; some

### From The Editor (continued)...

annual tech with you; due to the relative lack of information available Alan Fiala has recommended that scrutineers ask to see the instructions when checking fire system installations.

The GCRs no longer specify how a shoulder harness is to be wrap-mounted to the roll cage; now they tell you to mount as per manufacturer's instructions. Some manufacturers don't provide instructions; continue to wrap these in accordance with the 1994 GCR illustrations. I suggest taking a copy of the instructions to tech with you; at least one scrutineer I know plans to insist on seeing manufacturer's instructions for harness mounts that differ from the 1994 GCRs.

Finally, in Buffalo Alan Fiala told us about a video tape that he made up showing what scrutineers should look for in examining roll cages in annual inspections; we are working on obtaining a copy and may be showing it at the May meeting.

race. The list below describes most of them (I make no claim that the list is complete at present.) want to autocross, some want to rally, some want to drive at races, some want to crew at races, and some want to work as race officials. All of these things are possible for SCCA Members. Rallying and Autocrossing at the local level does not require SCCA membership, but there are benefits to joining the club even in this case (such as an excellent insurance policy which provides extra coverage for members participating in SCCA sanctioned events.)

### Road Racing in the SCCA

The SCCA sanctions Road races at many North American tracks in both the US and Canada; races in Canada are generally co-hosted with the parallel Canadian organization, the CASC. There are opportunities to drive, crew, or work as a race official at all of these events.

### Club Racing

Club Racing is where people are mostly racing on their own nickel. Competition occurs at the more casual Regional level, and the more serious National level. In the former, the goal is often a regional championship based on a season of points events; in the latter, the goal is usually an invitation to the Valvoline (tm) Runoffs, which will be held in the fall from 1994 through 1996 at the Mid-Ohio Sports Car Course near Mansfield, Ohio.

Competitors in Club Racing must be SCCA Members and have appropriate Competition Licenses. Crew members need not be SCCA members, but if they are not, they will not be permitted access to the "hot pits" at a race. More information on Road Racing Competition licenses appears later in this Knockoff issue.

### Pro Racing

The SCCA runs a number of series under the Pro Racing banner; the best known of the current series is the Trans-Am, the descendant of the famous series of the late 60s and early 70s. Other pro series sanctioned by the SCCA include Player's Ltd./Toyota Atlantic, World Challenge, and the Formula Ford 2000 National Championship (this last is run in collaboration with USAC as of 1995.)

### Race Officials & Workers

One of the very best opportunities offered by the SCCA is the chance to work at races all over the country. Novice workers usually start out at Club events, but SCCA workers often staff SCCA Pro races and races offered by other sanctioning bodies,

including CART (Indycar), IMSA, and even occasionally NASCAR. Workers need to be SCCA members and have appropriate licenses from the SCCA.

The SCCA has recently made a major change in their policy towards minors as Race Officials; call Central Licensing at the National Office for details.

### Worker Specialties

There are many specialties in which one can work at a race. The list below describes most of them (I make no claim that the list is complete at present.)

#### Flagging & Communication

One of the most visible specialties, these are the corner workers whom you see dressed in white at all road races in the United States. They use the array of colored flags to communicate to the drivers about the condition of the track, communicate via radio or land lines with race control about incidents on the portion of track for which they are responsible, and handle the first response to most incidents on the track.

*Clothing & equipment requirement:* F&C workers generally wear white, long sleeved clothes; polyester and other synthetics are to be avoided, with cotton and other natural fabrics preferred (although fireproof Nomex is the safest by far.) Orange gloves and a whistle are also a good idea. The colors red and yellow should be avoided at all cost in selecting cold weather and foul weather gear for use on station.

#### Starter

The starters handle the flags on the tower; they are responsible for deciding when to start the race, and throw the checkered at the finish upon direction from Timing & Scoring.

#### Pit & Paddock

The pit marshalls control action in the pit lane; they serve as traffic cops during practice, qualifying, and the race, and insure that conditions in the pits are safe at all times, taking care of matters such as fire control in the pits.

*Clothing & equipment requirement:* white pants and a blue shirt are recommended; natural fabrics are preferred to synthetics; orange gloves are recommended.

#### Grid

Grid workers are responsible for insuring that the race cars are placed in the proper order for the

beginning of the race, and for traffic control in the period before cars are released to the track. They also do last minute checks on certain items of driver safety equipment, and try to insure that only cars that have passed inspection by the scrutineers are permitted on track.

*Clothing & equipment requirement:* white pants and a blue shirt are recommended; natural fabrics are preferred to synthetics; orange gloves are recommended.

#### Timing & Scoring

Timing & Scoring is one of the technically most challenging and most underappreciated of specialties. You have to actually see the T&S workers in action to realize what all they do up there; tracking a race in progress is unbelievably challenging.

#### Scrutineering

The tech inspectors are one of the first groups to go to work at a race and one of the last to finish. They check cars for safety and conformance to the rules at the beginning of a weekend, and insure that the drivers remembered all their safety gear and that the gear is all in satisfactory condition. They provide the scales that racers use to check on their cars. At anytime during the weekend, and always immediately after the race, they manage impound, where the top finishing cars are weighed and spot checks are run to verify rules compliance.

#### Fire & Rescue

Fire & Rescue workers do just about exactly what you'd expect. They respond to major emergencies in the confines of the race track.

#### Registrar

When registration goes well, nobody notices, and when it goes poorly, everybody complains. This speciality is more complex than most realize, and greatly underappreciated. Because of the way that races are scheduled, it is often possible to work registration in the mornings and some other speciality such as Timing & Scoring, Sound Control, or Scrutineering in the afternoons.

#### Sound Control

Sound control is a little known but necessary speciality; workers in sound control monitor all sessions on the track and report cars which are in violation of local or national rules about sound levels.

#### Stewards

Some of the most experienced participants in Road Racing become stewards; the Operating Stewards (headed by the Chief Steward) are responsible for

the overall management of a race, and the Stewards of the Meeting are responsible for Judicial aspects of the event (such as handling protests.)

### Worker Licensing

Workers at SCCA races should be SCCA members. It is often possible to join the SCCA at the registration booth for an SCCA race, although it is probably preferable to join before that and have your membership card with you when you go to your first event, as this will speed up the worker registration process. Mohud's administrator for licenses is Clark Nicholls; contact him for more information.

The grades of licenses are as follows:

### Regional Licenses

The Regional license is the "Trainee" license for new workers in a speciality. Any SCCA member can obtain a regional license simply by filling out the proper form, which is readily available at any SCCA regional race. Regional license may also be obtained by calling Central Licensing at the National Office. Regional Licenses may be renewed indefinitely, without any requirement that the member work a minimum number of events during the year.

### Divisional Licenses

The Divisional license is typically held by an experienced worker in a particular speciality; the holder of a Divisional License is permitted to work in any position in that speciality except for Chief at a National race or Chief at a School. Other restrictions may apply in specific specialties (for example, Race Vehicle logbooks may only be issued by the holder of a National Scrutineering License.)

To upgrade to a Divisional license, a Regional license holder should have at least two years of regular participation in their speciality, typically 8 days (4 races or other events) or more for each year. To renew a Divisional license, the holder should expect to work 8 days per year in their speciality.

### National Licenses

National licenses are held by the top people in their specialties; Chiefs of Specialties and the Regional Administrators for specialties usually hold National Licenses.

## Autocross/Solo in the SCCA

SCCA Solo events are "Time Trial" competitions; there is no wheel to wheel racing involved, as cars are spaced out so that they should not come into any contact with each other.

### Solo I

Solo I events are high speed Time Trials; they may be run at race tracks, airport runways, or may be hillclimbs. Cars must be prepared to Road Racing safety standards (although in some cases roll bars are permitted instead of roll cages) and drivers must be SCCA members with appropriate Competition Licenses.

There are relatively few SCCA Solo I events in this part of the Northeast division, although there is a fairly active program in Pennsylvania.

### Solo II (Autocross)

Solo II events are a low to medium speed event; they are often run on parking lots and airport runways, although street events and events at Go Kart tracks sometimes take place. Generally a course will be defined using traffic cones; time penalties will be charged for disturbing cones. In most regions, the penalty is 2 seconds per cone, although in some places it may be 1 second. There is an upper speed guideline for Solo II which is intended to keep speeds in a domain that most drivers might have encountered on the streets and highways; the fastest cars at a Solo II should not get very much at all over 70mph.

At the regional level, Solo II is very much a grassroots sport, and SCCA membership is not required to participate. At the Divisional and National level, drivers must be SCCA members to compete.

### Solo Trials

Solo Trials is a new variation on the Solo theme; it is intended to have a maximum speed of approximately 100mph, and requires somewhat better safety equipment than Solo II. The rules are still stabilizing, but the general outlines seem to be that drivers must be SCCA members and will have to obtain competition licenses. Drivers will serve as cornerworkers, and learn to use Road Racing style flags; helmets will have to be Snell 85 or better (and loaners are unlikely to be available); drivers of prepared and mod cars will have to have approved fire resistant clothing; and all open cars shall be required to have an appropriate roll bar.

More information on Solo Trials will be forthcoming from the SCCA in the near future. See the article in the February 1995 issue of SportsCar for that which has been published to date.

At present, there are plans to hold at least one or two Solo Trials events in the vicinity of Newburgh New York in 1995.

Pro Solo

*[this section was contributed by Josh Sirota of the San Francisco region of the SCCA]*

Pro Solo events use the same sites and speed guidelines as Solo II, but in a somewhat different format. The format consists of two mirror-image courses with a drag-strip start, complete with a christmas tree. Each competitor receives 6 runs on each side over the course of two days. After that competition, the top 32 drivers from each of the 17 classes compete in a single-elimination tournament, with a handicapping system to equalize the cars from different classes. Unlike the amateur Solo I and Solo II events, Pro Solo events pay prize money. Competitors must be SCCA members and hold a Pro Solo license, although the latter requirement is waived for a competitors first event in a given season. Pro Solo is a travelling series, typically with 10 events plus the season finale.

### Rallying in the SCCA

*[most of this section was contributed by Barry Berg of the Land'o'Lakes Region of the SCCA]*

Rallying is a sport which generally involves driving on normal, public roads. There are a number of different sports gathered together under this banner.

#### Road Rally

Sometimes you will see the word spelled Rallye. While this is generally used internationally, some people use it to differentiate this event from some political gathering. A rally is generally a competitive event. They are normally run over public roads, and except for PRO Rally do not require specialized equipment or licenses.

Many SCCA regions have rally programs; these rallies will generally be either Gimmick or Time-Speed-Distance, so called TSD Rallies. TSD events may take one of two forms: Either a Touring Rally or a Course Rally. There are National and Divisional programs in TSD Rallying. At the National Level there is The National Course Rally Championship and The National Touring Rally Championship.

#### Gimmick Rally

Gimmick Rallies vary widely; the topic is far too broad to cover in a brief note. Generally these are low key events where the primary object is to have fun, rather than serious competition. A Gimmick rally is a very good way to introduce yourself to the sport of Rally. Normally a Gimmick rally will have some puzzle to solve. Perhaps the contestants must search for answers to questions. These answers may provide clues to where the rally route goes, or must answer questions about signs and buildings on the route. The Gimmick may be to draw a playing card at each checkpoint, also known as a control, and the best pokerhand wins. Most, but not all, Gimmick Rallies are won by luck or chance, rather

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than skill. That is why they are not considered competitive. There are no Gimmick Rallies on a Divisional or National Basis in the SCCA. Generally, SCCA membership is not required to enter a Gimmick rally offered by an SCCA region.

#### TSD Rally

TSD Rallies are generally thought of as "more serious" than Gimmick Rallies. They are called TSD because one of the three variables in the equation  $D = RT$  are given, where D is the distance to travel, R is the speed to travel at, and T is the time to travel in. Normally the variable given is R which is usually 10% below the speed limit. This is the AVERAGE speed you must travel. If you slow down for a corner, or stop for a sign, you will have to go faster than that average to make up the time you lost. The Checkpoints, or controls as they are also called, will note the time you arrive at their location. Generally for every 0.01 minute (0.6 seconds) you are early or late you receive one point. The team (Driver and Navigator) who scores the lowest points (minimum error) wins their class. This would be easy if you knew where the controls were. That is a carefully guarded secret. You are provided instructions which will take you along a very specific route. Normally this lets you do some scenic driving out in the country, as most rally routes try to avoid congested areas as much as possible. This distance is carefully measured, and since the rate (R) is known, the your perfect arrival time (PAT) is known. However your team must not only calculate your perfect arrival time, but you must drive it as well. The type of route instructions also determines whether you are participating in a tour or course rally.

Tour Rally instructions give you specific and clear instructions as to the rally route. Course Rally instructions may include traps that will if taken cause you to travel either shorter or longer than the intended distance. This will cause you to enter the control either earlier or later than your perfect arrival time, thereby affecting your score. Essentially in Tour Rallies, you only need to concentrate on staying on time. Course rallies require not only staying on time but on course as well. Sometimes rallies are advertised as being "brisk"; this means that the average speeds given are very close to the speed limit, and the roads are twisty or offer the driver some other challenge. This adds an additional dimension, since driver ability also comes

into play as well.

TSD rallies are offered on a low key basis by many regions, and there are National and Divisional series for more serious competitors.

#### Pro Rally

Pro Rally is considered by its enthusiasts to be the purest form of racing. Essentially stock cars as they are delivered from the show room are fitted with safety equipment and shields to protect the car from road hazards. Additionally they are usually fitted with large driving lights since many events run at night. The event is run on public roads, which are closed to the public while the event is being run. Most times these are logging roads, but not always. Cars are sent down these roads one car at a time at one minute intervals. The object is to drive as fast as you can, and faster than your competition. If you can catch the car in front of you, you can pass them. Speeds on these logging roads can reach as fast as 150 MPH by some of the top drivers. As such PRO Rally is best described by the saying "Real Roads, Real Cars, Real FAST." The time to traverse each closed road section or stage as it is called is added to your total. The winner is the competitor who has the fastest total time for all stages. Normally events are timed to hour, minute, and seconds. There are many classes, which offers the PRO Rally competitor a relatively inexpensive alternative to road racing.

Unlike Road Racing you do not get to practice on the stages. Essentially the first time you see them, you are there. A PRO Rally team consists of a Driver and a Co-Driver. The Co-Driver reads the "Route Book" which describes the major hazards of the stage. However, the team must drive through many twists and turns that are unmarked, using things like tree lines to discern which way the road goes. Remember you are doing this while driving as fast as you can. Thus the co-driver is an integral part of the team, as they may see the road surface, before the driver does. Consequently, drivers rely on their co-drivers for driving information when they can't see the road ahead. This is truly team racing.

Pro Rallies are offered on a National and Divisional level, and require SCCA Membership and an appropriate Competition License. There are substantial opportunities for SCCA members to work at various Rally official jobs during these events as well.



## Competition Licenses

Some form of Competition license is required for events where significant safety equipment is required (Road Racing, Pro Rally, Solo Trials, and Solo I.) Procedures for obtaining these licenses vary. All SCCA Competition licenses require full SCCA membership. Holders of trial or temporary memberships must upgrade to full membership before applications for Competition Licenses will be accepted.

Prior to 1995, Competition License holders had to be 18 years old or older (with slightly different policies in certain states.) The SCCA has made a major change in their licensing policies, and under proper circumstances 16 and 17 year olds may now obtain Novice Permits and Competition licenses. For more information, contact Central Licensing at the National Office .

### Road Racing Competition Licenses

To obtain a license to drive in an SCCA sanctioned race, one must follow the following process. First, a passport-type photograph and a completed SCCA Medical form must be provided to the National Office , or to the Competition Chair for the driver's Region of Record (our local competition chair is Jack Hanifan.) A Novice Permit will then be issued.

With a current Novice Permit, the permit holder can then attend SCCA Racing school. Normally, satisfactory performance at two schools is required before the permit holder can drive in their first race, although in some cases, the requirement for a second school can be waived if the permit holder performs particularly well at their first school. If the permit holder performs poorly, though, there is no guarantee that two schools will be sufficient. Once the school requirement has been completed, the permit holder must complete two races satisfactorily. The permit holder may then apply for a Regional Competition license, which will allow them to compete in any Regional SCCA race. A Regional Competition license holder who completes 4 or more races in a single year may upgrade to a National License upon application to the National Office .

### Solo I Competition Licenses

For Solo I competition, SCCA members may

obtain a Solo I Novice Permit by submitting the medical history section of the SCCA Medical form, an application form, and a fee of \$25 to SCCA Central Licensing. The holder of a Solo I Novice permit may participate in "novice approved" Solo I events, and in SCCA Solo I school. After taking the School and competing in three suitable Solo I events, the Novice Permit holder may then apply for a Solo I driver's license. Holders of Club Racing competition licenses may participate in Solo I events without going through the Solo I licensing process.

### Solo Trials Competition Licenses

Solo Trials are a new program and information is still not widely available. For information on Solo Trials, contact the Rally/Solo Department at the National Office .

### Pro Rally Competition Licenses

*[This section was written by Barry Berg]*

To obtain a license to drive in an SCCA sanctioned PRO Rally, one must follow the following process. First, a completed SCCA Medical form must be provided to the National Office . A provisional Divisional License will then be issued. If you are not an SCCA Member, your membership application must also be included. Medical forms may be obtained by calling or writing the National Office in Denver, or from your regional competition board. These licensing procedures apply to drivers and co-drivers equally.

With a Provisional Divisional License, the provisional licensee may attend an SCCA Divisional Rally Seminar. These are usually held a few hours before registration at Divisional Rallies. Check with the registrar of your first Divisional Rally to verify when the seminar will be held. After attending the seminar, you will be allowed to register and proceed through technical inspection for your first Divisional Rally. After you start your first Divisional Rally your license will become a Divisional License, rather than a provisional. After you have finished two divisional rallies, your divisional steward, or the national steward may recommend you for a national license. A National License is required to enter a National PRO Rally.

Within either license class drivers are seeded depending on how they well they performed on

preceeding events. The co-driver always takes the seed of the driver, regardless of what their seed is. New drivers in either license start as seed 6. After two events they usually advance to seed 5. Seed 4 requires that the driver have finished in the top 10 of an event. And so forth. Teams are started in seed order, with a random drawing for start position within each seed.

Current regulations, as of January 1, 1995 require minimum personal safety equipment for each competitor to include one layer of fire retardant clothing and a helmet that meets Snell '90 certification. For additional requirements regarding safety and car preparation requirements consult the SCCA PRO Rally regulations available from National Headquarters, or your Region.

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## A Steward's View

### Roly Heacox

Two of your region's stewards ventured to beautiful downtown Buffalo, near the lake, on a nice spring weekend. The weather was typical western New York springtime, cool nights and breezy sunny days.

Jack Hanifan and I left early afternoon on Friday and motored right thru to the middle of the old downtown area. We stayed in the Hyatt Regency and had opportunity to stroll through some of the local areas and went through the nearby mall. The evening was spent with registration and the hospitality party enjoyed by everyone.

Saturday morning at 8am began the Roundtable schedule with welcome and opening remarks by the RE of Western New York, the host region. The day's sessions ran thru 5:45 with something of interest for all attendees, intersperesed with breaks and a nice hot buffet luncheon. The evening began with a cocktail hour, a very nice dinner, and topped off by Bill Milliken, founder of the host region and a racer from the 40's and 50's in SCCA's first years of the Glen Grand Prix. His presentation talk and the old films he showed were spellbinding and a great finish for the day.

Sunday's town meeting included all three directors from the Northeast, Bill Bradshaw, Jim Barbour, and Alex Miller.

The NEDiv meeting concluded the event by tying

up all the weekends business and sending all on their way until this season ends in the fall with the minicon in November. See you there.

## Meetings of the March 1st, 1995 Meeting of the Membership of the Mohawk-Hudson Region, SCCA

Meeting called to order at 7:55pm by R.E. Mike Larimer.

### Announcements

Son's Tavern, 1186 Western Avenue in Albany will be our new meeting site starting with the April 5th meeting. Jim Garry voiced concer over the quality of the the meeting room if and when "name" speakers are engaged.

IRS has approved our tax exempt status. All forms and returns must still be filed for state exemption. Mike spoke about speakers and discussions concerning all aspects of SCCA. He suggested a committee be formed to coordinate those efforts. Larry Morton, Jim Bucci, and Mike Weir volunteered their services on this committee.

An announcement that Stephanie Weiss and Allison Welty have resigned their positions on the board as of the February Board meeting.  
Treasurer's report — about \$17,000.00

### Old Business

Latham Circle Mall Car March 25th & 26th, Volunteers are needed to man the SCCA booth and answer questions.

The equipment for Photo Ids will be on hand for the April meeting at Son's Tavern.

Harold Cameron talked about the Ice Racing season.

Solo Results will be published in the near future. Larry Morton presented the "Perpetual Trophy" to Bob Bownes.

Meeting Adjourned at 9:30PM.

Phil Panos, Secretary

## 1995 NEDiv Racing Schedule

| DATES     | NATIONAL            | REGIONAL                                               | SCHOOLS            | OTHER                                                          |
|-----------|---------------------|--------------------------------------------------------|--------------------|----------------------------------------------------------------|
| April     |                     |                                                        |                    |                                                                |
| 8 - 9     |                     |                                                        |                    | NASCAR BGN NH                                                  |
| 22 - 23   |                     | Wdc/SmPt                                               | NER/NHIS (21 - 23) | INDY-SCCA Nazareth                                             |
| 29 - 30   |                     | NER/LRP(28 - 29) NeNa<br>StCt-WNY/NEL                  |                    |                                                                |
| May       |                     |                                                        |                    |                                                                |
| 6 - 7     | NYR/BRID            | NYR/BRID R Enduro                                      |                    |                                                                |
| 13 - 14   | StCt-Mahv/NEL       | StCt-Mahv/NEL NS,NT,R<br>NNJ/POCO(D) NaNy TRI/POCO(12) |                    | NASCAR BGN NH                                                  |
| 20 - 21   |                     | CNY/GLEN Ny,NC                                         |                    |                                                                |
| 27 - 29   | NER/NHIS (27-28)    | NER/NHIS(29) Ne                                        |                    | Indy 500 TRANS-AM LRP                                          |
| June      |                     |                                                        |                    |                                                                |
| 3 - 4     |                     | NYR/LRP(3) Na<br>Wdc/SmPt M                            | NYR/LRP (2)        |                                                                |
| 10 - 11   |                     |                                                        |                    | NASCAR Dover<br>F1 Canad, INDY Detroit<br>SCCA Detroit, NASCAR |
| 17 - 18   | Wdc/SmPt            | GLEN/GLEN Na<br>WNY/MOS<br>LONGEST DAY NELSON          |                    |                                                                |
| 24 - 25   |                     | TRI/POCO(23-25)<br>MAHV/NEL R MAHV-NEO/NEL             |                    | NASCAR BGN/MSA Glen                                            |
| July      |                     |                                                        |                    |                                                                |
| 1 - 2     | NNJ/LRP(6-30 - 7-1) | MOHUD/LRP(7-4) NaNy                                    |                    |                                                                |
| 8 - 9     |                     | Wdc/SmPt M                                             |                    | NASCAR NHIS                                                    |
| 15 - 16   | FING/GLEN           | FING/GLEN NS,R<br>NER/LRP(14-15) NaNe                  |                    | INDY/SCCA TORONTO                                              |
| 22 - 23   |                     |                                                        |                    | INDY/SCCA CLEVELAND                                            |
| 29 - 30   | TRI/POCO            | GLEN/GLEN NyM<br>NER/NHIS(D) NaNe                      |                    | INDY MICH                                                      |
| August    |                     |                                                        |                    |                                                                |
| 5 - 6     |                     |                                                        |                    | NASCAR Indy SCCA Trois                                         |
| 12 - 13   |                     | NER/NHIS NaNe<br>Wdc/SmPt M                            | NER/NHIS (11)      | NASCAR/SCCA Glen<br>INDY/SCCA Mid-Ohio                         |
| 19 - 20   |                     | StCt/NEL<br>NNJ/LRP(18-19) NaNy                        |                    | Indy/SCCA NHIS<br>NASCAR MICH                                  |
| 26 - 27   |                     | GLEN/GLEN(26-27) NyGLEN/GLEN(25-26)                    |                    |                                                                |
| September |                     |                                                        |                    |                                                                |
| 2 - 4     | WNY/MOS(2-3)        | Wdc/SmPt(D) M<br>NER/NHIS(D) NaNe                      |                    |                                                                |
| 9 - 10    |                     | NYR/BRID Na                                            |                    |                                                                |
| 16 - 17   |                     | FING/GLEN Ny                                           |                    | NASCAR Dover                                                   |
| 23 - 24   |                     | Wdc/SmPt, Nt                                           |                    | NASCAR BGN NHIS                                                |
| 30 - 10/1 |                     | NYR/LRP(29-30)Na NARRC Runoffs                         |                    |                                                                |
| October   |                     |                                                        |                    |                                                                |
| 7 - 15    | Valvoline Runoffs   |                                                        |                    |                                                                |
| 14 - 15   |                     | NER/LRP(13-14) R-IT/AS                                 |                    | NASCAR BGN LRP                                                 |
| 21 - 22   |                     | NER/NHIS Ne<br>MAHV/NEL(D)                             |                    |                                                                |
| 28 - 29   |                     | WNY/NEL Ny Wdc/SmPt                                    |                    |                                                                |

## Key to Abbreviations

|    |            |    |        |    |            |    |         |
|----|------------|----|--------|----|------------|----|---------|
| Na | NARRC      | D  | Double | Ne | NewEngland | M  | MARRS   |
| R  | Restricted | Ny | NYSSRC | T  | Tentative  | Ns | NASPORT |
| Nt | NaTCS      | NC | NYCER  |    |            |    |         |

## Ice Trial Gallery

Top: The Green Machine Team, led by Mohud member Mark Formel (on left)

Bottom: Activities Directory Allison Welty prepares to "take a spin" in the Green Machine, while Mohud Autocross Chair Bruce Taylor mans the start line.



## SATURDAY MARCH 4, 1995 PITTSFIELD WINTER CARNIVAL ICE TRIALS RESULTS: (ALL TIMES IN SECONDS)

POS CAR # CLASS DRIVER VEHICLE RUN 1 RUN 2 RUN 3 RUN 4 RUN 5 RUN 6 BEST

FOUR WHEEL DRIVE - UNSTUDED TIRES:

1 4 4WD DAVID COOK SUBARU BRAT 99.536 999.900 84.684 82.876 83.706 82.876  
2 9 4WD BOB GREEN 87 JEEP CHEROKEE 92.115 95.966 86.995 87.044 86.193 86.193  
3 11 4WD BILL SARNO 78 SUBARU LEGACY 98.568 92.958 94.648 87.713 88.803 87.713  
4 22 4WD DAMIAN KATT 86 DODGE RAM PUT 112.754 104.842 96.651 95.778 94.698 94.698

DUNE BUGGY (REAR ENGINE REAR DRIVE - SCREWS IN TIRES FOR TRACTION:

1 21 DB DAVID KOSLA ROYAL FF '79 74.617 69.034 68.973 73.526 71.582 68.973  
2 24 DB BERNIE MALUMPHY DUNE BUGGY 69.742 69.599 999.900 73.417 73.689 69.599  
3 2 DB BRUCE TAYLOR ROYAL FF '79 75.706 69.712 80.891 72.864 76.767 69.712  
4 20 DB JOHN FAIRWEATHER DUNE BUGGY 71.692 77.986 75.540 73.556 71.692  
5 15 DB GARY VIRGILIO DUNE BUGGY 75.058 72.551 72.045 72.819 75.903 72.045  
6 49 DB ROBERT HEBERT 71 VOLKSWAGON BUG 84.185 74.388 87.301 78.217 74.388  
7 29 DB STEVE SCOTT VOLKS DUNE BUGGY 85.285 80.027 81.983 80.027

FRONT ENGINE FRONT DRIVE - UNSTUDED TIRES:

1 0 FF MARK MAJCHER 95 FORD ESCORT 95.430 86.614 82.576 81.875 82.472 81.875  
2 12 FF PETER NIXON 95 FORD ESCORT 102.399 89.450 85.420 85.486 83.279 83.279  
3 6 FF CLARK NICHOLLS 95 FORD ESCORT 136.380 89.916 89.508 91.722 88.306 88.306  
4 13 FF DOM CARLINO 82 FORD ESCORT 105.941 100.427 97.169 90.467 89.022 89.022  
5 32 FF JEFFREY J. KEMP 82 FORD ESCORT 102.298 98.087 95.977 94.046 92.250 92.250

FRONT ENGINE FRONT DRIVE - BOLTS or SCREWS IN TIRES FOR TRACTION:

1 14 FF-S MARK FORMEL 80 HONDA 999.900 78.245 75.647 74.637 74.364 74.364  
2 31 FF-S ROBERT MOSER 80 SAAB 900 79.823 76.539 74.368 75.595 77.806 74.368  
3 18 FF-S RICHARD HARDBRAND 80 HONDA 82.704 78.813 76.72 74.603 74.576 74.576  
4 26 FF-S MICHAEL DAVIS 80 HONDA 82.302 77.506 75.367 74.885 75.604 74.885

FRONT ENGINE REAR DRIVE - SCREWS IN TIRES FOR TRACTION:

1 25 FR-S MARK FORMEL 72 OPEL MANTA 77.414 85.086 84.241 76.850 94.598 76.850  
2 7 FR-S GENE ALLEN 72 OPEL MANTA 89.512 78.767 79.253 80.972 83.909 78.767  
3 17 FR-S LUANN BEACH-ALLEN 72 OPEL MANTA 94.304 91.556 90.935 92.417 91.870 90.935

GREEN MACHINE 2 (67 CHEVELLE 289ci) - BOLTS IN TIRES:

1 10 GM MARK MAJCHER GREEN MACHINE 2 82.361 84.064 80.674 79.554 79.787 79.554  
2 46 GM RICHARD HANDLOWICH GREEN MACHINE 2 79.764 84.248 86.799 93.475 79.764  
3 28 GM MARK A FORMEL GREEN MACHINE 2 84.105 80.163 88.403 90.223 80.163  
4 27 GM DAVID COOK GREEN MACHINE 2 85.607 83.643 80.770 80.976 80.384 80.384  
5 1 GM BOB GREEN GREEN MACHINE 2 82.107 81.595 82.942 81.933 85.557 81.595  
6 19 GM BILL SARNO GREEN MACHINE 2 86.154 82.542 82.238 81.852 83.011 81.852  
7 35 GM KEITH MARTENS GREEN MACHINE 2 83.987 85.121 83.181 83.213 95.238 83.181  
8 34 GM DAVID KOSLA GREEN MACHINE 2 92.697 83.446 84.729 87.210 84.945 83.446  
9 5 GM PETER NIXON GREEN MACHINE 2 85.697 83.789 84.785 88.377 86.164 83.789  
10 16 GM CLARK W. NICHOLLS GREEN MACHINE 2 88.597 85.280 86.382 89.012 85.536 85.280  
11 23 GM MICHAEL DAVIS GREEN MACHINE 2 86.068 92.806 999.900 85.679 88.157 85.679

REAR ENGINE REAR DRIVE - STUDS IN TIRES:

1 30 RR-S SCOTT DOYLE 71 VW BUG 76.173 76.483 76.103 78.086 78.088 77.862 76.103  
2 33 RR-S ROBERT HEBERT 71 VOLKSWAGON BUG 79.505 999.900 82.628 86.302 999.900 79.505  
3 36 RR-S JOHN FAIRWEATHER 71 VOLKSWAGON BUG 79.712 81.039 85.706 88.344 79.712  
4 8 RR-S STEVE SCOTT 71 VW BUG 81.650 80.977 82.169 100.137 87.412 89.366 80.977

SUNDAY MARCH 5, 1995 PITTSFIELD WINTER CARNIVAL ICE TRIALS  
RESULTS: (ALL TIMES IN SECONDS)

POS CAR # CLASS DRIVER VEHICLE RUN 1 RUN 2 RUN 3 RUN 4 RUN 5 RUN 6 BEST

FOUR WHEEL DRIVE - UNSTUDDED TIRES:

1 26 4WD BRIAN FORMEL 84 CHEVY PUT 84.295 85.499 89.180 90.098 90.725 84.295  
2 4 4WD DAVID COOK 78 SUBARU BRAT 91.700 86.088 87.002 88.772 91.441 86.088  
3 7 4WD BRAD MARTIN 92 SUBARU SVX 103.536 87.136 90.117 87.136  
4 32 4WD STEVE SCOTT 87 SUBARU WAGON 88.105 88.986 94.810 94.681 93.029 88.105  
5 33 4WD ROY MARASCO 96 TOYOTA PUT 90.613 89.718 89.128 88.909 90.692 88.909  
6 11 4WD RICK BLEI 87 SUBARU WAGON 90.788 91.071 91.774 98.179 95.841 90.788

DUNE BUGGY (REAR ENGINE REAR DRIVE - SCREWS IN TIRES FOR TRACTION:

1 21 DB DAVID KOSLA 79 ROYAL FF 70.641 73.700 75.588 79.815 80.262 70.641  
2 24 DB BERNIE MALUMPHY 71 VW DUNE BUGGY 73.291 74.494 91.635 81.998 73.291  
3 22 DB JOHN FAIRWEATHER 71 VW DUNE BUGGY 74.212 77.131 81.966 83.727 97.224 74.212  
4 2 DB BRUCE TAYLOR 79 ROYAL FF 999.900 76.828 80.598 999.900 76.828  
5 13 DB JOHN BERNARDO 71 VW DUNE BUGGY 82.935 79.181 82.737 105.407 110.442 79.181  
6 31 DB SCOTT DOYLE 71 VW DUNE BUGGY 83.265 83.805 91.223 83.265  
7 35 DB BOB HEBERT 71 VW DUNE BUGGY 999.900 91.258 95.585 91.258  
8 9 DB RICHARD WELTY 79 ROYALE FF 100.079 99.788 94.848 999.900 100.603 94.848

FRONT ENGINE FRONT DRIVE - UNSTUDDED TIRES:

1 16 FF MICHAEL DAVIS 86 MERCURY LYNX 98.060 95.688 98.634 103.331 103.410 95.688  
2 3 FF STEVE RAEDY 94 ACURA INTEGRA 104.186 97.056 98.553 107.434 112.499 97.056

FRONT ENGINE FRONT DRIVE - BOLTS or SCREWS IN TIRES FOR TRACTION:

1 1 FF-S MARK A FORMEL 80 HONDA CIVIC 77.952 101.380 78.101 84.800 84.449 86.764  
77.952  
2 5 FF-S MICHAEL DAVIS 80 HONDA CIVIC 80.103 80.095 81.575 84.207 88.097 80.095  
3 10 FF-S RICHARD HANDLOWICH 80 HONDA CIVIC 80.416 80.339 83.606 83.878 87.880 80.339  
4 14 FF-S RAYMOND HALL 80 HONDA CIVIC 81.671 81.228 82.924 85.710 87.831 81.228  
5 15 FF-S BRAD MARTIN 92 HONDA CIVIC DX 82.098 83.320 82.098  
6 23 FF-S JAMES MOORE 92 HONDA CIVIC DX 83.761 85.376 85.945 90.078 83.761

FRONT ENGINE REAR DRIVE - SCREWS IN TIRES FOR TRACTION:

1 20 FR-S MARK FORMEL 72 OPEL MANTA 89.440 79.971 82.193 999.900 83.649 95.583 79.971  
2 17 FR-S GENE ALLEN 72 OPEL MANTA 82.749 84.581 85.353 88.253 93.803 82.749  
3 40 FR-S DARIO CAVALLERO 90 VOLVO 940T 99.706 94.706 100.058 99.072 102.462 94.706

GREEN MACHINE 2 (67 CHEVELLE 289ci) - BOLTS IN TIRES:

1 30 GM DAVID COOK GREEN MACHINE 2 83.357 100.136 87.191 94.090 88.938 83.357  
2 27 GM MICHAEL DAVIS GREEN MACHINE 2 84.510 89.412 84.491 95.534 97.111 84.491  
3 18 GM BRIAN FORMEL GREEN MACHINE 2 93.983 86.273 111.807 86.273  
4 12 GM PETER NIXON GREEN MACHINE 2 87.930 88.038 108.587 95.242 97.047 87.930  
5 25 GM GENE ALLEN GREEN MACHINE 2 90.790 999.900 89.168 89.168  
6 6 GM CLARK W. NICHOLLS GREEN MACHINE 2 92.366 90.509 96.547 118.458 100.022 90.509  
7 8 GM RAYMOND HALL GREEN MACHINE 2 96.424 111.061 95.727 91.790 100.617 91.790  
8 28 GM MARK FORMEL GREEN MACHINE 2 999.900 93.343 999.900 93.343  
9 19 GM ALLISON WELTY GREEN MACHINE 2 95.423 96.528 102.178 107.615 95.423



|            |
|------------|
| 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 \_\_\_\_\_

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



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“Friendship.  
Challenges.  
Variety.  
Ambition.  
Racing.”

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



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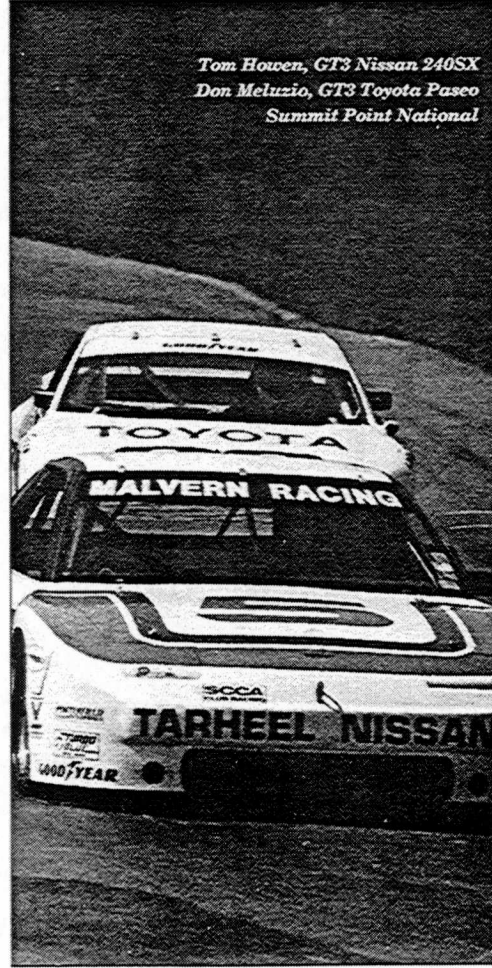
“Friendship.  
Challenges.  
Variety.  
Ambition.  
Racing.”

*—Northern New Jersey  
Turn Marshals*

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



Discovery.  
Excellence.  
Pride.  
Tradition.  
Racing.

**This is  
SCCA.**  
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Membership  
Information  
**(800) 972-6662**





## 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

**VW Rabbit Race car,** Improved Touring B, full Bilstein suspension, extra wheels and tires, spares. very dependable, race ready. \$3295.00  
**1983 VW Rabbit.** 1600cc, Bilstein struts, Yokohama A008s, new parts, great potential. \$600.00. Jim 782-0954

**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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DRIVEN TO PERFORM.

# News & Events

## Meetings (and a new location)

**April 5th** — General Membership, Son's Restaurant, 1186 Western Avenue, Albany. This will be the **first meeting at this new location**. Our photo id equipment will be there and Area 10 Director Bill Bradshaw may be there as well. 7:30pm.

**April 17th** — Board Meeting, Holmes & Watson's, Troy, 7:30pm

**May 3rd** — General Membership, Son's Restaurant. Probable Meeting topic: Tech inspection. We are working on obtaining a video on the topic of how scrutineers are supposed to inspect roll cages, plus we will have very good materials from recent seminars by NEDiv Scrutineering Administrator Gary Grove and National Scrutineering Administrator Alan Fiala.

## Autocross schedule nearly set

But not quite in time for this issue. Call Bruce Taylor for up to the minute information. There will probably be a late April event at Brodie, and a mid-May event at the P-Lot.

## Tech Party Plans Settling down

The place will be Consignment Auto on Central Avenue (see the add inside for the address); the date is yet to be determined. call Jack Hanifan at 518-438-3754 for details.

RD 1, Box 286  
Rensselaer, NY 12144

