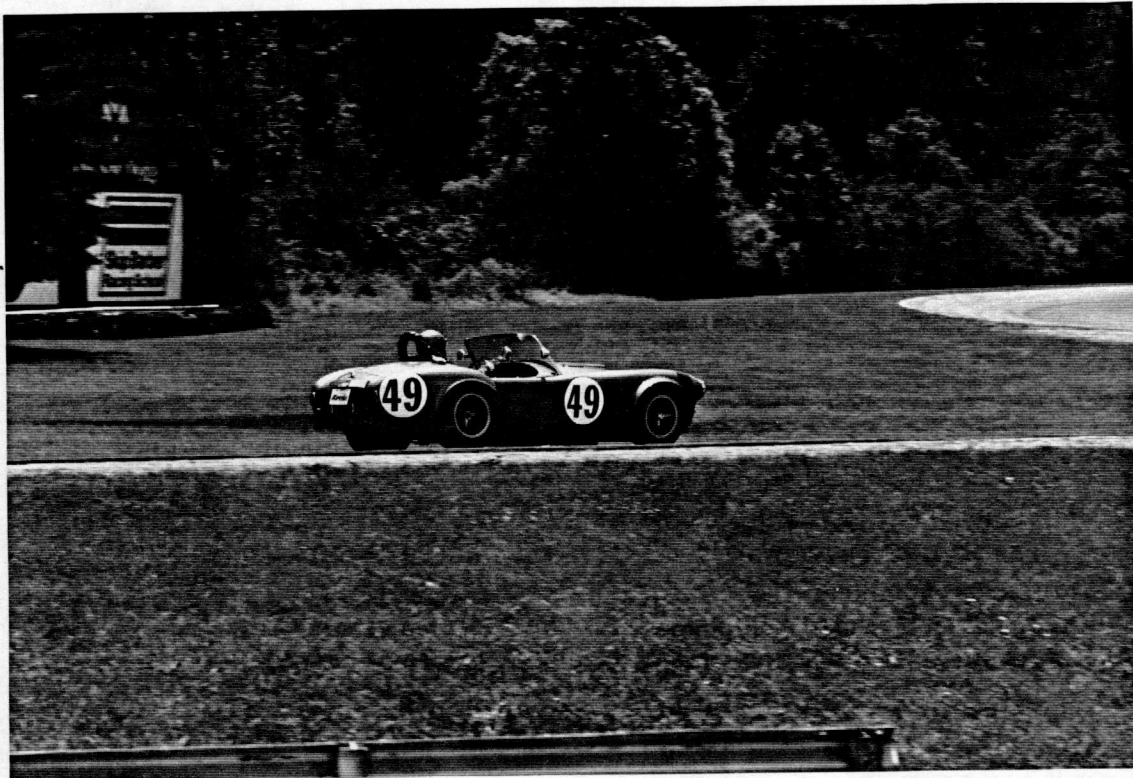




# Knock Off



Official Publication of the Mohawk Hudson Region



*October, 1996*

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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"

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**Editors View**

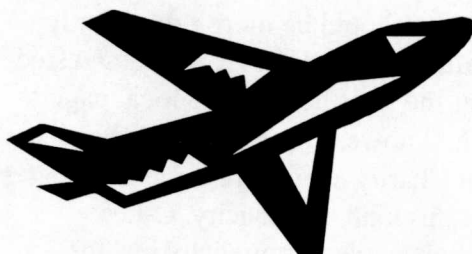
I have to apologize for another late issue of the KnockOff. I had two choices this month, one to get the KO out on time and the other was to go to Belize for two weeks and sit by the Caribbean Sea sipping Rum Point punch in the sunshine. Did I say two choices?

I received a letter from Mike Larimer earlier in the month setting the record straight on the problems with trophies and hats that were sent out late after the John Stim memorial race at Lime Rock Park. Mike had made repeated calls to the vendor, Paul's Trophies, that went unanswered. Mailing labels were given to the vendor on July 15th with instructions re. shipment. The hats apparently **were not produced or shipped until early September.**

Mike, after the frustration he had to deal with, feels that **MoHud** should no longer do business with this vendor and I agree.

There is one thing I learned while I was away in Belize. If someone tells you that they work for the U.S Department of Agriculture, don't believe them. They could be with the CIA.

**Mike Golden**



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**New member report 10/13/96.**

From: 08/28/96 to: 10/13/96.

Please welcome these new members to the region.

|                  |                  |
|------------------|------------------|
| Michael L. Lance | 09/25/96         |
| LongLake NY      | (518)624-2335(H) |
| David O'Grady    | 09/05/96         |
| Latham NY        | (518)782-0273(H) |
| William Sinclair | 09/05/96         |
| Craryville NY    | (518)851-3416(H) |

**Anniversary Report generated on: 10/13/96**

| Name             | Joined on | Years |
|------------------|-----------|-------|
| Larry Morton     | 10/28/86  | 10.0  |
| Lyn Morton       | 10/28/86  | 10.0  |
| Edward N. Patire | 10/08/91  | 5.1   |

There are 332 active members in the region.

**Minutes of the September 1996 board meeting.**

The meeting, held at Son's Restaurant, was called to order by Larry Morton, R.E. on 09/19/96 at 7:47 PM.

**Answering Machine**

Larry Morton announced that Ted Boice will handle the answering machine duties for the region. The content of the recorded messages will be modeled on those used by New England Region. Larry will purchase an appropriate answering machine.

**Race**

Larry Morton has been having conversations with Mike Rand, Manager of Lime Rock park regarding the date and format of next years John Stim Memorial Race. Scheduling concerns revolve around scheduling the race to allow the largest numberof competitors to attend. Dave McClumpha favored a single day format event with longer races

than previous races. Larry suggested we think about a two day event, a Driver's School and the race. Mike Weir favored a single day event as did the majority of the board. The favored date is June 28, 1997.

Allison Welty mentioned that racers prefer inexpensive fees. Larry replied that we had dropped the fee for one of the races by \$10.00 and had 30 less cars registered. Dave McClumpha remarked that that race was in the middle of a three race string, and that was the major reason for low attendance. He advised that the price be kept the same (lower rate) and the single day format be retained.

The consensus of the board was that we run a single day event and that entry fees remain the same as last year.

**Banquet**

D.J. McArdle should book the restaurant for the annual banquet soon. The location will be the same as last year, the Italian American Community Center. Larry Morton will try to arrange a guest speaker early enough to get a firm commitment. The event is tentatively being scheduled for the third Saturday in January (Jan 17).

**Publicity**

There is a general concern by the board about the lack of publicity being given Mohawk-Hudson events. Larry suggested that the schedules and event notices should be more prominently featured in the KO. He also suggested that the adds be faxed to local papers. Who knows, they might even be picked up! Charity events are good candidates for this kind of publicity. Other opportunities for publicity include members writing and submitting articles to local newspapers. Jim Garry's recent



autocross article was cited as an excellent example.

Larry Morton suggested that we should seek a volunteer from the membership to take on the responsibilities of getting publicity for the region and it's events. This person should have some prior experience if advertising or public relations.

#### **Election of officers**

Election nominations are to be submitted before the end of the November general membership meeting. This requires that a nominating committee be formed to provide a slate of candidates for the club officer positions. Volunteers will be sought and will be approved before the end of the October general membership meeting.

#### **Budget**

The budget should be put together during January for a vote in February 1997.

#### **Treasurers Report**

Dave McClumpha reported on the state of Mo-Hud finances. HVCC sent out a thank you letter for the gift to the HVCC foundation. This was a part of the proceeds of one of the solo events held at the school. A letter was read from Mothers Against Drunk Driving of Berkshire County thanking Mo-Hud for the donation to their chapter. This again was part of the proceeds from a solo event. Dave still hasn't received a bill for the race trophies. All trophies were supposedly mailed as of Monday (Sept. 16) Mike Larimar was given the task of checking the verifying that the trophies were indeed sent out.

#### **Web Page**

Rich Welty reported that the web page is being reformatted. He has not applied for a domain name yet but will soon.

#### **Misc.**

Rich Welty strongly suggested that the region set it's solo schedule early enough to prevent the season from "collapsing" in the last half of the year.

Larry Morton reported that he does not know whether the VCR and TV purchase authorized by the board has been made yet. Videos of the Runoffs will be available for a fee from Speed Vision. There was some discussion as to whether the region should purchase a copy for upcoming meeting. Dave McLumpha remarked that Denver once had tapes of some National races available. Someone should contact the new SCCA Archivist, Peter Hylton, to see what is available. Larry had discussed with Kurt Weiss the possibility of having another meeting or other special event at his shop. Some suggestions included a welding school for interested members. This would include some "hands on" instruction in the art and science of TIG and MIG welding.

#### **Next Board Meeting**

The next board meeting is scheduled for Thursday, October, 24, 1996.

Larry Morton adjourned the meeting at 9:55 PM

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

#### **Minutes of the October 1996 general membership meeting.**

The general membership meeting for October, at Son's Restaurant, was called to order by Larry Morton, R.E., on 10/02/96 at 8:00 PM.

**Reports from Officers and other specialties.**

## **Membership**

Dave Wachtel reported that the membership stands at three hundred and thirty seven. (Just got an update, National reports 330 member, but this does not include dual region members).

### **Treasurer**

Dave McClumpha, reported that Mo-Hud is "doing swell". He hasn't received a bill yet for the Race Trophies or mailings so the books on the race are still open.

### **Solo**

The last event of the season will be held at the Brody mountain sky area parking lot on October 5. The P-Lot autocross attendance was good with approximately thirty four competitors. A meeting will be scheduled to discuss the 1997 season.. Jim Garry wrote Larry Morton with suggestions for improving the autocross series and individual events. Jim has vast experience and success at the Divisional and National levels and his input is welcome.

### **Competition**

There is a report that two of our competitors haven't received trophies from the John Stim Memorial Race yet. Jack Hanifan will try to determine if the trophies were not sent, or if they were lost somewhere in the mail. Jack would like anyone who was to receive a trophy, but didn't, to contact him. If you know of someone that should have received a trophy, let Jack know as well. Rich Alexander reported that he is racing the Skip Barber Formula Dodge school series. At a recent race, there was standing water "a foot deep" at the entrance to the up hill. Jack Hanifan

reported on the results achieved by Mo-Hud competitors at the NARRC runoffs. Less Apple was first in GP, Kim Graff had a DNF. Dick Stewart spun on the left hander while dicing in the lead pack in formula Vee and came back to finish fourth. Chris Zarzycki finished first in Club Vee. Dave Riggie had an unfortunate crash and DNF'd. Spec. Racer Form competitor Doug Garrison finished ninth. Bob Bunce finished eighth. In Formula Ford, Reynard driver Paul Tariello had tangled with another competitor and DNF'd. Rick Pocock dominated his race and won convincingly (ITB?) Tom Campbell led most of his GT1 race and won over twelve other competitors. John Sheridan finished eight in American Sedan after being plagued by motor problems for most of the race. He will be running the support race at the Busch weekend coming up. Larry Morton asked Jack if there were any changes in the NARRC series this year as opposed to last. Jack said he noticed that the attendance was up later in the year. Jack gave a summary of the northeast national points standings. Jeremy Treadway finished third in points in FC (FF 2000) and will be going to the Runoffs. (Qualified second but had a motor problem during the race (DW)). Mike Weir finished second in D Sports Racing but will not be attending the runoffs this year. At the Mosport National, Mike was on the pole for his race and ran away from the field to achieve a dominating win. General discussion was held about the next year's race. The board's conversations regarding scheduling and format were discussed (see board of directors report for more info).

### **Old Business**

#### **Hot Line**

Todd Boice, our hotline volunteer, has an answering machine for the SCCA information line. The necessary phone lines should be in soon. The number will be placed in the Yellow Pages for reference.

#### **Car Control Clinic**

Larry Morton apologized for the Car Control Clinic delays. The consensus was that we should take this up in early spring.

#### **Web Page**

Rich Welty has submitted the paperwork for registering the Mohawk Hudson web page domain name.

#### **Equipment**

The VCR and Television has not been purchased yet.

### **New Business**

#### **Capital Expenditures**

There is enough of a surplus in the treasury that capital items could be purchased for next year. Larry Morton said that some of the equipment that we rent could be purchased for \$1200 to \$1500. Dave McClumpha agreed that this is do-able. Rich Welty pointed out that if we purchased equipment that we now rent, an equipment manager would be needed. Scales would need to be calibrated, for example. Transportation and storage of equipment are other issues as well.

#### **Publicity**

Larry Morton reported on the boards concerns about publicity (see the board meeting report, this issue). Larry has been trying to interest the Kingston Newspaper in reporting on his trip to the Valvoline Runoffs with little success.

### **Elections**

Larry Morton solicited the membership for volunteers to set on this years nominating committee. The Nominating committee puts together a slate of candidates for Mo-Huds governing body, the board of directors. Jack Hanifan, Dick Stewart and Chip VanSlyke have volunteered. Larry Morton, Dave McClumpha and Dave Wachtel have volunteered to be candidates for the positions they now hold: Regional Executive, Treasurer and Secretary respectively. The nominating committee will present a full slate of candidates at the November general membership meeting.

#### **Car Shows**

The possibility of a car show at the Clifton Country Mall was discussed by Larry Morton. As has been done in the past, any show has to be arranged with the mall management, Skip Barber Racing and Lebanon Valley Speedway. The plans for upcoming shows include having more publicity. There may also be prizes given for the best cars in class and other activities for participants and spectators.

#### **Events**

Larry reported the possibility of having a future meeting or other event at Kurt Weiss' shop. (see board minutes for details) This was thought by everyone to be a fine idea. Larry will pursue this with Kurt. There was some concern regarding weather if the event or meeting was held during the winter. Harold Cameron thought that this should not be a problem, particularly for those members who are (or were) ice racers. The consensus was that for the maximum attendance a late winter or early spring date would probably be best.



Tom Campbell volunteered to do a Suspension set up and handling seminar at a meeting or as a special event. Larry would like suggestions from the membership for possible topics for meetings. Dave McClumpha has looked at his slides of past races and reports that they haven't faded yet. He will show some of them at one of the upcoming meetings, possibly in February.

**NEDIV Convention**

The Northeast Division Convention will be held the weekend November 15 through 17 at the Hilton Hotel in Hershey Pennsylvania. Larry Morton(?), Jack Hanifan, Rolly Heacock and Tom Campbell will be attending.

**Valvoline Runoffs**

Jeremy Treadway and Larry Morton represented Mohawk Hudson at the runoffs in FC (FF 2000) and Spec. Racer classes respectively. Jack Hanifan proposed the following motion:

Resolved: That Mohawk Hudson Region, SCCA Inc. provide our (Mo-Hud's) entrants in the Valvoline Runoffs financial support in the sum of \$100.00. Tom Campbell proposed an amendment to increase the amount to be \$250.00 for each entrant from the region. The motion was seconded by Jim Garry and put to a vote. The motion passed by affirmation. The November meeting will feature a report on the results of the runoffs.

The meeting was adjourned at 9:17 PM.

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

**NESCCA Points Standings**

The NESCCA race series is made up of the 9 national races held in the northeast division throughout the year. The series points championship is determined by a formula which not only rewards how high you place in the races,

but also how many cars you beat. At the end of the season a cash fund is split between the 99 top drivers in the series based on points accumulated. This year the average number of cars per event was 181 which is down by 5 cars but included an extra race. The series has been a success since the regions agreed to limit the races to one per track. The MoHud Region had 10 drivers participate

in one or more NESCCA events this year and here are their results:

| <u>Class</u> | <u>Driver</u>   | <u>Position in class</u> | <u>NESCCA points</u> |
|--------------|-----------------|--------------------------|----------------------|
| AS           | George Smith    | 23                       | 60                   |
| DSR          | Michael Weir    | 2                        | 374                  |
| FC           | Jeremy Treadway | 3                        | 612                  |
| FF           | Jim Quaile      | 8                        | 251                  |
| FF           | Paul Tariello   | 14                       | 181                  |
| FV           | Jon Vandercar   | 21                       | 93                   |
| FV           | David Riggi     | 29                       | 64                   |
| GT1          | Tom Campbell    | 5                        | 228                  |
| SR           | Larry Morton    | 7                        | 357                  |

Jeremy and Larry went on to compete at Mid-Ohio in the Valvoline Runoffs where they finished 13th and 30th respectively in their classes. Jeremy, Larry and Michael are eligible for the cash fund awarded at the NESCCA Banquet in November.

## Living the Dream

Ever since I bought my Spec Racer, I had the goal of one day going to the Runoffs. For years I was a recreational racer, not competing in any one series, just having fun out there. 1996 was the year I decided to go for it and try to make it to the big show, and with the help of Mike Larimer, we did it. The experience is one I will remember the rest of my life and here is the story of that week at Mid-Ohio.

Eleven Spec Racer drivers from the northeast were going to Mid-Ohio and I was the only one who had never raced there previously, so I decided to spend the extra \$325 for a test day on the Sunday before the event. That was the best decision I made all week since it turns out that Mid-Ohio is a very technical drivers track, not easily mastered, and track time during the actual Runoffs week was limited to 16 minutes a day. I arrived on Saturday afternoon, about 3pm, and got through registration, tech, and setup my paddock before darkness set in. The paddock was already quite full when I arrived but I managed to secure a great spot with a view, portapotties close by, a coffee wagon next door, and nearly in the center of the entire paddock facility. Craig Booth (MoHud) arrived around 5pm and helped me get established. Craig brought a few of his sculptures along to try to drum up some interest and he spent some of his idle hours working on a Shadow CanAm car.

The announcement came over the PA Sunday morning that we would get three 20 minute sessions. The weather was perfect and I had the car set up according to recommendations from Dave Skinner of Motion Dynamics who

has run at Mid-Ohio several times with some degree of success. The two key turns on the track that lead to long straights are both tight 180 degree right handers and I was told our cars will tend to understeer in both turns. Also there are a lot of elevation changes on this track and several where the track falls away in the middle of a turn. About 9am I went out for my first session on the track, and I was never so lost in my life. I was all over the place, spun 3 times, and couldn't even begin to find the line. When I came off the track, I sat down with my notes and talked to John Frank, another Spec Racer driver, and then went in the motorhome and ran laps in my mind until it was time for session 2. To give you some idea of how bad it was, the pole time last year was a 1:41.8 and I was doing 1:56s. The second session was much better as I started to figure out the line and began to identify the places I was screwing up. My friend Joe Thornton and his wife Patti had arrived from Dayton, Ohio and I had them watch me at various places around the track with instructions for them to chart what I was doing differently from the quick guys. This was a big help as we reviewed their diagrams after the session. I got down to a 1:48.6 and at least knew I would make it into the race.

Up to this point we made no changes to the car. I wasn't going fast enough to determine what to change, so I felt I should concentrate solely on learning the track. With Joe's notes in mind, I entered the third track session and refined my line and took a little more aggressive approach to my driving. Lap times fell to 1:47.3 and I realized I would not be last on the grid. Joe went to some more spot along the track and made notes on my line which we went

over right after the session and I was starting to feel the rhythm of the track. Now it was becoming fun and I was getting pumped up. We talked Joe and Patti into staying for dinner and Craig cooked up a storm in the motorhome. There was rumor around the paddock that the weather would deteriorate in the middle of the week but right now things were perfect. Not for long!

My session on Monday was at 10am and the goal was to refine my line around the track and begin to adjust the setup of the car as we got tire pressure and temperature readings. Also, I was running my Data Commander computer since Sunday afternoon and was planning to also mount a video camera. With only one 16 minute session available for the day, I tried to quickly get up to speed but I was not smooth and was off line a lot. I spun in the chicane going into the keyhole turn and a car right behind me hit my left rear wheel, bending the tie rod and ending my session. This I could not afford in terms of track time. Anyway, we got no data and could not improve the handling of the car. Tuesday's session was at 3:30pm and the weather was still good, so I came up to speed a little more gradually and started to lay down some good laps when all of a sudden there were yellow flags all over the turn 6/7 area and 5 cars up against the outside wall. Seems someone blew an engine and oiled down the hill in 7. The cleanup took too long and our session was ended. Again, no real data to use for a setup change. We did refine the tire pressures and make a slight camber change to the right rear.

Wednesday we awoke to rain, wind, much colder temperatures, and a call from Craig's daughter that there was a problem at home and he would have to

leave right after morning qualifying. I slapped on the rain tires, adjusted the brake bias and headed out onto the track. I drove around for 16 minutes trying different lines to find grip but admittedly I'm not experienced at rain driving and my time of 2:16 put me 38th on a grid of 45 cars. The forecast for Thursday was for the rain to end early and my session was to be at 3:30pm so I switched back to my dry setup and put the good tires on for the last qualifying run. That morning I borrowed Rich Welty's van to run to the airport to pick my wife and daughter. It was cold and windy but showed signs of sun trying to break through so I thought we would have a good session on track. The closer we got to 3:30 the darker it got and as I pulled out onto the track it started to sprinkle. Damn! I was afraid to be too aggressive during the session and that was a mistake because apparently there was plenty of grip. The pole was only a half second slower than last year and my 1:48.6 put me in 41st position, further back than I hoped for, but at least I was in the field. During the week I had been visiting Jeremy Treadways' paddock and Wilson Wright in the Honda tent. MoHuder Sue Rodgers was helping Wilson all week and I wanted to keep in touch with all the MoHud folks at the track. Jeremy was doing fantastic, qualifying first in the rain Wednesday and second by only .3 second on Thursday. Wilson was pretty high up in the order for GT4 after fighting cooling problems and having to repair his radiator. Rich Welty was wearing 2 hats all week, working tech for the GT classes and then spending afternoons in the media room downloading results and news to Valvoline. I spent some time visiting him because it was warm and dry up there



and I could peruse through news releases and team promotional material which is interesting reading. Rich and the other media folks were having trouble with the phone lines which are apparently substandard for data transmission, but otherwise the facility is a first class place to work a race. For that matter, Mid-Ohio is a beautiful track and it should be on your list tracks to visit at some point in your travels. I'm thinking of taking the motorhome out to watch the Indy car race next year, not that my motorhome wants to see an Indy car race.

At the end of lap 1, I found myself at the end of a 6 car train and figured I'd see if I could run with these guys for a couple laps then decide if I could pick a few of them off. I had no trouble keeping up, in fact I felt the last car was holding me up in a couple places and decided where I could pass him but I didn't get a chance to try it as the full course yellow flag came out for at least 2 cars crashed in precarious positions around the track. After 3 laps of yellow we approached the front straight for the green. Being a rookie at Mid-Ohio, I didn't know a little trick that you watch the yellow at the bottom of the hill before the carousel turn. When it drops, that means the green is out up on the front straight. I got caught with my proverbial pants down by this and Dave Skinner shot under me on the restart. Lesson learned and filed away in the memory banks. Anyway, I was again at the rear of the same freight train and resumed my charge on the tail car. I got up under him approaching the keyhole when he turned in on me and stabbed the brakes, causing me to have to brake hard and I spun ending up sitting 90 degrees to the track in the middle of the turn. I

did a Mario Andretti and took off after them in HOT pursuit. No one passed me in the incident but now there were a few cars in my mirrors. I spent the rest of the race, about 5 laps, trying to run down the pack I had been following but to no avail. The last couple laps I started sliding around quite a bit and one of the fast cars that had gone off earlier caught me 4 turns from the end of the race. All in all it was great fun and I finished 30th out of 45 cars so I wasn't too displeased. Of the 11 drivers from the northeast, none of us did well with the highest finisher coming in in 16th place and 4 of them finishing behind me. The northeast has never done well at the Runoffs in SR to my knowledge and I don't know why.

I want to take this opportunity to congratulate Jeremy and Harry Treadway on a fine showing although they were beset with engine trouble late in their race while challenging Andy Lally for second place resulting in a 13th place finish after pulling off the track. I also want to thank Craig Booth, my Ohio friends Joe and Patti Thornton, and my family, Lyn and Erika, for their support and help. It all meant a lot to me and made the week more enjoyable. My overall impressions of the event were that it was well run, highly organized with many competent people, a beautiful, no, magnificent facility, outstanding competition against superbly prepared equipment.

Raceday. It's cold, but the sun is out. Quite a crowd was gathering and the hustle and bustle around the paddock was triple what I had seen all week. Joe and Patti were due to show up around 2pm, my race was at 4pm, so Lyn, Erika and I went out to watch some

races and to buy a couple souvenirs. It was a humbling experience to watch the caliber of driver that runs at the front of each class on the track. I watched some incredible dices for the lead in almost every race on Friday and Saturday. When was the last time you saw 3 CSR cars side by side for the lead in the middle of their race. When was the last time you saw the first and second place Neons in SSC bump roofs as the inside car in turn 7 got up on 2 wheels (the result was he flipped and did 5 barrel rolls across the grass). Great battles all over the track as 56 Formula Vees hit the asphalt. 41 American Sedans put on a great show with a 5 car dogfight for the lead lasting almost all race long and culminated with the second place car doing a power slide around the outside of the leader in turn 6 on the last lap. The entire hillside of people erupted with that move, the guy should have run for president. I got back to my paddock an hour before my race to rest and prepare mentally. I decided that since I was so far back on the grid, a conservative first lap was a good idea since there would almost certainly be some cars getting together before the field sorted themselves out. We got a green flag the first time by and I got the jump on 2 cars but kept a car length between myself and the guy in front of me as we approached the first turn. Up ahead I could see dust and fiberglass flying in the air but couldn't see the incident so I stayed behind the car I was following and as we rounded the curve there were Spec Racers facing every direction. I drove through unscathed and headed up over turn 7 and downhill to 8. Again as I rounded the turn there were 3 or 4 cars sliding off through the grass on the outside of the turn and a stalled car in the middle of the track. I got past that

okay and figured that would string the cars out enough so we probably wouldn't see any more of that activity.

There are a couple things that would have to change to get me to return to the Runoffs in the future and I believe these are already being addressed. The most important one is track time. A 16 minute session each day just isn't sufficient. The problem is too many classes and I understand the powers that be have mandated we get down to 18 National classes by 1998. There are 25 now and SR and SCA are gone as of 1997 so some more shuffling must be done. During the lunch breaks at the Runoffs there was a meeting each day to talk about each category of car and the outcome is not yet public knowledge. There will undoubtedly be some combining of Production classes and GT classes and maybe even Showroom Stock. There will be more discussion on this I am sure.

The second that needs consideration is the date of the event. Mid October can and did get mighty cold this far north and I think they need to move the event forward a week on the calendar. There is a rule that the Runoffs must occur no earlier than 6 weeks after the last National Race on Labor Day. Change the rule to 4 or 5 weeks folks.

It has been a year I will cherish for a long time. 8 National races and the Runoffs. Many thanks to Mike Larimer for crewing for me all season, it was such a shame he couldn't make it out to the Runoffs but his efforts and companionship certainly helped me get there. To all of you reading this, go to the Runoffs if you get the chance, even if just to spectate, the level of racing is incredible.

**Larry**

## **How my car went to Nationals by Chip VanSlyke**

In early August I received a phone call from Jim Garry that changed my life. Jim had a friend who was tired of losing to Miatas in C-Stock in his RX-7. Jim asked if I would be willing to rent my Neon to him for the National Championship in Topeka. I figured, why not? Several days later I get a call from Ken Hurd. Ken was the C Stock National Champion in '88 and '89 in his '84 RX-7 GSL-SE. We decided to share a ride at the NEDiv in East Hartford, so he could get used to the car. I casually mentioned that I had Yokohama tires on the car, causing Ken much concern. Apparently BFGs are around a second faster on an average course. (This detail cost him the national title in 1990) At the divisional I found literally everyone on BFGs. Because he wanted better than a snowball's chance, Ken mailed me an extra set of tires from his home in Burlington VT.

Driving the Div was like driving a whole new car. The combination of new tires (BFGs are stiffer, less forgiving, and give less feedback than Yokos) on extremely slick sealed asphalt made the first run a complete mystery. By the third run, my time had dropped drastically (within a few tenths from Ken) but I wasn't clean (Cone-wise). This is pretty much how the second day went. So even though my raw times were good, my score was not, putting me solidly in last place. The fast runs would have put me right behind Ken, who finished 9th out of 13. I was surprised that I was so close to Ken, and that he was so far behind the leaders. Of course, some of the best in the country were there in D-Stock. The overall winner

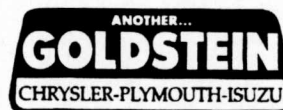
was Mark Daddio who only this year traded his Camaro for a Neon. (Mark later took second at nationals) We were lucky to be able to compete against someone of that caliber. Ken took the time to pump Mark for all setup and driving information he had on the Neon. Mark is truly a great competitor because he is open about what he does to his car. He is one of the great innovators in the sport as well as a great driver.

After this, Ken was optimistic about Nationals and decided to go. One major change made to the car before nationals was to mount massive 225-50R-14 tires on the front. This is standard procedure although I wouldn't have believed if I didn't see it. I also replaced the ACR front sway bar with the standard Neon bar, aiding with traction on exits.

After arriving in Kansas for the warmup events, Ken had some difficulty setting the alignment. He called me up after the Neon Super Solo. His late night-before adjustment had gone awry, ending up at .75 toe out! At the warmup the next day, he got within a second of the guy who finished third later at the finals. Not wanting to leave well enough alone, he tried to straighten the steering wheel even though he believed there was nothing wrong with the toe. We may never know where the toe was after that fateful adjustment, but he lost a second per course at the Championships. This was enough to move him from 12th to 29th place (In a field of 52 cars).

After the Nationals, Ken came down to a Mo-Hud regional to drive the Neon again, and to brief me. He took FTD that day. I rode with him on one run. Riding with someone of that quality is fun and a great opportunity. It helps you see and feel what a fast run is like. Ken had hoped for a higher finish at the





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championships. And with the Miata getting booted up to B-Stock, Ken will be returning to C-Stock next year in the RX-7. It goes to show how the slightest problems can cost big at championship events. It also shows how easy it is for these little things to happen. I think I got the most benefit of all, getting all that development in a short time from a real professional.



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| Amount Needed _____  |





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**SEPTEMBER 22ND**  
**PERIPHERAL LOT - ALBANY**

**C/STOCK**

|     |                  |        |
|-----|------------------|--------|
| 1st | Richard Andersen | 59.927 |
| 2nd | Bill Bennett     | 60.333 |
| 3rd | Dave Kosla       | 60.807 |
| 4th | Jeff Cashway     | 64.840 |

**P/STOCK**

|     |                      |        |
|-----|----------------------|--------|
| 1st | Jim Garry            | 59.576 |
| 2nd | Dave Cowie           | 61.102 |
| 3rd | Eric Kroth (E/S)     | 63.144 |
| 4th | Chip Van Slyke       | 63.310 |
| 5th | Andrew Furlong (E/S) | 65.411 |
| 6th | Leo Sawyer           | 67.585 |

**F/STOCK**

|     |               |        |
|-----|---------------|--------|
| 1st | Ray St. Amour | 66.608 |
| 2nd | John Petersen | 66.756 |
| 3rd | Don Finelli   | DNF    |
| 4th | Mark Provost  | DNS    |

**G/STOCK**

|     |                |        |
|-----|----------------|--------|
| 1st | Brian Tyburski | 63.076 |
| 2nd | Bruce Abbott   | 63.667 |
| 3rd | Jeff Tyburski  | 63.768 |

**H/STOCK**

|     |                 |        |
|-----|-----------------|--------|
| 1st | Russ Burckhard  | 63.087 |
| 2nd | Brian Crowley   | 65.839 |
| 3rd | Cookie Kumpibal | 74.287 |

**C/STREET PREPARED**

|     |                     |        |            |
|-----|---------------------|--------|------------|
| 1st | Ken Hurd            | 59.097 | <b>FTD</b> |
| 2nd | Jon Coffin (D/SP)   | 60.125 |            |
| 3rd | Lee Schaller (D/SP) | 65.952 |            |

**E/STREET PREPARED**

|     |              |        |
|-----|--------------|--------|
| 1st | Jeff Lloyd   | 60.594 |
| 2nd | Ron Gizzi    | 60.775 |
| 3rd | A.K. Beebe   | 65.107 |
| 4th | Eric Steepe  | 66.441 |
| 5th | John Aulisio | 69.405 |

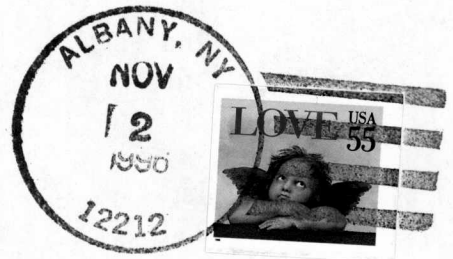
**C/PREPARED**

|     |               |        |
|-----|---------------|--------|
| 1st | Bill Hudson   | 60.944 |
| 2nd | Stefan Strait | 64.759 |
| 3rd | Glen Watkins  | 69.117 |

**F/MODIFIED**

|     |              |        |
|-----|--------------|--------|
| 1st | Bruce Taylor | 61.613 |
|-----|--------------|--------|

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