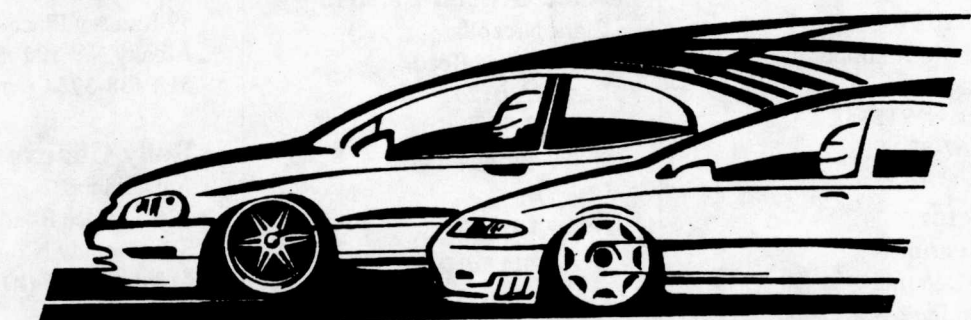




Knock Off

Official Publication of the Mohawk Hudson Region



SUPER TOURING CHAMPIONSHIP

**North American Touring Car Championship,
the debut of European-style 2-liter sedan racing
at Lime Rock Park, May 25-27**

April 1996

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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 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.)

Advertising Rates

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Full Page	10 x 7	\$20	\$100
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Half Page	10 x 3	\$15	\$75
Quarter Page	5 x 3	\$10	\$50
Business Card	—	\$5	\$25

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REport

by Larry Morton

I don't have much to report this month. Since the Roundtable ended I have spent most of my waking hours prepping my car for the NESCCA race at Summit Point and I really haven't had my RE hat on much at all. I had to cancel the Board meeting in March so there is no news from that group. Bill Bradshaw was our guest at the last membership meeting and he brought us up to date on National issues.

Greg Rickes has some new obligations that will prevent him from continuing as KnockOff editor, so we need a volunteer to take over that position. Perhaps more than one person could team up and publish the KnockOff thereby lessening the burden on one person. If you could help, call Greg and find out what's involved. This is a critical part of our Region to get the word out to people we don't normally see.

The Speed Freakz program is being coordinated by Chris McAllister and is being to make it's presence known. They will have a booth at the Vocational Schools Conference near Monticello, NY in late April and some of our members will be there to assist. Chris has been publishing newsletters and speaking to the Area 10 REs about the program, which under her guidance should help bring young members to SCCA.

The May meeting will be at Son's on May 1st, we need to start work on our race. A race chairperson is still needed; this is critical, no chair, no race.

The June meeting is going to be held at Kurt & Stephanie Weiss' shop and the subject will be roll cage design and installation. We have a video on the subject, and Kurt will have a car in the shop having a cage installed. Directions to their shop follow this article. That meeting will be Wednesday, June 5.

As soon as I send this off to Greg, I have to load the trailer and leave for Summit Point. Mike Larimer and Craig Booth are going with me to keep me out of trouble. Mike Weir and Jeremy Treadway are also competing at Summit this weekend, so I'll have a report of that event at the next meeting.

Larry

Directions for how to get to Kurt & Stephanie Weiss' shop for the June meeting

from Albany:

Take I-90 East just across the Hudson to Exit 7, Washington Ave. At the end of the ramp, there's a light; turn left. Follow Washington Ave through several lights; go straight across Route 4, and suddenly you're on Route 43. Follow Route 43 for 10-15 miles. (Be sure to make the right turn at the Cumberland Farms when 43 turns there.) The first Stephentown signs are for West Stephentown, after which you'll be heading uphill through some short but interesting twisties. The road then straightens out and flattens off. Just before it heads back downhill, there's a dirt road on the right: Tinley Road. There's a NYSEG substation on the corner, and I suspect we'll have to "borrow" some of their driveway to park cars on. Our house is the first house on the right, about 1/4 mile up the street. Phone number, in case you get lost, is 518-733-6499.

From Troy: Route 66 is an option; it turns into Route 43 at the Comberland Farms mentioned in the Albany instructions.

From Pittsfield, Mass.: Take Route 20 over the mountain to catch Route 22 North toward Stephentown. Follow it for about 5 miles until you hit a stoplight, which is downtown Stephentown (stop laughing), and turn left; you're now on Route 43. Follow this road through the best 55-mph twisties in Rensselaer County for exactly five miles, and on your left you will see Tinley Road. We are first house on the right, but you might have to park at the power substation if the turnout is huge.

Consignment

Auto Sales, Inc.

Specializing in MG & Triumph
Parts — Sales — Service
484 Central Avenue
Albany NY 12206

518-438-2881

NEDiv Roundtable -- The Solo Side
by Jim Garry

MoHud does a nice job at hosting Divisional conventions like the just completed Roundtable held in Saratoga in March. In the last issue of the Knock Off, our R.E., Larry Morton, gave us a general recap but mentioned that he wasn't able to check out the Solo track of the meeting. Since it was probably the best Solo track of any Divisional convention ever held, I'd like to hit on a few of the highlights from each Solo related seminar.

The morning started with two concurrent Solo seminars. One was the Solo I Town Meeting, which I didn't attend. Kathy Barnes, our Solo Events Board representative was there and told me that it was a productive meeting. The other Solo seminar at that hour was the Solo II Course Design seminar. Since that seminar has been held at many Divisional and National conventions in the past, I thought that it would be lightly attended this time. However I was pleasantly surprised when about 20 attendees showed up. The one hour seminar included the mention for the need for course designers to keep an open mind and to accept constructive criticism. They should also think about and map their courses before actual set up. Also, Solo II has progressed away from torturous courses the majority do not perceive these to be fun; it is also a proven way to lose new people. Therefore, it is important to make courses flow; one way to do this is to keep the gates wide (which, it was demonstrated, is possible without a significant increase in speed) and to allow drivers room to "set up" for each

element without having to downshift to first-crawl-hunt-and still not be able to get where you want to be on the course. Very critical to a good course design is the need to make it visually clear so that off-courses are kept to a minimum. There were literally hundreds of other points made during this seminar. If you'd like to see the course design notes from this seminar, contact me at 518 439-3107 (or at garryj@crisny.org).

The next seminar was the Solo II Town Meeting. The main topic of discussion was site acquisition problems. At the time of the meeting it looked like New England Region was about to get permission to use a huge site in Connecticut as a place to host the Divisionals. Let's keep our fingers crossed. Other-wise the NEDiv may not have a good divisional this year.

Rob Foly, Solo II Divisional Steward, said that he is considering changing the Divisional format away from the traditional huge two day event. Instead, we'd get three smaller two day events utilizing existing, high quality events from around the Division. This would eliminate the administrative problems created when 300 competitors turn out. It would also encourage people to "get out of their local sandboxes" and taste other events. As an example of the types of events that would be used for a Divisional series, Rob cited the Finger Lakes Grand Prix (Rochester), the PA State Championships (Harrisburg), and an event by NER, perhaps the one in Connecticut. Problems still exist however. Finger Lakes Region has lost the site for their Grand Prix. Harrisburg lost their site too but it looks like they may get it back. As for scoring an

overall Divisional win, Rob said he'd probably go with a required 2 out of 3 events. One last note, Central NY Region is actively pursuing permission to use Griffiss Air Force Base for autocrossing.

After lunch, Tina Reeves from Finger Lakes discussed Solo II Regional Development. For those who are unaware, Finger Lakes has had a very successful Solo II program for many years. Tina mentioned many techniques used by her region, but I'll just recount two of them. Very importantly, they have a solid novice program which really caters to the new people. It includes identifying new comers at registration and a mentoring program so that new folks know where to go to get help. It is the mentors' job to watch the runs of the new drivers assigned to them and offer help. They also advice help with non-driving needs (how to set up a car, where to go for parts, how to interpret the rule book, how to perform your work duties, etc). The other important factor in Finger Lake's success is that they have a party committee dedicated to holding a post-event party after every event. Does this sound minor? It isn't! Through these parties, competitors get to know each other better and trade driving and working tips as well as have fun. The camaraderie of the region improves tremendously and everyone becomes friendlier and "tighter". Tina said that for a few years the parties were stopped and the region's success began to ebb. When the parties started again, things returned to normal.

Next up was a seminar titled "Fast Is As Fast Does". This was hosted by Roger

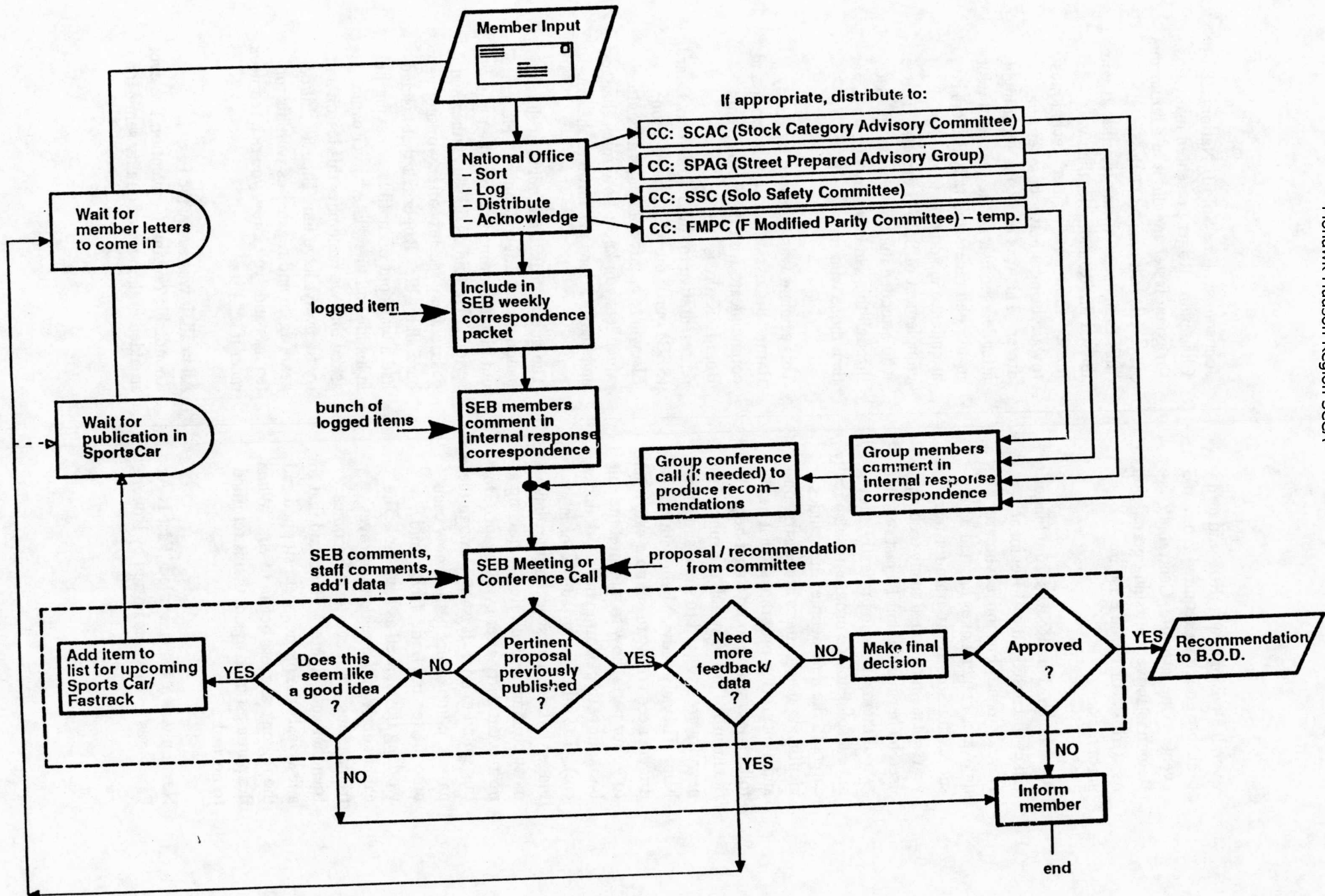
Johnson, six time Solo II National Champion. Roger presented many tips for going faster and did it in a humorous way. His talk was NOT the usual "this is an apex" boring lecture. If you missed the Roundtable, then you missed some key "insider" techniques toward being a better competition driver. This was easily the most highly attended seminar of the weekend with many road racers and rally drivers in attendance in addition to the full complement of Solo II drivers. Those who attended the convention and sat through this seminar may just go faster than those who missed out.

This seminar was followed by Kathy Barnes' discussion on how to work and communicate with the Solo Events Board. Kathy is the NEDiv representative to the Solo Events Board (SEB) our is the SEB chairperson. Elsewhere in this column is a handout which lets you know how rules changes and clarifications get through the pipe.

The guest speaker that night at the banquet was Roger Johnson. He started out in a humorous vein but then got serious. He told us that his father had passed away recently after working very hard all his life. Roger felt that his dad had always put off until later having fun in his life and then "later" nver came. He asked that we remember this lesson and try to always have fun. Then he shifted gears again and regaled us with his top ten lists and "you know you're a red neck racer if ..." lists.

All in all, it was easily the best Roundtable or Mini-Convention I've ever attended in the way of quality seminars.

How the SEB Works (Sort Of)



What should your correspondence look like?

- It must be mailed

Solo Events Board
S.C.C.A., Inc.
9033 E. Easter Pl.
Englewood, CO 80112

- It should be typed (neat printed handwriting will do)

- It should contain at a minimum:

- o The category or area of the issue you're addressing (e.g., Stock classing, Safety, Prepared allowances)
- o The specific class and car (year, make, model, option package) involved, if applicable
- o The section(s) and/or page(s) of the current rule book involved
- o Data supporting your stance or inquiry, and sources you used to obtain it
 - o Car specifications
 - o Production information
 - o Modification information
 - o Availability data
 - o Cost data, if applicable
 - o Participation numbers (and at what events) if applicable
 - o Site, course, facility, logistical, procedural information if applicable
 - o Any other relevant data
- o The bottom line; what is your question, position, proposed change, advocated action?
- o Your name and mailing address (and phone number if appropriate)
- o Clear copies of shop manual (or other) spec sheets, photographs, etc. if applicable

What should you expect in reply?

- An acknowledgement letter from National Office, sometimes with an answer to your question if it is simply one of rules content (e.g., "What class does my Miata with an aftermarket turbo run in?").
- A followup response letter from the SEB, if one is needed, after a decision or ruling has been made –AND / OR– an item in *Sports Car* either requesting general membership input on your issue or indicating its disposition.

1996 Season Schedules of Note

Skip Barber Racing School Formula Dodge Series

May 10-11 Lime Rock Park *
June 1 -2 New Hampshire Intl
June 21 - 22 Lime Rock Park *
July 12 - 13 Lime Rock Park *
Aug 31 - Sep 2 Mid-Ohio
Sept 21 - 22 Watkins Glen
Oct 4 -5 Lime Rock Park *

* corner workers needed; - call 860 435-1300 or email speed@skipbarber.com for info on Frequent Flagger incentives

Lime Rock Park

Tuesday Test Sessions

April: 9, 23, 30

May: 21 (IMSA/TransAm)

June: 11, 25

July: 16

August: 13, 27

September: 17, 24

October: 15

for more information call 203-435-5000
or email 103341.2046@compuserve.com

Central New York Region SCCA NY Solo II TENTATIVE 1996 Schedule

Solo Chairs: Paul Grover (315)446-8538, Rex Franklin (315)458-9282

APR 21 Sam's Club, Erie Blvd,
Syracuse

MAY 5 River Valley Speedway,
Greene NY

JUN 2 UPS, North Syracuse

JUL 21 Griffiss Business & Technology
Park, Rome (alternate site:

Charlestown Business Complex, Utica)

AUG 18 Camillus Mall, Camillus

SEP 8 Griffiss Business & Technology
Park, Rome (alternate site: Charlestown
Business Complex, Utica)

OCT 6 River Valley Speedway, Greene
for current info via Internet:

[HTTP://members.gnn.com/JWTodd60/
cny-sch.htm](http://members.gnn.com/JWTodd60/cny-sch.htm)

New England Region SCCA Solo II 1996 Calendar

April 14 - Horseneck Beach, Westport,
MA.

April 28 - Horseneck Beach, Westport,
MA.

June 1,2 - National Tour (Pittsburg, PA,
not an NER event)

June 9 - Wyman Gordon, Grafton, MA.

June 23 - Augusta, Maine

July 14 - Bayside Expo Center, Boston
MA.

August 4 - Wyman Gordon, Grafton,
MA.

August 16-18 - Northeast Divisional,
East Hartford, CT

September 29 - Stirling Moss and Team
Challenge, Horseneck Beach, Westport
MA

October 18-20 - RAL Weekend at NHIS
for current info via Internet:

[HTTP://www.artsys.com/ner/SoloII/
SoloII.html](http://www.artsys.com/ner/SoloII/SoloII.html)

Canadian Formula Ford 1600 Pro Series

May 17-19 Mosport

June 15 & 16 Montreal GP

June 21-23 Mosport

July 18 & 20 Lime Rock Park

Aug 3 & 4 Trois-Rivieres

Aug 17 & 18 Grattan MI

Aug 23 & 24 Mosport

September 14 & 15 Shannonville

for more info: phone 514 487-6900
or fax 514 487-4778

FOR IMMEDIATE RELEASE:

March 19, 1996

For further information Please call: John Howe, Series Coordinator
603 863-4098

1996 North Atlantic Road Racing Championship Series

It was announced March 16th, at the Northeast Division Roundtable at Saratoga Springs, New York, that the 32nd renewal of the North Atlantic Road Racing Championship (NARRC) will be contested over four tracks (Lime Rock, Watkins Glen, New Hampshire International and Pocono) in a fourteen (14) race series. The NARRC series culminates with a double points event at Lime Rock at the end of September. New for the 1996 series will be sponsorship by DRIVING IMPRESSIONS® who will provide season awards. In other developments a spec tire Club Formula Vee and an ITE class have been added. Nearly seven hundred drivers are expected to compete for over \$10,000 in points fund and product awards.

Michael R. Larimer
(518) 383-8051

THE DRIVING IMPRESSIONS® 1996 NARRC SERIES SCHEDULE

<u>EVENT #</u>	<u>CIRCUIT</u>	<u>MONTH</u>	<u>DATES</u>	<u>DAYS</u>	<u>REGION</u>
1 + 2	Pocono	May	11 - 12	Saturday - Sunday	Northern New Jersey
3	New Hampshire	May	18 - 19	Saturday - Sunday	New England
4	Lime Rock	June	1	Saturday	New York
5	Watkins Glen	June	15 - 16	Saturday-Sunday	Finger Lakes
6	Lime Rock	June	28 - 29	Friday - Saturday	Northern New Jersey
7	Lime Rock	July	6	Saturday	Mohawk-Hudson
8	Lime Rock	July	19 - 20	Friday - Saturday	New England
9 + 10	New Hampshire	July	27 - 28	Saturday - Sunday	New England
11	Lime Rock	August	16 - 17	Friday - Saturday	Northern New Jersey
12 + 13	New Hampshire	August/September	31 - 1 - 2	Saturday - Monday	New England
14	Lime Rock	September	27 - 28	Friday - Saturday	New York

Club FV added to NARRC series

The NAARC committee has approved Club Formula Vee (CFV) for the 1996 NARRC series. This began from an informal driver poll last year and developed through several mailings and a general meeting of FV drivers in January. The result of the meeting was that a formal poll was sent out to all the drivers and potential drivers in the NE. Out of the 160 mailed out, 70 were returned, a rate of over 43%. When the results were tabulated, the vote was split very close between an experimental class using the 1600 Volkswagen engine with a spec radial tire or just using a restricted tire selection. A third group voted for no changes, but the ratio was about 45%, 45%, 10%, the last being for no change. A compromise was presented at the Mini Convention and this was accepted. This calls for the tires to be restricted to the harder compounds available, but also allows the street radials (specific models) to allow information to be gathered as to their relative performance. Of course this allows drivers from Canada who have been running these tires to compete and this also will reduce the tire expense of the drivers who wish to use these tires.

Another facet of the rules is to require stock FV shocks on the front of the CFVs. This will keep the maximum cost of front shocks to \$45 total instead of the potential \$400+ for special shocks with the required development costs. At this time it was decided to leave the rear shock unrestricted within the current rules. If the proper technical wording can be found, this may be a future addition to the rules to further restrict costs.

The first race for this new class will be Pocono on May 11-12. These rules will allow most drivers to save thousands of dollars per year and the goal is to take this savings and increase the size of the fields.

CLUB FORMULA VEE RULES:

The purpose of CLUB FORMULA VEE is to trim the typical FV budget by not allowing the highest wearing tires and restricting money spent on shock development. It is a REGIONAL only class running in the NE division. Please check with region running the race about eligibility.

A driver must declare his intention to run CLUB FORMULA VEE prior to registration, and must run the allowed tires at all times.

TIRES:

The following compounds only, would be allowed for CLUB FORMULA VEE in 1996:

1. Hoosier 60 compound or Hoosier VROC as produced for FV.
2. Goodyear 600 compound as produced for FV.
3. Rain tires are free within FV rules (ref. 12.1.6.C.3.c-d)

In addition, the following wheel tire combination would be legal for CLUB FORMULA VEE. (Dry or Rain) Steel wheels must mount directly to the drum with no spacers. The following wheels are available from FAST Wheels 1924 East 6th Street, Tulsa OK 74102 (918) 599 9022.

1. a. 13" wheel, 5 1/2" front (3< bf.) and 7" rear (3> bf.) b. Toyo Proxes RA-1, tires size 185/60-13 F and 205/60-13 R
2. a. 14" wheel 6" wide (3= bf.) b. Yokohama A008RS2, tire size 185/60-14

SHOCKS

Front- a. Transporter steering damper or stock VW

b. May not be moved from factory position.

Rear a. Free within FV rules

MARKING

The car must have CFV prominently displayed on both sides. In addition the rear axle tubes or leading arms, must be marked with yellow paint or tape so as to be visible to the cars behind.

Compound indicator must be highlighted on the side of the tire in yellow.

ALL OTHER FV RULES APPLY!

If there is a question concerning these rules at a race they will be handled through normal SCCA procedures. Between races the Club FV committee will review and revise these rules if necessary. 1996 NE Club Formula Vee volunteer committee:

Chris Zarzycki 860 489 5220
Bob Green 860 824 5505
Paul Faford 603 434 4118

SCCA National Convention Report

David G. Wachtel

It was my pleasure to attend the National Convention in Atlanta from Wednesday, February 7 to Saturday February 10 1996. The convention was attended by approximately two hundred and sixty SCCA officials, staff and members. The convention was hosted by the Georgia Region. I can't say enough about the fine job they did in organizing this event. They did a great job.

Technical, specialty and general interest topics were covered in over forty seminars. I wish it had been possible to attend all of them but I had to pick and choose, a difficult task indeed. Here are some of my personal highlights .

Annual Breakfast

This was a working breakfast that featured the Board of Directors and the National staff.

Large regions lost members in 1995 while small regions gained, resulting in an increase of eight hundred and ninety seven members for a total of fifty one thousand three hundred and ninety two members

Although a series sponsor for the Trans Am has not been found, television coverage of the 1996 season will be international. Support races will get some television coverage as well.

The board and staff took some flack for the relatively primitive state of their computer operations and the lack of an SCCA web page.

Town Hall

Nick Crow discussed the goals of the Club for the next five years. These include maintenance of SCCA's significance in road racing, rallying and other forms of motor sport, increasing youth membership and improving club finances. He also reported that the National staff has been reduced to reduce operating expenses.

The loss of membership is occurring mostly (according to Mr. Crow) due to a lack of contact with the membership by the local regional personnel and insufficient recruiting at the local level. (I think that these are aspects of the problem but changes in demographics as well as economic and cultural factors are probably as important DGW). There is a ten to twelve thousand member turnover per year.

RE's and Staff Meeting

The traditional national conventions will no longer be held. Working conventions will alternate with "social" conventions. A yearly RE convention may be held in Denver.

Speed Freakz 1 and 2, Terry Basset

The "Speed Freakz" program was discussed at length in two seminars. This program is aimed at the sixteen to thirty year old demographic block as an effort to forstole the "Graying" of the SCCA. The program is expected to increase participation in the Solo Program as well as increase the number of race workers.

There is a short and quite good video tape available. A large static display for use at shows is also available. Merchandise and literature can be purchased from National.

There was quite a lot of comment about the name of the program. The approach was criticized by some on the grounds that the advertising material appeared to be racing related, but the main goal was to attract new people to the solo program. Other thought that the approach was right on target.

Getting Media exposure for yourself and your region

This seminar gave some valuable suggestions on how to write press releases and have them taken seriously by media decision makers. The discussion of "B-Roll" (background roll) video tape was new to me.

There was a lot of discussion regarding SCCA's proposed web page. The page will be marketing oriented. The CART page was put forward as an exemplar.

Automation of Regional Membership Services - B.Winters, D. Wachtel

The topic of my seminar was the computer automation of regional membership services. I emphasized why membership services should be automated. Member View, the software I have written to automate some of the membership functions of our region, was used as an example. The seminar was well received, with about ten regional representatives expressing an interest in obtaining the software for beta testing with a view towards purchasing it. Beta testing of the software will begin in approximately four weeks. Release is scheduled for the second quarter of 1996.

Brenda Winters fielded some questions regarding National membership services and remarked that computer automation of regional services was the wave of the future.

Sportsmanship

This was an interesting seminar that related human behavior, the rules and the elusive and ephemeral concept of sportsmanship in racing.

Of the 7430 licensed racing drivers in SCCA, 60% did not have a copy of the GCR's. If sportsmanship is related to knowing and following the rules, then there is a problem in club racing.

"Sportsmanship is like Pornography, you know it when you see it". There followed a discussion of situations from Court

of Appeals Cases to determine whether sportsmanship was exhibited.

Stewards

Much of this session was devoted to how to enforce the rules. Particular attention was given to how to control illegal cars, particularly in Showroom Stock and Improved touring. Drivers passing under the yellow flag has been identified as a serious problem.

Another problem discussed was the decrease in race staffing and what to do about it. Shutting down an understaffed event was urged.

Comp Board Town Hall

Most of this seminar was taken up by a discussion of the minutia of the E Production and Showroom Stock rules, particularly as regards carberation and car classification.

Solo Safety

The first half of the seminar featured the Solo Safety Video featuring Andy Andrews, RE of the Kentucky region. The video will be available from National soon. The theme of the video and the seminar was "insuring an Acceptable degree of Risk" for solo events.

The numerous social gatherings during the convention were most enjoyable. I met many of the people who make the SCCA work. I would like to thank everyone who attended the convention and particularly those who attended my membership seminar for being so kind and friendly. I particularly enjoyed the company of the members of the Finger Lakes and the Arizona Border Region. Together we closed out many of the cocktail parties and pretty near wore out the pool table at the Raddison.

Special thanks should go to Brenda Winters, Manager of Member Services for her many kindnesses and unflagging support for the membership seminar. I couldn't have given my seminar or even attended the convention without her support.

If you want more detail regarding these seminars, I would be happy to send you a copy of my notes or discuss any of these issues with you.

Latham Circle Mall Racing Car Show

I would like to take this opportunity to thank everyone who took part in the Latham Mall car show. I think the relatively short (two week) notice made it a bit more difficult to round up some cars. Still, we had a nice mix of race cars for our display area, including IT A/S, Production, Formula and Solo cars. Speical thanks to Rich & Allsion Welty, Stephanie Weiss, and Dave Wachtel for staffing our information booth.

Jim Bucci



Formula Ford 1600 racers looking for something a bit different this summer might want to look northward. The Atlantic Formula Racing Association, based in Nova Scotia offers an attractive invitation. AFRA runs a five weekend series at Atlantic Motorsports Park (Halifax Nova Scotia). AMS is an 11 turn, 1.6 mile circuit. They also run one weekend at Pennfield (NS) Raceway. Each weekend provides two races for FF1600, plus virtually unlimited testing time on Thursday and Friday of race weekend, for a modest \$50. The top four cars in last year's series were an '81 Crossle, '95 VanDieman, '89 Reynard and '83 Crossle. And they'll waive the \$175CDN entry fee for US visitors !

AFRA's Tim Chesnutt suggests making it a racing vacation. Take the ferry from Portland, Maine to Yarmouth Nova Scotia, stay for a weeks' holiday and AFRA will make sure you have extra hands to help at the track.

While AFRA focuses on FF1600. with sponsor support from Hankook Tires, Pegasus Racing Equipment and Mitchum, racers in other classes, and visiting race workers are welcomed as well. They can also provide a list of local accomodations, and camping is free at the track.

AFRA's 1996 schedule of double-header weekends is:

June 1-2, June29-30, July 13-14, Aug 31-Sept, Sept 14-15

For more info on AFRA and road-racing in Nova Scotia contact Tim Chesnutt: phone 902 883-7094, fax 902 883-9538, email chesnutt@cfm.ca.dal.ca

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REASONABLE RENTALS AT REGIONALS OR NATIONALS ARE NO PROBLEM. MAYBE YOU SHOULD TRY THE HOTTEST GROWING CLASS IN SCCA
GARAGE SALE: 1 SET RUGGLES SCALES FOR FORMULA OR SPORTS RACERS. ONE SET PENSKE SHOCKS FOR F FORD, S2000, F2000. COMPLETELY REBUILT AND AS NEW. CUSTOM VALVING TO YOUR SPECS. 1 SET HOOSIER RAIN TIRES FOR F2000 OR S2000, USED MAYBE 5 LAPS. CALL WRIGHT RACING AT 518-392-5996

Formula Vee parts -- many general FV parts as well as Caldwell D13 specific pieces. Start the '96 season with spares on hand. Also Goodyear and Hoosier tires, mounted and unmounted. Take everythign for \$1800 or tires & wheels for \$850. Don Davies 518 768-2582

For Sale: 1966 Ford Fairlane 500X1, 289 V8, auotmatic, 2 door hardtop, excellent condition Michael Squier 518 392-5852

Cars/parts for sale

1978 Buick Estate Wagon
160K miles, L80K 403CID (6.6 litre) V8 4BBL (also used in 6.6 Trans-Am"s, ask your engine builder) Valve job, timing chain 6/93 ~20K miles ago. 2.56 Rear axle (GM8), 8.75" ring (G83), 10 bolt.M33 3spd TH350 transmission with shift kit. JD6 12" disk brakes, 11" drums. Chrome factory 15 inch wheels (P05) Recent Carb rebuild, new exhaust system, catalytic converter removed. Runs well, drive anywhere. Body minor rust \$500

and

1985 Mercury Marquis Brougham, (Mercury version of Ford LTDII)
39K miles (yes, 39K). Collision damage front and rear.3.8 Liter (232 cid) V6 Throttle body fuel injection. Engine tag 5K502BB.3 Speed automatic transmission (C5, part # E5DP

FA).Rear axle code 8, 2.73 ratio (I think), tag 912A.Alternator 6M.Recent new smog pump, valve cover gaskets, brake rotors. Excellent interior intact, hit front and rear squarely, will run and drive.All glass intact. No tail or head lights, bulb sockets work Have Title. \$600

Call Clark Nicholls 413-243-3433,
CWNicholls@aol.com, Western Massachusetts

American Sedan project, IROZ Z-28 Camaro: 70 % complete, rollcage, fuel cell, 4-wheel disk brakes, built 305 engine, weight jacks (4), racing springs, 5 speed transmission, Griffin radiator, new paint, gauegs, Accusump. \$6900
Doug Kelley 518 674- 8378

A Sedan Camaro : 100% legal for Nationals. Very clean, competitive, and reliable. Dana 44, new Hoosiers, 1LE components and much more, for \$12,500
also lots of Z28 parts, including tires, headers, springs, sway bars etc
Call before 4:30 p.m. George Smith 518 899-0199

Improved Touring VW Rabbit: Bilsteins, Momo, OMP, Autopower, Little LeMans winner. Very dependable, race ready. Extra Wheels, tires and parts \$2995 call Jim Bucci, 782-0954 after 4

1969 Corvette roadster - ex B Production NEDiv. Champion (Al Anderson). State of the Art (for the 70s !) Excellent condition, roller. Engine parts available. Outstanding Solo I car. \$4500

and

GT1 Corvette - David Hobbs '84 TransAm car. National & Regional winner. Complete roller including 10 BBS wheels, spares. Priced to sell Tom Campbell 518 587-2522

Improved Touring Rabbits: 1 new body in white from factory, rolling chassis with cage (great prod. car potential) and
1 race-ready car with 1457, 1588 and 1715 cc engines, 2 sets of wheels, 4 & 5 speed transmissions and spares. Package price \$4500

and

1974 MGB street car \$4000
call Don Jurusik , 518 885-9285 (evenings) or 885-4444 (days)

Upcoming Events

April 23 (Tues) Open Test Session, Lime Rock Park -- for more information call 203 435-5000 or email to 103341.2046@compuserve.com

April 28 (Sun) Solo II Autocross organized by Mohawk-Hudson Region SCCA and Empire Motor Sports Club, NYS Peripheral Parking Lot, Washington Avenue, Albany

April 30 (Tues) Open Test Session, Lime Rock Park -- for more information call 203 435-5000 or email to 103341.2046@compuserve.com

May 1 (Wed) Mohawk-Hudson Region monthly membership meeting , Sons Tavern & Restaurant, 1186 Western Ave, Albany 7:30 p.m.

May 3-4 (FriSat) NESSCA National races at Lime Rock Park

May 19 (Sun) Autocross organized by ATA at Crossgates Mall, Guilderland

May 24-27 (Fri-Mon) Dodge Dealers Grand Prix at Lime Rock Park - SCCA TransAm, Barber Dodge Pro Series, North American Touring Car Championship, World Challenge Neon Challenge, IMSA Exxon World Sports Cars, GTS1&2 email 103341.2046@compuserve.com for ticket information or call 1800RACELRP

May 31 (Fri) Open-Wheel Spectacular -- ARDC Midgets, ESS Spirnts Cars, Mini-Sprints, plus CVRA modifieds, Albany-Saratoga Speedway, Route 9, Malta NY

June 3 (Mon) World of Outlaws Sprint Cars, Lebanon Valley Speedway, route 20 West Lebanon NY

June 5 (Wed) Mohawk-Hudson Region monthly membership meeting , "RollcageTheory & Practice" by Kurt & Stephanie Weiss --- see Larry Morton's column for directions

July 6 (Sat) North Atlantic Road Racing Championship (NARRC)/New York State Road Racing Championship (NYSRRC) races at Lime Rock Park organized by Mohawk-Hudson Region SCCA -- RACE CHAIRMAN NEEDED, contact Larry Morton

THE CONNECTICUT AUTOCROSS & RALLY TEAM INC.

LIME ROCK TIMETRIALS

MAY 30 - AUG. 22

60 CAR LIMIT

☎ BILL EVANS 1-203-729-7186

AUTOCROSS SCHEDULE

4/28-5/19-6/9-6/23-7/7-7/21-8/4-9/15-9/29-10/6

☎ ANITA 1-203-729-7164



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 _____

News on Deadline

More Solo II/Autocross News

Tentative Mohawk-Hudson Region & Capital District Autocross Schedule:

April 28 Mohawk-Hudson Region/Empire Motor Sports Club at NYS Peripheral Parking Lot, Washington Ave. Albany

May 19 ATA at Crossgates Mall

June 2 Tri-Vettes at Edinburgh GoKart track

June 29 Patroon Chapter BMW Club , NYS Peripheral Parking Lot, Washington Ave.

July 14 or 21 Mohawk-Hudson Region, NYS Peripheral Parking Lot, Washington Ave.

more dates to be announced

Jim Garry also has some news on other autocross sites in the northeast - Central New York Region is actively pursuing permission to use Griffis Air Force Base. New England Region was close to getting permission to use a military base in Massachusetts (Ft. Devens) until the base liason remember there was still some unexploded ordinance laying around (talk about your off-course penalties !), but this may still work out for the future. On the other side of the ledger, after many, many years autocrossing at the Organe (MA) Airport has ceased due to the installation of taxi-way lights down the middle of the runway which was formerly used for automotive activities (talk about your on-course penalties).

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RR 2 Box 493
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01238-9543