



Knock FF

Official Publication of the Mohawk Hudson Region



September '96

Mohawk-Hudson Region SCCA
Mohawk Hudson Region SCCA
Officers

Regional Executive

Larry Morton
128 Conifer Lane
Hurley NY 12443
914 339-4588 (h)
71073.1361
@compuserve.com

Asst. Reg. Executive

D.J. McArdle
10 Sterling Ridge Drive
Rensselaer NY 12144
518 283-7133 (h)

Treasurer

David McClumpha
43 Maple Avenue
Selkirk NY 12158
518 767-2308 (h)

Director

Mike Larimer
4 Via DaVinci
Clifton Park NY 12065
518-383-8051(h)

Solo Events Chairman

John Aulisio
58 Elaine Drive
Pittsfield MA 01201
413 499-8748 (h)

Activities Director

Allison Welty
350 Sixth Avenue
Troy NY 12128
518 237-6307 (h)
awelty@emi.com

Director

Michael Weir
6 Evergreen Terrace
Ballston Lake NY 12019
518 877 -8482 (h)

Race Official Licensing

Clark Nicholls
65 hartwood Road
Lee MA 01238
413 243-3433 (h)
cwnicholls@aol.com

**Secretary &
Membership**

Chairman
David Wachtel
RD #1 Box 286
Rensselaer NY 12144
518 286-3589 (h)
73750.145@compuserve.com

Merchandise

John Sheridan
Box 379 Leesome Lane
Altamont NY 12009
518 861-8389 (h)

Competition Chairman

Jack Hanifan
39 Ramsey Place
Albany NY 12208
518 438-3754 (h)

Rally Chairman

Jim Bishop
326 Terrace Road
Schenectady NY 12306
518 346-8366 (h)

Knock-Off Editor

Mike Golden
5 Boyack Road
Clifton Park, NY 12065
518 383- 2401
golden.michael@albany.va.gov

Knock-Off Publisher

Jim Bucci
6 Hunter Ave.
Latham NY 12110
518 782-0954

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.)

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**Minutes of the September 1996
general membership meeting.**

The meeting was called to order by D.J. McArdle, Assistant R.E. at 7:47 PM, Sept. 4, 1996.

The meeting was held at Sons restaurant. Larry Morton, R.E. was not able to attend the meeting this month so the meeting

was chaired by the Assistant R.E. D.J. McArdle. Attendance at this meeting was sparse with approximately twenty members present.

Reports from Officers and other specialties.

Membership

Dave Wachtel reported that the membership stands at three hundred and thirty, a decrease of two. (Just got an update, there are 337 members in the region. D.W.).

Knock Off Editor.

Members were reminded that the deadline for articles is the general membership meeting.

Treasurer

Dave McClumpha was not in attendance and thus no report was given.

Solo

The members in attendance were reminded of the events scheduled for the weekend. Nick Kroft, Chip Van Slyke and Arnie Beebe reported on the Divisional Autocross held in Hartford, Ct. They reported that there were some 145 to 150 competitors. At the beginning of the event, the course was abrasive, but

as rubber was laid down, they reported that the surface was more to their liking. They reported that they enjoyed the event. They have promised to recount their adventures in an article for the Knock Off.

Rally

A reminder that the AlBank charity rally will be held this weekend was given.

Competition

Mike Weir won D Sports Racing at the Mosport National, Larry Morton achieved a seventh place in Spec Racer. Tom Campbell won A Production at the Lime Rock Park Regional two weeks ago, and blew the Corvette's head gasket on the victory lap so his weekend was not without adventure.

Other members running this race included Doug Kelly, Jack Hanifan, Pete Smith (2nd. in class) and Thom O'Connor. (Our apologies if anyone was left out)

Old Business

Dinner Cruise

D.J. apologized to the membership regarding the cancellation of the dinner cruise. There was discussion concerning the low number of members who had registered for the cruise. The consensus was that not advertising the event enough in advance and scheduling it for a Thursday night before a race weekend were the primary causes of the low registration.

Car Control Clinic

Planning for the car control clinic has been on hold for much of the summer. D. J. reported that Larry will become more active in getting this program started

as he will have more time as racing season winds down.

Race

Trophies have not been mailed out to competitors by the vendor yet. If this situation is not corrected soon, the region will mail them. Discussion of the issue revolved around culpability for the delay. In other words, was the cause of the delay outside of the trophy vendor's control or not. The consensus was that pending further investigation, the delay was probably not the fault of the vendor. This issue is still open, however. There were some 164 entries and 120 workers at the race. Hats still need to be mailed. There was some concern that there were enough hats ordered for everyone

Equipment

Most of the missing equipment has been found, DJ reported. If you have MO-HUD equipment in your possession, please call D.J. so we can keep track of our assets.

Radios

The batteries died after about two hours the last time the radios were used. This is much quicker than expected. The first charge of a new battery is critical to the length of time a charge will last when the battery is in use. It is believed that this may be the cause of the problem, although insufficient charging time or a defective battery charger are additional potential causes. This will be looked into further in order to decide what action should be taken to prevent this from happening again.

New Business

The Regional Executive News announced that there will be a new format for Sports Car.

On September 18 at the Saratoga Springs City Center the "Collision Repair Event Trade Show" will be presented by Auto Body Supply of Saratoga and Glens Falls. Admission is \$5.00 and the event starts at 5:00 PM. The company is owned by member Todd Boice.

Solo

Catch Jim Garry's article on solo and autocrossing in the Automotive section of the Times Union.

Banquet

This year's banquet is tentatively scheduled for the third Saturday in January. John Sheridan brought up the possibility of changing the format of the event; whether we should have entertainment, live or canned music or whatever. There was some general discussion on the topic with the consensus being that the old format will probably be retained.

The site for the banquet will probably be the same as last year and the Chinese auction will be again a feature.

Misc.

Greg Rickes reported on his many adventures at various driving schools this summer. He has had instruction in Sprint Cars, Busch Grand Nationals and the Dodge-Skip Barber school in the Viper. He will be contributing an article for the KO soon.

New member report 09/11/96.

From: 07/26/96 to: 09/11/96.

Greg also reported on the Vintage Festival that recently occurred at Lime Rock (where he is the track announcer). He made the interesting observation that there were more 18 wheel transporters at this event than there were at the Trans A m., over thirty of them.

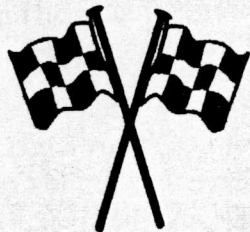
He reported that there will be a good contingent of road racers entered in the upcoming Bush stock car race at Lime Rock. Including (probably) Retteymier, Rob Wilson, Roubenek, Leisinger, Rick Bell and Rob Russo.

Hot Line

A call for volunteers was given for someone to allow the installation of the hot line and answering machine in their home. Expenses for the installation will be met by the region.

The meeting was adjourned at approximately 8:54 PM.

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



Please welcome these new members to the region.

Russell J. Burckhard	08/06/96
Nishayuna NY	(518)452-8085
Ron Checca	08/21/96 La
Grangeville NY	
Erica A. Demo	08/19/96
Pennellville NY	(315)695-5599
Richard A. Demo	08/19/96
Pennellville NY	(315)695-5599
Richard A. Demo Jr	08/19/96
Pennellville NY	(315)695-5599
Theresa M. Demo	08/19/96
Pennellville NY	(315)695-5599
Toni M. Demo	08/19/96
Pennellville NY	(315)695-5599
Andrew S. Furlong	08/06/96
Johnstown NY	(518)762-8310
Kirk W. Kleine	08/06/96
Samsonville NY	(914)657-8265
John VanDenburgh	08/27/96
Stillwater NY	(518)664-4911

Interests report generated on: 09/11/96.

Club Racing

Andrew S. Furlong	Johnstown
NY (518)762-8310	
John VanDenburgh	Stillwater
NY (518)664-4911	

Solo

Russell J. Burckhard	Nishayuna
NY (518)452-8085	

Anniversary Report

Carl Barbagelata	09/12/91
5.1	
Mary Barbagelata	09/12/91
5.1	

There are 337 active members in the region.

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Anatomy of a season

While doing the winter rebuild on my Spec Racer, I gave a lot of thought to what I wanted to do this season. I always preferred the longer National races but usually languished in the middle of the pack and somehow it was nice to bring home all those Regional trophies last year from the NARRC races. In the long run, I like to measure myself against the best and I wanted the challenge of some new courses, so I opted for the Nationals with the goal of being invited to the Runoffs. Mike Larimer had been good company and a lot of help as crew last year, so I goaded him into service for another season. The biggest problem I faced was the lack of a suitable tow vehicle as my Chevy Astro with 143K miles was getting weak and transmission problems were evident. I have wanted a motorhome for some time now, so I started looking for a used unit suited for the task.

As the first race approached, I still had no tow vehicle and we had to go all the way to Summit Point, West Virginia, when MoHud member Craig Booth volunteered his 1 year old GMC Safari All Wheel Drive if he could join us for the trip. Craig is the artist who sculpts Cars in Clay and he wanted to display his work at some of the tracks this year to drum up business, so I took the offer and away we went to Appalachia.

I had only been to Summit Point once before, about 7 years ago, so I had some serious catch up learning to do to be really competitive, but our testing and practice went well and I managed to qualify 7th in a field 11 cars and my lap times were not far off the lead cars, so I was confident I could finish in the

points. When we were not working on the car, we jumped in Craig's van and drove to the back part of the track to watch some other groups and tried to observe driving styles and pick up some cornering tips. What I decided was that I needed more power, less brakes, and an attitude. Sounds easy enough, heck it's only 3 things, my phone number has 7 things and I can remember it, how tough can this be? That night I took the crew out for a good Italian dinner and we all crashed early when Craig decided we should watch a low budget soft porn movie on TV. The whole movie was nothing but heavy breathing and I had enough of that braking into turn 5 to last all weekend. I ran a lot of laps in my sleep that night and it must have helped, because the race went well, ending in a 6th place finish after a good dice in the early laps with Michael Caron in which I was able to distance myself from him after about 6 laps, and then toward the end I was running the same lap times as the lead pack but was 5 seconds behind them with not enough time left to mount any kind of challenge. The weather was perfect, I was very happy with my driving, the car was unscathed, it had been a near perfect weekend and I was pumped for season ahead.

I don't know what it is about Lime Rock, but I can't buy a good finish there. I have very limited rain racing experience and the weather stayed wet, cold and downright miserable the entire weekend. To make matters worse, we got relegated to a temporary paddock on top of the hill since one of the paddocks was closed for paving, so we were far from the action and our friends. I think Mike and I were sick of everything including each other by the time we left for home. I didn't qualify well, (9th out of 12) but I got a great jump at the start when some cars wrecked in turn 1 and Mike showed me "P5" when I came around to complete lap 2. I didn't have

rain tires, we had reconnected the front sway bar after it looked like the track would be drying during the race, and I completely forgot to adjust my brake bias for the wet conditions. On consecutive laps I saw "p6", "p7", "p8" on the lapboard and the car did not want to turn into the corners at all. Twice I went straight in Big Bend and had to turn around on the escape road, then finally on lap 14, I went straight into the outside Armco at the bottom of the Uphill and broke a rod end on the left front lower control arm. What a completely opposite experience from Summit Point. No fun, a broken car, no points, bummer!

We skipped the race at Nelson Ledges because I still didn't have a tow vehicle and it just seemed to be too far to go knowing that a lot of good CenDiv drivers come to that race and I had never been there so my chance for points was slim to none. It was a wise choice because CenDiv drivers took the first 5 positions in the race.

Skipping Nelson Ledges left me with a five week interval between races that I decided to put to use in the motorhome search. The next race was Connelville, way out near Pittsburgh, I wasn't having any luck finding inexpensive motels rooms, and it was the last time I could use Craig's van since he was going to several vintage events the rest of the summer. After looking at a few privately owned units where I couldn't trade my Astro, I settled on a used Class C unit through an RV dealer in Newburgh where I could trade my van. I picked this one because it had an open layout inside, had a Ford 460 motor, and didn't have a tow hitch on it so I figured it had never been under a strain and the drive train would be pretty solid. I picked the unit up on a Thursday evening and noon Friday the three of us were on our way to Connelville. Nothing like a quick shake down cruise to find out what you've got. I just sort of guessed at what we might need, threw a few things in the camper and headed out. Craig, the designated

priest and cook for our forays would ask things like "did you bring a spatula" or "did you remember mayonaise" as I'm barreling along at 70 mph thinking "I hope the wheels on tight" or "what's that noise in the tranny", so I would have to dive off the Pennsylvania Turnpike to find a Walmart so Craig could spend my tire money on spatulas. Well we made it to the track by 11 pm and spent our first of many nights in "me Casa".

Connelville was the great equalizer since no one had ever run this new venue before. The track was a perfectly flat series of airport runways and taxiways defined by piles of tires and some cones. Obviously, these people had never seen Spec Racers before, because by the 5th lap of qualifying and again in the race, the track became two 7000 foot straightaways joined together at each end by a pair of 180 degree turns. The entire field of cars broke the existing track record set at an earlier Regional race. On the fifth lap of qualifying, a car in front of me hit some tires and I hit one that was rolling loose. It crushed the nose of my car causing it to overheat and I had to drop out, so I qualified 13th out of 15. Mike and I discussed the race and we agreed, the goal should be to stay out of trouble because these rolling tires were going to be everywhere in the race, and we were right. I was conservative at the start until cars sorted themselves out, then I began to work my way through the pack. I was up as high as 6th or 7th when several of us went through a chicane nose to tail. A car near the front of this pack hit a pile of tires and for me to avoid hitting one, I had to go off course, onto the grass, and back on course thereby picking up grass that blocked the radiator and I had to duck into the pits for Mike to clean it out. I lost about 4 positions but it was mid-race so I began carving through the pack again. I got up to 8th when I overcooked it into one of the 180's and spun 360 + 90 and stalled. Back to 11th with 4 laps to go, but I managed to finish 9th and pick up 1 point, so all was not lost. I had

a good car and was driving well, but it's a joke to build a course out of piles of tires.

The motorhome was great, and I realized why so many people use them for racing. It was a warm somewhat muggy weekend and after each track session, I ran in and took a quick shower. It was so refreshing. We did find lots of little things that needed to be fixed and herein lies my first bit of advice to someone considering buying a motorhome. Don't buy one in the middle of the racing season. The problems you encounter while trying to concentrate on racecar prep will drive you nuts. I was so stressed out by about the third race weekend with the motorhome that I almost quit the season.

On to Bridgehampton, a track I had never seen. I figured there would be a small turnout and even though I was at a disadvantage, I could garner some points. WRONG! The largest field of the season (16 cars) showed up, most of them did the Friday test day (I could not due to work) and I got blown away. I qualified 15th and finished 12th, so no points. I did, however, drive smoothly and never dropped a wheel off the track, but there are so many turns at that track I just couldn't learn it in 2 sessions. It is a great track, albeit bumpy, but challenging and fun. I hope it doesn't close down and I would race there again in a heartbeat. I had the added pleasure of a visit from my daughter who is a college student in Manhattan. She and a friend jumped on the train and came out to the track for the day. It cost me a team shirt but one was earmarked for her anyway and it was worth it to see her.

Five races done in a nine race series and I only had 5 points. Now I was starting to worry, but the next three races were all at tracks I knew well, so get focused Larry and you can score big here. First up was Watkins Glen and there was a Friday test day which I chose to go to. Craig and I went up Thursday night and Mike was to meet us there

Friday night. The test day went extremely well, I bettered my previous best lap by 2 full seconds and was less than 2 seconds from National pole qualifying times. I was pumped. The only thing left was to mount a Solex carb, which is better on the long tracks than the Weber I had been using, and get new tires. My plan was to buy a new set half way through the season. We put the carb on Friday night and the Saturday practice confirmed it was making more power according to my computer. Lap times were off a little because it was early in the morning and the track was damp and cool. Also there was an accident that interrupted the session. We had new tires mounted for qualifying and much to my surprise my lap times were slower than Friday's by 1.5 seconds and I only qualified 10th. There were a lot of accidents during qualifying and I really only got two clean laps but the car felt funny in a few right turns. The computer indicated I wasn't getting good grip but we chalked it off to new tires which normally aren't real fast on the first heat cycle. I was still optimistic about my chances in the race, believing I could place as high as third. Was I in for a letdown. I got a good start and moved up a position in the race, but that was it. I couldn't advance any further. The car began to be a handful in all the right turns causing me to miss some apexes and I couldn't get into a rhythm. I just couldn't gain on the cars in front of me and I couldn't figure out why. It wasn't until the Tuesday night after the race that Mike and I discovered the tire guy mounted a rear tire on a front wheel and a front tire on a rear wheel and both of them on the left side of the car.

Pocono is the race that I'll not soon forget, even though I probably should. I tried to think of everything to make the car fast at top speed, even if it meant a sacrifice in handling, and it paid off. I was quick right off the trailer and was able to qualify third in a field of 16 cars (the largest field of the year). My strategy for the race was to

stick to the tail of one of the two lead cars, whichever one I could find in the bevy of cars in the other class racing with us. This worked well and I found myself third on the backstretch, right behind the two leaders in class. I was able to draft with them for 13 laps and I remember telling myself over and over again, "third would be a fantastic finish, just relax and you can stay with these guys". I figured I could easily finish third because there were no cars in my mirrors by lap 8, but if the leaders made any mistakes, I would capitalize and make the pass. That is exactly what happened on lap 14 when the leaders went side by side all the way down the backstretch and it pulled me right up behind them with enough draft that I could slingshot past into the lead. I realized I was leading my first National race but was calm about it and also realized they would probably draft right back past me on the next lap, so I just tried to be smooth and not worry about them. As we went into turn 3, the left hander into the infield, I broke at my normal point and saw the former leader outside and behind me, so I watched the apex and trackout when suddenly, WHACK, and off I went, spinning down the track. Two 360's and the second put the nose into the wall, busting the radiator open and ending my race. Boy was I pissed! The guy who hit me didn't need the points, didn't need the win, and should have realized he had time to repass with 4 laps to go, so I filed my first protest, probably more because he didn't come up and talk to me after the race than because he hit me.

Filing a protest is not a pleasant experience and I was really not sure it was the right thing to do. I really didn't know the guy who hit me but as far as I knew he was a good driver and had won several races. Pocono was his home track and I figured he had many practice laps there and should know the track better than I. Steve Limbert was the driver's advocate at the race, so I spoke to him and he was extremely professional and helpful in guiding me through the

necessary steps and advising me on whether this was a prudent thing to do. Convinced I should proceed, I filed the paperwork and \$50 fee and court was held. I was asked during the proceedings if there was anything that could have happened to make me change my mind, and I said, "if the other driver had come up to me and discussed the incident, we probably wouldn't be here". I couldn't go talk to him because I was busy with tech stewards and Steve and a host of other people who felt compelled to discuss the incident with me. The stewards left to go look a car involved in another protest and I think they purposely left us there together to talk it out. To make a seemingly endless story shorter, after reading the other guys eyes as he explained his side of it, I decided to drop the protest, shake hands, and forget it happened. I did find out that the corner workers report did confirm that his car turned into mine, hitting me and causing my spin. I would advise anyone involved in an incident to immediately seek out the other party and discuss the matter openly and rationally to avoid the protest and hard feelings that may ensue.

At this point the season point total was bleak, only 7 points and 2 races left. In past years I noticed it usually takes about 20 points to finish in the top 8 in Spec Racer so I was in trouble. New Hampshire was kind to me in the past with several good finishes there over a three year period, so I set the car up exactly as I had last year and it worked pretty well giving me a fifth place qualifying run and fifth in the race. The race was uneventful as the lead group of four took off and the guys behind me dropped out of sight. I had my video camera on the car and gets pretty boring with no traffic ahead, but I was thankful for a good finish and an untouched car.

The final race of the year was probably the one I was looking forward to the most. Mike Weir had been prodding me to go to Mosport for several years but I could never break free of family obligations over Labor Day

weekend. This year I announced early on that I was going to Mosport and I'm glad I did. It was about a 10 hour trip since I had to swing by Mike Larimer's house and pick him up, then we gased up in Watertown, and it took a half hour to get through customs due to traffic. We arrived in darkness and went to sleep right away so we could rise early and find a suitable paddock spot. Mosport can best be described as a throwback to the tracks of the 60's. Old wooden structures, narrow pit lane, not a level spot in the paddock anywhere, but what a great track to race at. The Canadians love to talk to us Yankees and they have some classes we don't have here in the states. F4 is a formula car similar to Formula Ford but with motorcycle engines. Neat little cars. Anyway, I didn't know the track so again I was behind the eight ball to start off, but each session I got better than a second faster, I qualified ninth but was within striking distance of seventh. The turn I was worst at was the double apex 5 and 5A, so I jumped on the ATV and rode to the back of the track to watch other cars and that paid off. A CSR car was flying through there on a different line than anyone else, so I memorized what he was doing and tried in the race. It worked and that was where I caught the only car I passed in the race. I eventually finished 7th because one car crashed out, but I felt okay about that since the other guys had all been there before. The Saturday night party was the best of the year, held on a grassy hillside overlooking the track. The track also gives free tickets to go down the road and watch roundy round races Saturday night, so Mike and I took the ATV down there for a couple hours. It's a nice paved oval with plenty of local stock car action.

I guess I've rambled on far too long so let me wrap this up by saying I finished tenth in National points in Spec Racer and am awaiting my letter of acceptance into the Valvoline Runoffs at Mid Ohio. The season was tremendous fun, especially having Mike Larimer along for all the races to lend a hand and keep me calmed down. Having a motorhome was a source of frustration in the beginning until we got some of the major bugs worked out of it, but it's the best way to go to the track that I have found, and with advice from guys like Dick Stewart and Pete Smith, among others, it will continue to be my preferred method of travel. I didn't achieve my goal of finishing in the top eight, but the fact that I never saw three of the tracks before, a tire guy mounted my tires wrong, and a competitor crashed me out of the only race I lead, I guess I can live with tenth. It is sad that our class is coming to an end in 1996 due to a mandatory drive train upgrade, but I chose this class back in 1987 and have never felt I made a mistake. It has been competitive, we have had large fields of cars, and it was a car that never gave me a mechanical dnf. I haven't decided what I going to do next year, over the winter I'll have time to ponder, but I would like to do the NESCCA series again that's for sure.

Larry

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Mosport 96 National report
by Mike Weir

The last NEDIV national was held over Labor Day weekend at Mosport Park in Ontario, Canada. Larry Morton and I were the only two Mohud competitors that I know of. Mike Larimer came with Larry as crew, and Bruce Kingsbury came up to assist and observe. I left at around 11:00 A.M. Friday, and arrived just about 8 hours later, despite having missed the exit for Rte 12 off the NYS Thruway and backtracking for the better part of an hour trying to find "scenic route 46 North." We usually go up Rte 12 through Booneville, Lowville (good, cheap food at Country Bob's!), and the Danish country before cutting off to get on 81 below Watertown. It's a pretty drive and cuts off 50 miles or so from continuing on 90 to 81. We always top up with gasoline in the US at the interchange where 12 rejoins 81, immediately before the first big suspension bridge. We only need to buy a little in Canada then, where the price is now about \$1.65 (US) per gallon. Note, leaded racing fuel is near \$6 per gallon, compared with about \$4 here. And you're not supposed to be using leaded unless "you have a letter from your engine builder saying it's required." We've never been bothered, but Canada has tried hard to eliminate it entirely. The crossing at Thousand Islands was uneventful, though the line was longer than usual: I don't think we were delayed more than 15 minutes. I highly recommend the Ontario welcome center on the right just over the border. They're open from 0800 to 2000 and have excellent up-to-date roadmaps, brochures from everything in Ontario, pleasant

staff, a well-run currency exchange, and large, clean restrooms. We usually take advantage of all of these.

Two and a half hours later, we arrived at Mosport. I take Rte 35 off of 401 and some back roads to get to the track, rather than going past it and backtracking per the recommendation in the entry form, which saves a few minutes. Doing so puts you in the wrong direction to get back to the track entrance, but you can loop around behind the registration building.

Friday night, you can get into the track through the tunnel or down the pit lane. The latter involves a sharp turn to head down into the paddock, but is at least possible. The tunnel is a tight fit for my van and small trailer, and is clearly impossible for bigger rigs. The tunnel is always open, but the other way only a few times during daytime on the weekend.

The paddock is substantially revamped on the inside of turn 1, where we normally set up. There's now a large paved pad (accommodating 20 cars or so), but there's still a good area of grass available. The challenge is finding a place where you can get to the dirt roads without scraping the car on ruts or protruding boulders, but it's not too hard. We even had some trees nearby for shade. Larry and Mike arrived around 11:00P.M. (or so I was told) but were able to get a spot in the old, paved upper paddock near the track entrance even so. We ended up near a Vee driver from Indiana we know slightly, who shared his canopy space with us. After depositing the car, we headed off to our lodging, an old farm west of Peterborough that is a participant in the Ontario Vacation Farm Association

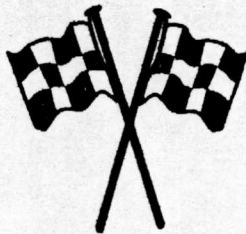
(working or formerly-working farms offering B&B).
Inexpensive, and very nice hosts.
Practice Saturday morning was uneventful, except for traffic.
Temperatures were warm, but a continual breeze made it quite pleasant.
My group included SCCA classes FP, GP, HP, GT-5, DSR and Canadian classes GTA thru GTD. My lap times were around 1:33, and the other cars ranged from 1:37 to 1:59. The track is fairly narrow and, despite vigorous blue flagging, some of the GT cars weren't very attentive. Jerry Bergman had the other DSR, a new conversion of a Lola 540 by Beasley, with a Kawasaki ZX-10 engine, which he rented for the weekend.
I can't say much about Larry's session. It was his first time there and he felt there was still much to learn. Qualifying was similar, I went slightly faster (an increase of 20 in the air corrector jets brought the EGT up a bit, but didn't seem to make a notable difference otherwise). Jerry, becoming more familiar with the car, got down to 1:38. Soter Slomski (NER), by the way, has the DSR track record in the mid 20s with a LeGrand powered by a very highly tweaked ZX-10 engine. Larry went faster, but experienced a small asymmetry in handling that we weren't sure how to cure.
Saturday night we went to the traditional track-provided "turn 1 barbecue", held on the hill outside turn one overlooking the paddock and about 1/4 of the track. Previously, the fare was inexpensive steaks, corn on the cob, and macaroni salad, with beer, wine, and soda. Harvey Hudes, the previous track manager, succumbed to illness over the winter

and the new management chose to continue the tradition, with a few changes. The fare included chicken breast, hamburgers, and hot dogs grilled, tossed green salad and potato salad, and the same drinks as always. Everything was very good, the chicken particularly. I (as always) made a special point of finding the responsible people and expressing the general thanks of the competitors for the fine hospitality. One part of that hospitality is free tickets to the oval track nearby, also owned by the Mosport operation. We got there just as the rollerblade races had concluded, and in the middle of the "king of the hill" event. This is a run-what-you-brung affair, two street-licensed cars at a time, one lap around the oval (about a third of a mile, I guess). A V6 powered Mazda sedan was third, a VW (post-beetle) was second, and a Camaro first. The GMC Safari didn't do too badly, and there was an assortment of others. Following this the "real" race cars got under way. This night, they were all sedan types, in two or three different classes. There was some pretty good racing, though I wouldn't want to do it. We left about halfway through the card. Sunday, our race was the first one after lunch. The false grid work was the usual (not bad, just be aware that they have short minutes and long ones there), but I was ready in time. The race was uneventful; I missed my qualifying time by a half second or so; and there were some moments with the slow cars. Jerry got down to a 1:36...I think he's going to buy that car. We lapped all but one car once, and most of the field at least twice.
Larry's race was just before lunch. He didn't do as well as he wanted,

but did better his qualifying time and passed one car, earning a possible spot in the Runoffs at Mid Ohio.

Trophies and results were available quickly, but we stayed to watch some of the formula car race. There was apparently some carnage out of sight, for we saw all the safety crews and ambulance go out. I prefer fenders on my car. We then left and, in spite of 6 stops along the way (lunch, snack, veggie vendor, gas, gas, and supper), still made it home in 8 hours. Honest, I didn't speed excessively, almost everyone passed me in Canada, and about half the travelers in the US. By the way, for anyone planning to go to Shannonville in Canada for the regionals, it's about an hour and a half closer.

I recommend Mosport to anyone. There's one national held there and at least one regional, plus the Canadian races to which SCCA cars are welcome. It's a grand and majestic track, challenging, smooth, and with a majority of high speed corners; severe elevation changes, and pretty scenery. It's not that far from the capital region, for a once-a-year adventure, and a greater US attendance would help keep it on the schedule.



Editors note

Some of you, perhaps all of you, will notice poor quality print and other problems in this issue of the KnockOff. This issue was one of the most difficult for me to put together due to my time constraints and limited access to a laser printer. I hope next issue will flow a little smoother and not require me to put it together in pieces. That said, I hope you enjoy the issue.

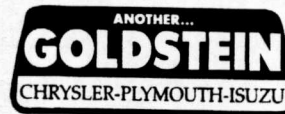
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<u>PLACE</u>	<u>NAME</u>	<u># POINTS</u>
1st	Chip Van Slyke	59
2nd	Bill Bennett	35
3rd	Dave Kosla	35
4th	Eric Kroth	32
5th	Mick Cipollo	26
TIE	Andy Furlong	26
7th	Russ Burckhard	22
8th	Mike McMullen	18
9th	Jeff Tyburski	12
10th	Allan Bentsen	10
11th	D.J. McArdle	8
12th	Bryan Tyburski	7
13th	Ken Busta	4
TIE	St. Amour	4
TIE	John Mountford	4
16th	Bob Tatterson	3
TIE	Ron Gizzi	3
18th	Dave Zienbicki	2

STREET PERPARED

1st	A.K. Beebe	46
2nd	Chris Groel	44
3rd	Scott Stickle	37
4th	John Aulisio	30
5th	Drew Henery	26
6th	Ron Gizzi	24
7th	Dave Cowie	14
8th	Hicks	13
9th	Carmine Russo	11
10th	Angelo Russo	9
11th	Clayton	6

PREPARED & MODIFIED

1st	Bruce Taylor	44
2nd	Bill Hudson	30
3rd	Ed Patire	29
4th	D.J. McArdle	25
5th	Dave Kosla	10
6th	Dave Zienbrcki	8
7th	Carmine Russo	1

THE AD
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and

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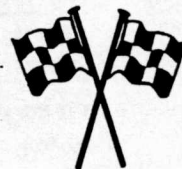
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