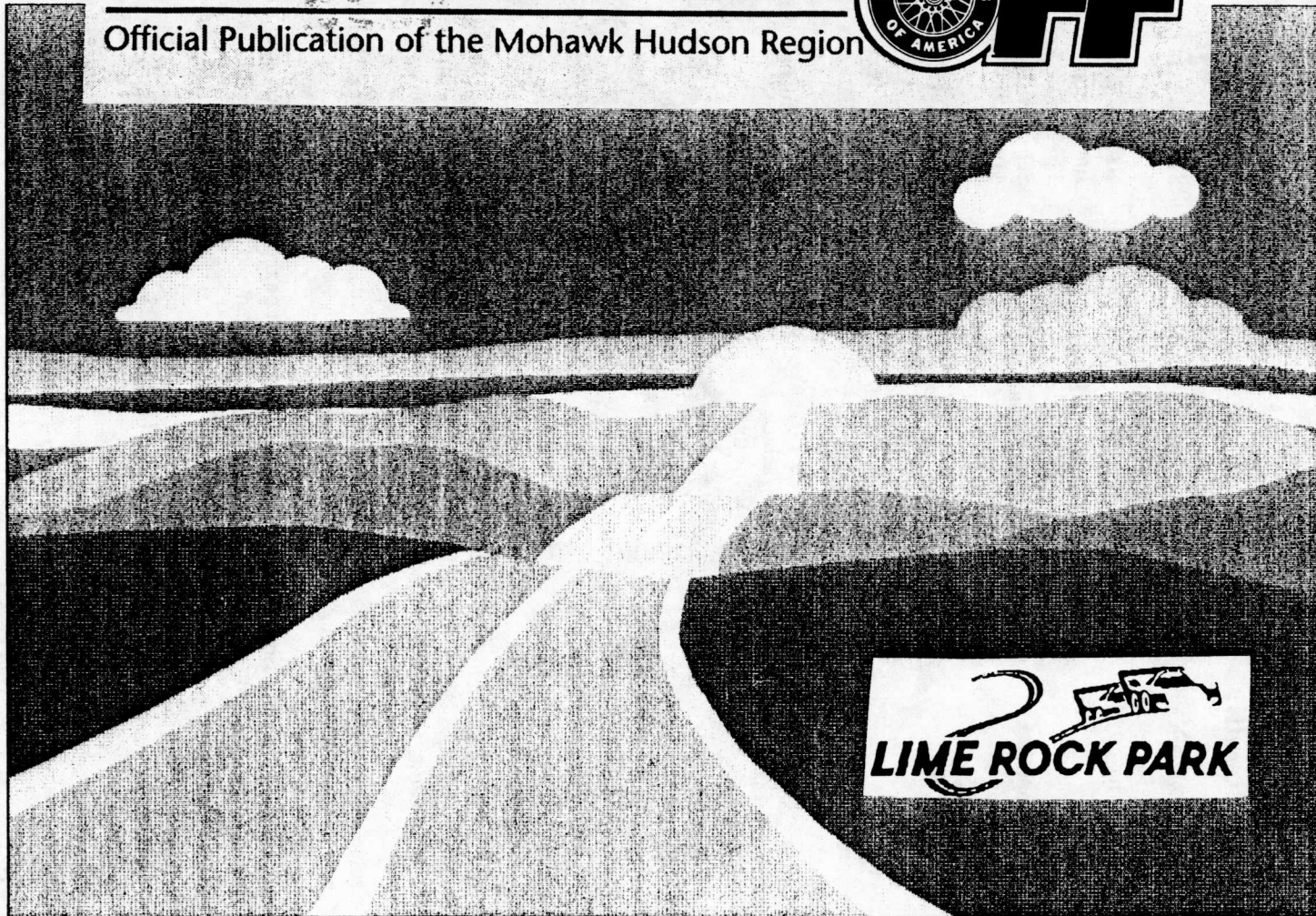




Knock Off



Official Publication of the Mohawk Hudson Region



**Lime
Rock
Park
7/6/96**



MoHud SCCA

June, 1996

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Mohawk Hudson Region SCCA
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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

Type	Size	1 Issue	6 issues
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

All ads must be prepaid. Noncommercial classified ads run 3 issues and are free to members.

REport

The June membership meeting was held at Kurt Weiss' shop in Stephentown and was a well attended, well planned and very interesting event. Kurt is recognized as a excellent roll cage designer/builder and he talked us through the procedure he uses to fabricate a cage. I would like to see more meetings of this nature, so if any of you have suggestions please call me.

Our attempt to start putting on the Car Control Clinics may have to wait a couple months due to the heavy race and solo schedules. There isn't a free weekend between now and Labor Day to schedule the training.

This past weekend, several MoHud drivers participated in the 2 day Alfa Club event at Lime Rock as driving instructors. Rick Pocock did an outstanding job as chief instructor and conducted an excellent classroom session for new drivers. Dick Stewart, Mike Larimer, Kurt Weiss, and Larry Morton each got their cheap thrills driving or riding in some exotic equipment both Friday and Saturday. For Dick and Mike, the chance to drive a 427 Cobra was the highlight of the weekend. My thrill ride was in a Ferrari 304. Stephanie Weiss was our starter for the event and she clearly enjoyed her perch up in the start tower. Thanks Rick for inviting us.

Due to our race being held on July 6, there will not be a general membership meeting in July. Why don't you plan on coming to Lime Rock

on the 6th and pitching in to help make our event a success.

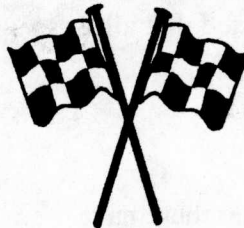
See you in August,
Larry

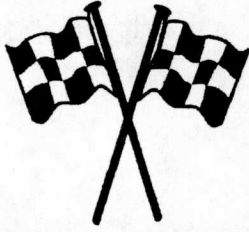
MoHud NESCCA Competitors

With 1/3 of the NESCCA series complete, 9 MoHud drivers are in the points and vying for awards and a chance to go to the Runoffs in October. All nine drivers competed in the rain at Lime Rock on June 4. The only ones to claim victory were Jeremy Treadway in Formula Continental and Mike Weir in D Sports Racer, but notable finishes include Jon VandeCar fourth in Formula Vee and Tom Campbell, second in GT1. Here's how our drivers stack up in points after 3 races.

George Smith	AS	15th out of 24
Mike Weir	DSR	1st out of 5
Jim Quaile	FF	13th out of 28
Paul Tariello	FF	25th out of 28
Jeremy Treadway	FC	3rd out of 32
Jerry Zaluckyj	FC	31st out of 32
Jon VandeCar	FV	14th out of 34
David Riggi	FV	19th out of 34
Tom Campbell	GT1	7th out of 18
Larry Morton	SR	13th out of 24

The next 2 races are back to back weekends at Connellsville, PA and Bridgehampton on Long Island. Best of luck to our drivers.





Minutes of the June 1996 general membership meeting.

The meeting was called to order by Larry Morton, R.E. at 8:02 PM, June 5, 1996

The meeting was held at Kurt Weiss shop in Stephentown.

Reports from Officers and other specialties.

Membership

Nick Faust, a new member of the region whose paperwork has not been received yet was introduced by Dave Wachtel and Larry Morton. Welcome Nick.

Knock Off Editor

Michael Golden reported that he and Jim Bucci are getting up to speed on the Knock Off. He urged everyone to get their articles or ads in at the membership meetings or by e mail within a few days after the meeting. The is to have the KO out by the weekend after the general membership meeting.

Treasurer

Dave McClumpha reported that all was well with the treasury.

Solo

John Aulisio reported that there have been two events held this season at Crossgates Mall and at the Edenburg

Go-Cart Track. Attendance at the Crossgates event was low. The Go Cart Track event was well attended with forty seven entries. It took an hour and a half for the field to run the course.

Larry Morton remarked that drivers have said that running the Collinsville (air port) Race Course is similar to a very fast go-cart track. It has long fast straights connected by short corners with an overall abrasive surface. He remarked that that he was looking foreword to racing there.

Rally

No report

Competition

Jack Hanifan reported on some of the results achieved by our members at races so far. Mike Golden ran his first race and finished fourth in E Production behind Lester Figarsky and Kim Graff. Kyle Belden completed his drivers school requirement. Bill LaPore finished third in his first race. Pete Smith was third in his race and Dave Canivan finished fourth. Todd Boice ran his first race at Watkins Glen. Dick Stewart won the pole in Formula Vee at Lime Rock. He finished second after falling to sixth place because of a short pit stop.

Old Business

Race

Kyle Beldon has the mailing labels for entry forms and will have them sent off by Friday. Mike Larimar has arranged for the food and drink for our race.

Larry Morton remarked that the overall progress for our race is good. **The MoHud race at Lime Rock is scheduled for July 6th.**

Car Control Clinic

Larry Morton pointed out that the schedule for this season is hectic and there may be difficulty in finding time for the training sessions. A location has not been found yet but there were several suggestions from the floor that will be investigated. Larry said he would call those interested in being instructors and try to arrange a mutually acceptable time to schedule the training. The area required is supposed to be only 100 by 200 feet and someone suggested Kurts' shop which was impressive!

New Business

None

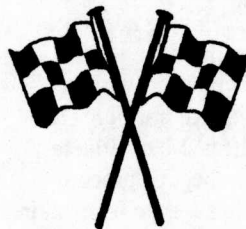
Entertainment/Education

Kurt Weiss showed a short video tape produced by the Washington DC Region that covered many aspects of rollover cage design. After the tape, Kurt gave a talk on roll cage design and construction using Steph's ITA BMW as an example. The presentation covered planning the cage, designing for strength and ergonomics and practical methods for solving common rollcage design problems. The three main tubing types used in cage construction and their physical properties were discussed as they relate to safe rollcage construction.

Sections of roll cages and tubing were used for illustrating bad construction and design from cages that Kurt has replaced. Some of these old cages were obviously unsafe.

Kurt gave a demonstration of MIG and TIG welding. He demonstrated weld penetration as it related to temperature and material cleanliness. A main point was that even though a weld may look good, there may not be good penetration of the underlying material

**Submitted by David G. Wachtel,
Secretary**



**Stewart
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Dick Stewart FAX or Phone

518-674-1010

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12196

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Fluids and nutrition

Editors view

I thought as the new editor I would try to have a monthly column in which I express my opinion or try to disseminate some information via the KnockOff. I have been a Physicians Assistant for 18 years so after seeing an ad in a recent race magazine about a special diet I thought I'd do a little research and present some of that to our readers. My information is directed at those of you who are generally healthy and take no medications. If you are a diabetic or take any medication I suggest a talk with your healthcare provider about what is best for you.

Fluids

If you are like me, the last thing you want to worry about, in the middle of a race is the location of the Drivers lounge. In spite of this, on a hot day and in a hotter car, drinking adequate fluids is essential for peak performance. You wouldn't think about racing your car without coolant, unless you run air-cooled, but fluids in our bodies help us dissipate heat. Many athletes, not just drivers, neglect this aspect of precompetition. Everyone of us makes sure we have oil in the crankcase but who is conscious of their fluid intake when its 95 in the shade at Lime Rock Park.

Probably a good rule is to drink 2 or 3 eight ounce glasses of liquid 2 or 2 1/2 hours prior to your event. The kidneys will generally take about 90 minutes to process this and give you time to empty the bladder. That way you won't be wishing you could cross your legs in turn 3! It also wouldn't hurt to drink 1 or 2 small cups of water 5 or 10 minutes prior to start time in a 1/2 hour race, particularly on hot days. For short events water is always appropriate as a fluid replacement. For longer events a sports drink or juice with 60 to 100 calories per 8 ounces would have the added benefit of maintaining blood glucose levels. The main points to remember are that fluids help transport nutrients to and from muscle and help our bodies dissipate heat.

Diet

Athletes and food have gotten alot of press lately and cabohydrate loading in particular. If you don't normally eat a high carbohydrate diet it probably won't help the night before a race. Many people prefer competing on an empty stomach but my research on this states it is beneficial to eat a meal about 4 hours prior to an event but precompetition food choices vary from sport to sport as well as from person to

person. Precompetition food is more individual choice than anything else and if you get pre-race stomach jitters you may prefer to eat nothing. In some cases a small snack can help but my advice is to find what you are comfortable with and stick with it.

Another thing to remember is that the mind has a powerful effect on our ability to perform at our best. If you have a magic food, stick with it, and if you travel bring it with you. You also have to be flexible and adjust to conditions, think about the humidity and temp and adjust your intake accordingly.

Mike Golden

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1978 Buick Estate Wagon
160k miles, L80K 403CID(6.6 liter) V8

4BBL(also used in 6.6 Trans-Ams, ask your engine builder), valve job, timing chain 6/93~20k ago. 2.56 rear axle (GM8), 8.75"ring(G83), 10 bolt. M33 three speed TH350 transmission with shift kit. JD6 12" disc brakes, 11" drums Chrome factory 15" wheels(PO5), recent carb rebuild, new exhaust, catalytic converter removed. Runs well, drive anywhere, minor body rust. **\$500**

and

1985 Mercury Marquis Brougham
Merc version of Ford LTDII, 39k miles (yes 39k). Collision damage front and rear. 3.8 liter(232cid) V6, throttle body fuel injection. Engine tag 5K502BB. 3 speed auto(C5, part#E5DPFA), rear axle code 8, 2.73 ratio(Ithink), tag 912A, alternator 6M, recent new smog pump, valve cover gaskets, brake rotors. Excellent interior intact, hit front and rear squarely, will run & drive. All glass intact. No tail or head lights, sockets work, have title. **\$600**

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ON JULY 6th!!!!**

Lime Rock Park

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How to get here from there

The map and direction suggestions below should prove useful in planning your trip to Lime Rock Park. Of course, none of the roads in Litchfield County are as straight as they appear on the map, but the route numbers are accurate.

Lime Rock works closely with the Connecticut State Police to help you get into and out of the race track as efficiently as possible. Please observe their directions closely. Also, to avoid interruptions in the flow of traffic, if you are planning to park in the INFIELD, try to approach the track from the west on route 112 (Routes 41, 44, 22). If you plan to park in the OUTFIELD, use Route 112 going east (Route 7).

In our continuing effort to maintain good relations with our community, we urge you to observe all traffic laws. Be considerate of others, and remember that the State Police patrol the area around Lime Rock heavily on major race weekends — let's keep the racing on the track!

Thank You
The Management of Lime Rock Park.

Albany to LRP

(65 miles) Take N.Y. Thruway (Rt. 87) south to Berkshire Extension (Rt. 90) east. To OUTFIELD: Continue on Rt. 90 east and take Exit 2. Follow Rt. 102 west to Rt. 7 south to Rt. 112 west. To INFIELD: Take Taconic Parkway south from Rt. 90 to Rt. 199 east to Millerton, Rt. 44 east to Rt. 112 east.

Boston to LRP

Mass. Turnpike west to Exit 2. Take Rt. 102 west to Rt. 7 south. To OUTFIELD: Continue on Rt. 7 south to Rt. 112 west. To INFIELD: Continue on Rt. 7 south to Canaan. Take Rt. 44 west to Rt. 41 south to Rt. 112 east.

Bradley Int'l Airport to LRP

(50 miles) Take Rt. 20 west to Rt. 239 (left turn) to Rt. 318 (right turn) to Rt. 44 west. To OUTFIELD: Rt. 44 to Rt. 7 south to Rt. 112 west. To INFIELD: Rt. 44 to Rt. 41 south to Rt. 112 east.

Bridgewater to LRP

(60 miles) Rt. 8 north to Torrington, Rt. 4 to Cornwall Bridge. To OUTFIELD: Take Rt. 7 north to Rt. 112 west. To INFIELD: Continue on Rt. 4 to Rt. 41 north to Rt. 112 east.

Danbury to LRP

(60 miles) To OUTFIELD: Take Rt. 7 north to Rt. 112 west. To INFIELD: Take Rt. 84 west to Rt. 22 north to Millerton. Take Rt. 44 east to Rt. 112 east.

Hartford to LRP

(50 miles) Take Rt. 44 to Canaan. To OUTFIELD: Take Rt. 7 south to Rt. 112 west. To INFIELD: Continue on Rt. 44 to Rt. 41 south to Rt. 112 east.

Haverthorne to LRP

Take Sawmill River Parkway north to Rt. 684 north which becomes Rt. 22 north to Millerton. Take Rt. 44 east to Rt. 112 east to INFIELD entrance. Continue on Rt. 112 for 1/4 mile to OUTFIELD entrance.

Long Island to LRP

Take Whiteside or Throgs Neck Bridge to Hutchinson River Parkway north to Rt. 684 north which becomes Rt. 22 north to Millerton. Take Rt. 44 east to Rt. 112 east to either INFIELD or OUTFIELD entrance.

New Haven to LRP

(70 miles) Take Rt. 34 west to Rt. 8 north to Torrington. Take Rt. 4 west to Cornwall Bridge. To OUTFIELD: Take Rt. 7 north to Rt. 112 west. To INFIELD: Continue on Rt. 4 to Rt. 41 north to Rt. 112 east.

New Jersey to LRP

N.Y. Thruway north to Exit 17 east on Rt. 84 to Taconic Parkway north to Rt. 199 east to Rt. 44 east to Rt. 112 east to both INFIELD and OUTFIELD entrances.

New York City to LRP

(100 miles) Take the Major Deegan to N.Y. Thruway north to Rt. 287 east to Rt. 684 north which becomes Rt. 22 north to Millerton. Take Rt. 44 east to Rt. 112 east to OUTFIELD or INFIELD.

Pittsfield to LRP

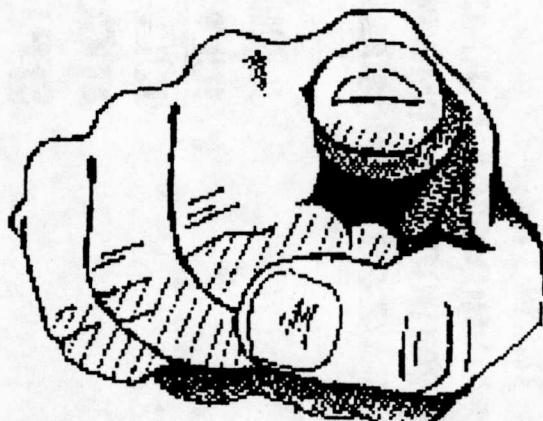
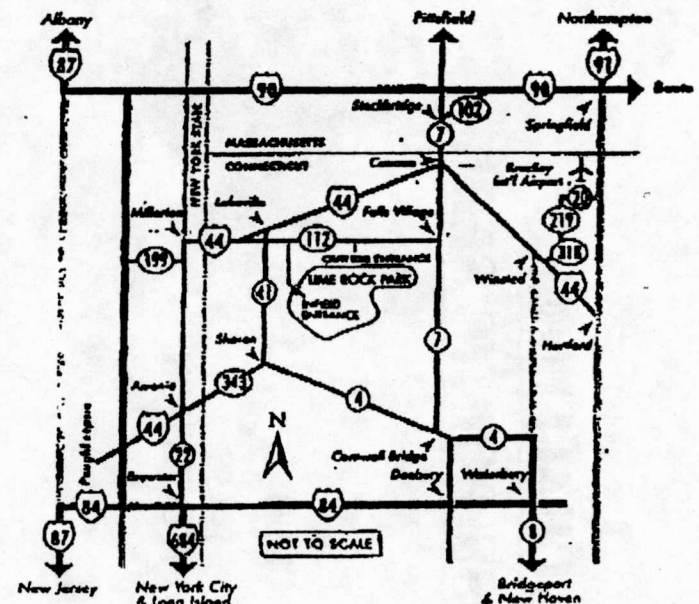
(40 miles) To OUTFIELD: Take Rt. 7 south to Rt. 112 west. To INFIELD: Take Rt. 7 south to Canaan. Take Rt. 44 west to Rt. 41 south to Rt. 112 east.

Poughkeepsie to LRP

(40 miles) Take Rt. 44 east to America. Take Rt. 343 east to Sharon. Take Rt. 41 north to Rt. 112 east to INFIELD or OUTFIELD entrance.

Waterbury to LRP

(50 miles) Take Rt. 8 north to Torrington. Take Rt. 4 west to Cornwall Bridge. To OUTFIELD: Take Rt. 7 north to Rt. 112 west. To INFIELD: Continue on Rt. 4 west to Rt. 41 north to Rt. 112 e



Are you going to be at LRP 7/6?

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- 1 PT. KEN BUSTA-F/S
- 1 PT. BOB TATTERSON-A/S
- 1 PT. RAY ST AMOUR-F/S
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STREET PREPARED DIVISION

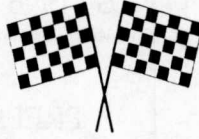
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- 1 PT. GREG GINGERSKY-E/SP
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**Come see the Cobras
in the Shelby Club
race at Lime Rock
7/6/96**

MOHUD SCCA

MO-HUD Race Update



Our race chairman, Kyle Belden says plans for MO-HUDS July 6th regional at Lime Rock are moving along well. We have most of our worker and worker chiefs lined up. There are still a couple of areas where extra hands are needed.

Mary Cameron could use some help Friday night and Saturday morning, getting people through registration and taking pictures for photo I.D.'s. Kyle is looking for someone to coordinate refreshments for workers and drivers on Saturday. If its as hot and humid the day of our race as its been in the past, this will be a very important job.

If you can help out in either of these areas, please give Kyle or Mary a call. Kyle's number is (518) 783-6721, and Mary can be reached at (518) 797-3610.

RD 1, Box 286
Rensselaer, NY 12144



Clark W. Nicholls
65 Hartwood Rd.
RR 2 Box 493
Lee, MA

01238-9543