



Knock Off



Official Publication of the Mohawk Hudson Region



February 1997

<http://www.mohud-scca.org/>

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
 Chairmman**

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
 MGSCCA@aol.com or
 MG_SCCA@juno.com

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.)

Advertising Rates

Type	Size	1 Issue	6 issues
Full Page	10 x 7	\$20	\$100
Half Page	5 x 7	\$15	\$75
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.

Editors View

There is alot of information contained in this months KO, so I hope you take the time to look through the entire issue. It looks as though Jim Bucci will be taking over the editorial duties once the clubs computer is set up in his home. I wish him the best of luck and I'm sure you'll see some changes and improvements in the KO over the next few months. Although my tenure has been short, I did enjoy putting together the KO and I hope you have enjoyed it.

So enjoy the issue, read through it and support our advertisers.

Mike Golden

MEMBERSHIP REPORT

New member report 02/19/97.

From: 12/01/96 to: 02/19/97.

Please welcome these new members to the region.

Mark Formel 01/21/97 Great Barrington MA
(413)274-3788(H)

David Sudlik 01/28/97 West Shokan NY
(914)657-2774(H)

Madeleine Welty 12/18/96 Troy NY
(518)237-6307(H)

Anniversary Report generated on: 02/19/97

For the year 1997

Name	Joined on	Years
Craig Booth	01/23/87	10.0

A new membership directory is being worked on and will be out soon.

There are 334 active members in the region.

Submitted by **Dave Wachtel, Membership Chairman**

NORTHEAST CLASSIC AUTO INSURANCE

When it comes to insuring your collectible cars, not all insurance companies are the same. Now there's a company and a program offering comprehensive protection for fine automobiles.

Northeast Classic Auto Insurance can insure about any collectible car:

VINTAGE & CLASSIC CARS

EXOTICS

LATE MODEL COLLECTIBLES

KIT CARS

REPLICAS

STREET RODS

CALL MICHAEL J. SMITH for your low rate quote today.

Phone - (800) 866-6440

Fax - (203) 459-9791

NORTHEAST CLASSIC AUTO INSURANCE

P.O. BOX 287

MONROE, CT 06468



Canavan Racing

Now renting ITA RX-7 for Schools or Regionals

For more info talk to Dave Canavan

518-792-4986



NEON



JEEP

D.J. McARDLE
Sales & Lease Consultant

Goldstein Chrysler-Plymouth-Isuzu
(518) 785-4156

613 Loudonville Road
P.O. Box 906
Latham, N.Y. 12110-0906

THE BOTTOM LINE IS ... GOLDSTEIN CARS COST LESS

**Minutes of the Jan 1997 board meeting
(revised 02/19/97).**

The meeting, held at Son's Restaurant, was called to order by Larry Morton, R.E. on 01/29/97 at 7:45 PM.

Answering Machine

The current answering machine has been replaced by one with a longer message time. Although the new machine is somewhat more expensive, Larry reported that the old machine can be returned for a refund.

Knock Off Editor

Mike Golden is retiring and moving out of the area. He will be able to continue as KO editor for the next couple of months. Meanwhile we are seeking a volunteer to replace him.

Computer Upgrade

Larry Morton has completed the upgrade of the club computer. It is now a 66mhz 486 with 16Meg. of memory.

Regional Charter

Mohawk Hudson needs to submit paperwork for the Regional Charter by February 15. Treasurer Dave McClumpha will take care of this. This consists of submitting tax information and a certificate of good standing to the appropriate authorities. Even though Mike Larimar reported that this was done in 1995, it apparently is required this year as well.

Web Page

Larry Morton presented a advertising rate summary proposed to the board by Rich Welty. After some vigorous discussion, the rates were accepted pending a minor clarification.

Professional Solo Driving School

Jim Garry and Chip VanSlyke reported that it looks like the school will be fully subscribed. The possibility of holding the school again was discussed.

Race

Dave McClumpha reported that the race finances came out close to budget.

Budget

The budget for this year was discussed. The Knock off costs may grow this year due to increased postage costs. The board has a desire to increase the size of the publication by publishing articles with an out of region origin and soliciting more articles from the membership.

Solo

Last year the solo program generated good revenues.

Merchandise

For most of the prior years, the program lost money. Last year John Sheridan kept cost under control and brought the program around to the break even point. He is confident that this will also be the case this year.

Rally

There was a small expense for the rally "program". No increase in costs or revenues are anticipated for this year.

Social

Social events lost money this year. An increase in the budget to cover these expenses is anticipated for this year.

Administration

An increase in administration expense is anticipated this year due to expanded member services and advertising. This includes expenses related to the hotline telephone and the Web page.

Car control clinic

The car proposed control clinic will be in the budget as a break even item. Discussion of expense included possible expense for a conference room for briefing/debriefing, and food for the participants.

Software

Some software upgrading may be required. Publishing software for the KO may be purchased. Further discussion on publishing software is required.

Capitol expenses

Discussion was held regarding purchase of a van or trailer for transporting Mo-Hud equipment. The board did not reach a conclusion, but the consensus was to not make such a purchase in the indefinite future.

Other capitol equipment purchases discussed includes flags, extinguishers and scales.

Larry Morton suggested that the region purchase a flat bed scanner to be able to add printed material, photos and drawings to the knockoff more efficiently. The consensus of the board was that this was a reasonable expenditure.

There is a need for more radios for the race and for solo. There was some disagreement regarding how and what is needed. Further discussion and research will be done on this item.

The budget as discussed at the board meeting will be presented to the general membership at the February meeting for a vote.

Larry Morton adjourned the meeting at 10:05 PM

Submitted by David G. Wachtel, Secretary

The Rookie Column

During 1996, the Mo-Hud Region saw the addition of a few dozen new members, including me. Having been a racing fan for most of my life, following a day at Barber's driving school, the itch to "race" became irresistible. The itch intensified on learning of the simplicity and apparently low budget requirements of Solo II. This could be the start and a few hard earned dollars later we were a proud new member of SCCA and the Mo-Hud region. What wasn't expected, however naively, was the breadth and complexity of the organization and that's not counting the pro side of the sport.

What with 25 classes, regions, divisions, nationals and all the associated abbreviated names, just finding ones way around seemed an arduous task. The technical areas present an even greater challenge. Unfamiliarity breeds confusion and frustration. No matter, a copy of the GCR and the Solo II rules book would solve all that. Or so we thought. After plowing through reams of text, in both those publications, one gets the distinct impression they were translated from the Swahili edition by a retarded Chinaman on a bad day. The "Sportcar" didn't help either. If you've not mastered the GCR yet, reading the "Fastrack News" is even more terrifying and confusing. The solution was obvious. Take the advice offered and get stuck in. "Participating" is the one way to start on what seemed to be a long trek to the seat of understanding. I took the advice and looked for the next Solo II event. A plunge into the deep end showed promise. Trouble was, the deep end took some finding. Seems the upcoming venue was the "P" Lot and only those capable of understanding and quoting the GCR verbatim could possibly know where that is. Apparently Bob Bownes is a cut above yours' truly and he kindly answered my email plea and sent a crude but informative map of the area. Now I was almost a veteran. I knew how to get to the "track".

Intimidation set in yet again. At the "Lot", an assortment of vehicles, with and without professional looking numbers and other hieroglyphics on them were being attended with hoods up and wheels off. An air of grim intensity was heightened by "officials" probing

entrees (the cars that is, not the drivers). Others were walking? around a set of pylons scattered across the "Lot", apparently our famous Chinaman. What to do?

A quick chat with Arne Beebe sorted out some of the mystery and after struggling through registration, inspection and the "Oh I see, it's a sound meter" procedure I was ready for a day which turned out to be more fun than I could ever have expected.

It was only after having to struggle to find out where the Edinburgh track is (found thanks to Rich Welty's somewhat vague but welcome email and help from a waitress in a local restaurant?) and lack of available loaner helmets, which prevented me from competing, that I decided to bitch and moan to the Club.

The outcome will be preparation of a New Members' handbook, enthusiastically supported by Larry Morton. Like a dummy, I suggested that the best person to draft such a document would be a Rooky, since he or she would know the appropriate questions and concerns. Larry agreed. Gulp.

Good intentions are one thing. Finding time out from having to waste the days working for a living is another. But we are on the way. The intention is to produce a living document by start of this season which will grow as required but which will serve the immediate needs of buffoons like myself who show up enthusiastic but totally ignorant of the 'whys' and 'wherefores'. Further, it should include information for the upper caste of members some of whom are into club racing and are still confused.

One thing we should not do is to duplicate the GCR or the Solo Rules and other publications. The idea is to provide a basic easy-to-read and informative document. A table of contents could cover:

General

Intro to Mo-Hud and its relationship to other regions and the division.

Officers names, positions and contact numbers.

Table of events for the season and review of Mo-Hud's offerings.

Maps showing event locations in the Division or as requested.

Brief description of the event.

How to participate.

Rules and Organization (Jim Garry's excellent writing on this could be included)

Technical briefs, from local member "experts" or excerpts from "Sportscar" as allowed.

These would simplify the technical aspects of the Stock, P and SP classes. Advice on cost and worth of modifications and especially on what is and is not allowed. Maybe some advice on basics such as tires and suspension. The Sportscar just began a useful series of articles on this. The "Tire Rack" has some useful stuff on the net.

Club Racing and Rallying

Not having participated in either of these events (yet) I would assume some of the basic information above would be welcome. It would be useful, however, to get participating members identifying what should be in here. I read some good basic information on Tech placed on Rich Welty's unofficial SCCA web page last year before helping at the Mo-Hud race at Lime Rock.

Other

The difficulty in producing this handbook will be in limiting its scope. Possible additions would be selected basics from the Web Page and an FAQ. This latter could be developed from Web contacts. It is important, however, to assume that not all members have access to the Web.

What Next

What we need right now is a **membership response** to the proposed Table of Contents for the handbook. Not only areas of concern and interest but level of detail and information. Again, it is worth stressing that we should not finish up with a large document competing with the GCR and others for Disaster of the Year award. So let's hear from you. It's your opportunity to make your opinions known. Email me at jd.mountford@pti-us.com or snail mail to:
994 Hatlee Rd. Ballston Lake 12019. Phone messages can be left on **518 877-8263**....Happy racing.

Submitted by **JD Mountford**

March Meeting

The March 5th membership meeting of MoHud will be held at Kurt and Stephanie Weiss' shop in Stephentown at the usual start time of 7:30PM. Kurt has volunteered to hold a welding seminar and he has a variety of equipment to demonstrate. Anyone who races or restores cars should be interested. I purchased my small MIG welder when I realized I wanted to make some modifications to my trailer. It certainly is not as easy as it looks.

Anyway, I am republishing the directions Stephanie typed up for last years "roll cage" seminar as most of us probably forgot how to get there and I'm sure there will be some new folks coming out..

from Albany:

Take I-90 east across the Hudson to Exit 7, Washington Ave. At the end of the ramp, at the light, turn left. Stay on Washington Ave through several lights, across Route 4 and you will wind up on Route 43. Follow Route 43 about 12 miles (be sure to turn right at Cumberland Farms). The first signs for West Stephentown lead into some uphill and twisty roads, then straightens out and gets flat. Just before you head downhill, there's a dirt road on the right (Tinley Road) and there is a NYSEG substation on the corner. Weiss' house is the first house on the right, about 1/4 mile up Tinley Rd.

from Pittsfield:

Take Route 20 over the mountain to catch Route 22 north toward Stephentown. Follow it about 5 miles until you hit a stoplight, which is downtown Stephentown, and turn left. You're now on Route 43, follow it through the best 55 mph twisties in Rensselaer county for 5 miles and on your left you will see Tinley Road with a NYSEG substation on the corner. Go up Tinley about 1/4 mile, we are the first house on the right.

You may have to park at the substation if there is a large crowd. The phone number is 518-733-6499 just in case you get lost.

Larry Morton

Solo II Stuff - Part 4

This is the fourth and last installment in a series of MoHud Solo II event administration articles based on our Mohawk-Hudson Region Guide to Solo II Events. As we have pointed out in each installment, there are two benefits to making this information available. One is to show that an event chairperson and the various chiefs of specialty positions are not all that complex and time consuming. In this way, we hope to attract more volunteers to take on these positions. At the same time, we also would like every Solo II competitor to understand how an event is organized so that you can be in the right place at the right time. This will result in an efficiently run event that will offer a maximum of track time to its participants. The preceding four months included a listing and discussion of event chairperson duties, how to conduct a drivers meeting, important miscellaneous information, and a look at some of our chiefs of specialty. This month we'll complete this series of installments with a look at the Chief of Timing and Scoring, the Chief of Workers, and a summing up.

CHIEF OF TIMING AND SCORING

1. Prior to the event ensure that the timing batteries are fully charged.
2. At the event site, consult with the course designer to determine where the start and finish lines will be. Set up the timing lights and timing vehicle. Verify that the timer is operating properly. Once the timer has been tested, disconnect the batteries until the event begins.
3. Upon receipt of the registration forms, separate entrants into their respective classes and put each entrants name, car, and class onto a scoring sheet. In some regions where there are very large turnouts, cars run by class (eg. SS, AS, BS, etc.). However, as of the last revision of this guide, MoHud does not run cars by class but instead runs cars in numerical order regardless of class.

HOWEVER, the scoring sheet must list each car within it's proper class so that competitors can see at a glance how they are doing against all the other cars in their class. You will have to make two copies of each scoring sheet: one for you to score on, the other for posting. Please

note that at some time in the future we will update our timing and scoring system to be fully computerized and this will change some of the specifics of your duty.

Your final job before the event starts is to determine if any bumping is necessary and indicate it on the scoring sheet.

4. T & S workers needed are, at a minimum:

1. someone to write times down as they come off the timer (this person may double as an announcer if the PA is being used),
2. someone to take the times from the timing vehicle and post them on the scoreboard,
3. a spotter to watch the course for downed pylons and off course calls by the course workers.
4. a starter who lines each car up to the staging line which must be at least 15 feet before the timing lights and should (but does not legally have to be) seperated from the timing lights by a corner. The starter is also responsible for starting the second car at the appropriate time when two cars are to be on-course at the same time.

5. Timing and starting procedure:

The STARTER signals for the next car in the staging line to proceed to the stage line. The car should be positioned so that the very leading edge of the car is at the stage line. This ensures that all cars will receive an equal run from the stage line to the timer start line. If the TIMER cannot see the car numbers, the starter must tell the TIMER the number of the car that is staged. The STARTER checks to make sure the course is clear (no one is scrambling for cones, no one has spun out to a stop) and then sends the car. When the car on course finishes, the TIMER writes it's raw time down in the appropriate line on the official scoring sheet, denoting any pylon penalties next to the time by using a plus mark (+) to indicate a pylon. Two pylons would be indicated by a +2, three by a +3, etc. This official scoring sheet should never leave the timing vehicle. It takes precedence over the posted scoring sheet. Announce the driver's name and time and then look to the STARTER to get the next car's number. The process starts over again. The duty of the SCORER is to write each time down on the scoring sheet that gets publicly posted. The SCORER can do this by either listening for the announced times and writing them down or getting a carbon copy of

the timing sheet from the STARTER. If a PA system is not being used and there are no carbon copy sheets, then the SCORER must stay near the TIMER and write the times down on a slip of paper as cars finish. Every five or ten cars, bring the slip of paper out to the posted sheet and transfer times to it. One suggested method to post times involves using sheets of self adhesive address labels. The TIMER must write each time into the official scoring sheet as usual but the SCORER writes each drivers car number and time onto an address label. When a sheet of labels is full (or sooner), the SCORER peels the labels off the backing and places them on the posted scoring sheet next to the name of the appropriate competitor. The posted scoring sheet must contain the name, car model and car number of each competitor, separated by car class.

The SPOTTER watches each car on course for pylons, off course excursions, etc. When a car crosses the finish line the SPOTTER announces any penalties or off courses to the TIMER. If there are none, the SPOTTER should say "clean run" to the TIMER. The SPOTTER must not also be the STARTER as doing both these jobs at once can lead to errors.

6. Do not allow competitors to approach the TIMER. This is the best way to ensure that errors will not be made. If there are any T & S questions, competitors must approach either the Event Chairperson or the Chief of T & S if that person is not working the timing system at that moment.

7. At the end of the event each driver's best time must be marked in the "best time" column or circled; it's easy to choose the wrong time or omit a pylon penalty. It is critical to remember to account for pylon penalties. Double check everything you do. Indicate on the official scoring sheet the finishing position of each driver. Determine which cars receive trophies.

8. Deliver the official scoring sheets to the event chairperson so that trophies can be awarded. These sheets will also be used for the event article and will be photocopied and sent out to competitors.

WORKER CHIEF

1. Prior to the drivers meeting:

A. Determine the worker assignments needed and their locations. Typically these include:

a. on-course worker locations (pylon pickers). Make sure these locations are safe.

b. a starter; this person must know where to stage a car and when to start it (will there be two cars on course--if so, know the place on course where car one will be when car two is started). This person should also be experienced enough to know that the course must be clear before a car can be started and that when two cars are running at a time slower drivers should be given more space before starting the next car.

c. a helmet collector near the finish line.

d. T & S workers; someone to write times down as they flash up on the timer and someone else to copy times down, someone to post times (the posting person and runner may be the same person), someone to act as a spotter for the timing person. See specifics to timing procedure under Timing and Scoring Chief section.

e. you may want to consider assigning a few people to pick up the equipment at the end of the event and clean up any trash. Since this is a thankless job it should take the place of any work that these people would otherwise have been assigned during the day. In cases of low driver turnout, such a waiver may not be possible.

B. Generally, assign two workers per on-course post; in cases of low event turn-out you can go with one per post; give them appropriate flags and instructions.

C. Prepare your worker check list well in advance of the first car off so that you will be able to keep track of workers during the event. Use the registration sheet to copy from and write down names in order of their assigned car numbers since that is the general order that they will be arriving to be assigned their work. You will need to check off names of those who report and find those who don't. Make a note on your list of people who have already worked (tech, registration), and those who won't be checking in (event chairperson, Solo Safety Stewards, others).

2. At drivers meeting announce the worker regulations:

A. Working is mandatory and after each run every competitor must report to the worker

chief unless the competitor is already signed up for another job, for example a chief of specialty, Solo Safety Steward, or they already did their work, eg, registration, tech, etc.

B. The penalty for not working a shift is loss of your fastest time. If you miss another work shift you lose your next fastest time, etc. Be nice when you say this but be firm and explain how we all have to help with the event.

C. Participants may be excused from their work shifts for physical problems or for vehicle repairs. However, competitors MUST report to the worker chief to request the waiver.

D. Recently, MoHud has been assigning workers on a shift basis. If, for example, there are 60 cars at an event, there will be two heats per run. The second half of the field will report to work after the drivers meeting. Drivers from the first half of the field may report for a work assignment before or after their run. When there are only 5 to 10 cars remaining in a heat, the workers should assemble near the worker chief so that they can proceed to their assignments quickly, thus requiring only a brief shutdown. Drivers running toward the end of a heat will have to hurry from their cars after their run to get to their work assignment on time.

E. Explain when and where to report. For the work-by-shift system (see D., above) drivers can report to get their work assignments before or after each run, as long as they assemble near the worker chief no later than 5 minutes before the shift change occurs. Drivers who run late in their heat should report to receive their assignment BEFORE they run. In this way the shift change can take place more efficiently. If these drivers waited until after they ran, they would be further delayed getting to their assigned location. The reasons for reporting to the worker chief about 5 minutes before EVERY work shift is so that (1) the chief can ensure that they report to the correct position and (2) give them credit for having worked their assignment. Again, drivers who run late in their shift will have to hurry to the chief as soon as they get out of their car. Explain at the drivers meeting that worker positions may change from shift to shift.

F. Finally, you or the event chairperson must announce that the drivers of those cars in the second half of the field must report to work immediately after the drivers meeting. It helps

to make this the last announcement of the drivers meeting.

3. During the event:

A. If necessary, use the P.A. to call competitors names and numbers to work.

B. Report all failures to work to T & S before the awards are determined. Participants who have violated working rules should be informed of their infraction before the event is over, preferably the next time they report for work. This gives the person who is recorded as not working a chance to either prove that they did work or to make up their missed assignment.

C. Remember, we're all in this to have fun. Use your judgment when handing out penalties. If someone wants to work extra duty to make up for a missed work shift, you should allow this. Just be sure to dole it out fairly. Cut people some slack. The goal is to help people to have fun and get them to come back to the next event. However, repeat offenders must be penalized in order to convince them to pull their fair share of the work load. Whatever you do, don't be heavy handed, rude, or overbearing. Try to do your job as pleasantly as possible. This concludes our presentation of the more important sections of the Mohawk-Hudson Region Guide to Solo II Events. Please keep in mind that unlike other areas of SCCA, autocrossing requires its competitors to perform some form of event administration work in addition to driving. This work may involve working on course picking up pylons, registering people, inspecting vehicles, designing courses, serving as a safety steward, serving as the event chairperson, and more. All of this is in addition to what we all really come for, namely to drive our cars as quickly as we can through a challenging Solo II course. Remember, this as a volunteer organization, our success depends on participants stepping forward and accepting certain roles beyond the minimum. We are hopeful that a few of you will decide to volunteer for a position at one or two events during the 1997 season.

We are even more hopeful that having read this series on event administration all of our competitors

will have a greater understanding of how an event runs. This in turn will lead to smoother events and more track time for all of us. If you

would like to volunteer for a Mohawk Hudson Region SCCA contact the Solo II Regional Chairperson listed on the masthead of this publication. If you are interested in obtaining a copy of the "Guide" or if you'd like a copy of Course Design Notes

contact Jim Garry whose telephone number is also on the masthead. We wish you all much fun and success during the season.

Submitted by Jim Garry

THE AD PAGE

1987 Mercury Sable LS

Loaded, for sale or trade for motorcycle or Wave Runner. Price negotiable.

Juan Froelich 482-7641

GT 1 Corvette- new in '86.

LRP track record 54.4 in '86, sale as roller \$9995 and

Race trailer 36 ft 5th wheel, fully equipped w/wo dually \$9000.

Peter Dus 413-698-3129

FOR SALE OR RENT:

Swift DB-6 Pro F2000 car with all the tricks and lots of spares. Rebuilt and maintained as necessary to compete in a professional series. Call for details.

Swift SE-3 Older Pro F2000 but still very fast. .51's at Lime Rock, 1.04.00 at NHIS. Car was rebuilt in '94, not raced in '95. Good spares package, w/wo MWE Pro motor. Make an offer..I really want to sell this car.

Flexible rental program can be set up for Regionals or Nationals in the NE for either car.

For any of the above call **Wright Racing at 518-392-5996**

For Sale-1966 Ford Fairlane 500XL

289 V8, auto, 2 door hardtop in excellent condition

Michael Squier 518-392-5852

Cars/Parts for sale

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**

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

A Sedan Camaro: 100% legal for Nationals-very clean, competitive and reliable. Dana 44, new Hoosiers, 1LE components and much more **\$9500** also lots of Z28 parts, including tires, headers, springs, sway bars, etc.

Call before 4:30pm

George Smith 518-899-0199

1969 Corvette roadster- ex B Prod
NEEDY champ(Al Anderson)
State of the art (for the 70s!), excellent
condition, roller. Engine parts available.
Outstanding Solo 1 car. \$4500 and
GT1 Corvette-David Hobbs 84 Trans -
Am car. National and regional winner.
Complete roller including 10 BBS
wheels, spares. Priced to sell.
Tom Campbell 518-587-2522

Improved Touring Rabbits

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

and

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

1971 Saab Sonett-exc. condition,
Motorsport exhaust, used as a summer
car only. Red finish and needs only a
license plate.

Dan Andrews 518 843-3731
262 Florida Ave.
Amsterdam, NY 12010

If you want to change, delete or start
a new ad call 518-383-2401 and leave a
message with a daytime phone # and I
will return your call. If you call
evenings you have a better chance of
reaching me.
Thanks, MG

**Racing Numbers
Letters • Logos**
Custom Vinyl Graphics By
SQUIERdesign
Quality at an Affordable Price! Call For A Free Brochure
NY 518-392-5852 • 800-867-5555

TODD BOICE



46 W. Circular St.
Saratoga Springs, N.Y. 12866
1-800-227-9771
(518) 567-0098

74 Quaker Rd.
Queensbury, N.Y. 12804
1-800-675-5785
(518) 793-5785

Consignment Auto Sales Inc.

Sales and Service

Specializing in MG and Triumph
Parts - Sales-Service all makes

66 North Manning Blvd.

2 1/2 blocks north of Central Ave.

Albany, NY 12206

518-438-2881



YOU MAY HAVE WON A BIG PRIZE - LOOK FOR YOUR NAME HERE!

At the December 12, 1996 Solo II meeting many of us volunteered for duties to be carried out during 1997. Below is an alphabetic listing, by last name, of who volunteered and for what.

Please look for your name. If you are listed for a job that you didn't volunteer for, or if you volunteered for a job but are not listed, please notify one of the Solo II co-chairs at once (their names and telephone numbers are listed on the masthead of this publication). In addition, there are jobs at the end of this listing that are still in need of a volunteer. Please contact one of our co-chairmen if you'd like to volunteer. Many thanks to all those who volunteered. You are helping to make this the best Solo II season that MoHud has ever had!

VOLUNTEERS AND THEIR JOBS FOR THE 1997 MOHUD SOLO II SEASON:

John Aulisio: Event chair for October 12 -- Brodie.

Will write down the details of the worker system and send it (and a modified registration form) to Jim G and Chip/Drew.

Will continue to purchase trophies from the vendor in Pittsfield that he used in '96.

Mark Domagala: Assistant Event Chair for P-Lot, May 4.

Jim Garry: Event Chair for P-Lot, June 14-15, McKamey School.

Publish a drivers handbook which will double as a novice handbook.

Put together a list of directions to all events for the KO but he still needs clear, concise directions to Brodie and Berkshire Mall.

Will try to reserve space at Six Mile Waterworks for post event party (already applied for space for July 27).

Will offer another Course Design Seminar in March (exact date to be announced) and a Solo Safety Steward Seminar if there is enough interest.

Don Harris: Site Acquisition for IBM-Kingston.

Event Chair for July 27, P-Lot (also will be in charge of picnic that day).
Equipment Manager.

Drew Henery: 1997 MoHud Solo II Co-Chairman.

Site Acquisition for Malta Commons and Schenectady Airport.
Insurance for events.

Contacting site owners to confirm dates.

Negotiate with CNYR and select dates for "exchange events".

Purchase or construct a portable posting board.

Dave Kosla: Event chair for August 17 -- Berkshire Mall.

Publicist (will send event announcements out to the T.U., the Gazette, the Troy Record, the Saratogian, the Berkshire Eagle, and the Kingston Freeman.)

Eric Kroth: Site Acquisition for Former 2 Guys lot.

Event Chair for June 28 -- Lime Rock Park.

Maria Kroth: Will send event announcements to people on our mailing list; one set of flyers about every 6 weeks starting in March or April.

D.J. McArdle: Event Chair for P-Lot, May 4.
Send Chip past year's Supplemental Regulations.

Larry Morton: Site Acquisition for Kingston.

Chip Van Slyke: 1997 MoHud Solo II Co-Chairman.
Site Acquisition for GE-Schenectady.
Insurance for events.
Contacting site owners to confirm dates.
Negotiate with CNYR and select the dates for "exchange events".
Purchase or construct a portable posting board.
Will put together Supplemental Rules (Supps) for '97.

WE STILL NEED VOLUNTEERS FOR THE FOLLOWING:

Event chair for September 21 -- P-Lot (or GE if we get lucky).

Who will send our finalized schedule to BMW, ATA, TA/Z28, Tri-Vettes, KO editor, North American Pylon, CNYR, SNYR, NER, local papers, others?

Chiefs of specialty at individual events (Tech, Registration, Timing and Scoring, Safety, Course Design). Event chairmen are responsible for filling these positions but if you are interested in working as a chief at a specific event, contact the event chairman listed for that date.

Who will be points keeper?

Who will be in charge of emailing EVENT RESULTS to Rich Welty to get them onto our Web Site? Who will send results to the Knock Off? (the Monday after each event). Who will send results out to those competitors who filled out an envelope for that purpose at registration?

Who will secure a Port-O-John for each P-Lot event?

Jim G will put together a list of directions to all events for the KO but he needs clear, concise directions to Brodie and Berkshire Mall.

JUST AS A REMINDER, THE FOLLOWING ARE ISSUES THAT WE DECIDED MUST BE A PART OF EVERY EVENT:

NOVICE DRIVERS -- We will identify novice drivers at registration. One way to do this is for the registrars to simply ASK. Another way is to put a box on the registration form asking "Done this much before? Y/N". Once identified, the novice will be assigned a volunteer mentor who will guide them through tech, car prep, course walk through, work, critique their driving, and be a friendly face.

EVENT RESULTS -- Results will be emailed and put on our Web Site. All results will go into the Knock Off. Envelopes will be provided at Registration for those wishing to receive results by mail; just put your name and address on the envelope (be legible) and return to the registrar before the close of registration. These must be officially incorporated into our procedures and someone selected to follow through.

ALL EVENT CHAIRS -- Please remember to decide where the post-event party will be held and inform competitors at the drivers meeting.

Any thoughts, suggestions, comments are welcome. Please contact Drew or Chip at the telephone numbers listed on the masthead of this publication.

NARRC Race Series

May 2/3 Lime Rock
May 10/11 Pocono <d>
May 17/18 NHIS
May 31 Lime Rock <1 day>
June 14/15 Watkins Glen
June 28 Lime Rock <1 day> MoHud
July 18/19 Lime Rock
July 26/27 NHIS <d>
August 15/16 Lime Rock
August 30/1 NHIS <d>
September 26/27 Lime Rock <runoffs>

NYSRRC Series

May 10/11 Pocono <d>
May 24/25 Watkins Glen
June 14/15 Watkins Glen
June 28 Lime Rock <1 day> MoHud
August 2/3 Watkins Glen
August 16/17 Nelson Ledges
September 13/14 Watkins Glen

NESCCA Nationals

April 19/20 Summit Point
May 17/18 Bridgehampton
May 24/26 Connelsville
June 7/8 Nelson Ledges
July 4/5 Lime Rock
July 12/13 Watkins Glen
July 26/27 Pocono
August 9/10 NHIS
August 30/31 Mosport

October 5/12 Runoffs at Mid-Ohio

SATURDAY FEBRUARY 1, 1997 PITTSFIELD WINTER CARNIVAL ICE TRIALS FINAL RESULTS (page 1):

POS	CAR #	CLASS	DRIVER	VEHICLE	RUN 1	RUN 2	RUN 3	RUN 4	RUN 5	RUN 6	BEST
----- Four Wheel Drive - Unstudded Tires -----											
1T	50	4WD	Jim Larson	92 Ford Ranger	111.936	113.861	114.597	999.990			111.936
2	17	4WD	Alan Madison	91 Audi Quattro	114.946	114.844	999.990				114.844
----- Front Engine, Front Wheel Drive - Unstudded Tires -----											
1T	21	FF	Tim Mather	91 Nissan Sentra SE	107.672	105.814					105.814
2T	19	FF	Michael White	85 Saab 900T	107.319	106.110	108.751	108.135	109.958	110.807	106.110
3T	13	FF	Christopher Gruel	83 VW Rabbit GTI	107.274	109.415	110.871				107.274
4T	14	FF	Mark Majcher	97 Ford Escort	109.490	108.631	110.866	999.990	117.804		108.631
5T	11	FF	Bruce Taylor	7? Old Saab	113.033	111.295	117.905	115.592			111.295
6T	8	FF	Peter Nixon	97 Ford Escort	112.304	111.343	115.209	123.707			111.343
7	6	FF	Clark W. Nicholls	97 Ford Escort	111.605	115.659	114.378	121.008			111.605
8	24	FF	Ralph Purpora	87 Dodge Colt	128.095	111.679	112.993	114.971	114.522		111.679
9	5	FF	John VanDenburgh	87 Ford Escort GT	116.914	114.079	999.99	122.457			114.079
10	1	FF	Chip VanSlyke	84 Pontiac 6000	117.351	117.301	122.419				117.301
11	27	FF	Robert B. Kimberley	89 Pontiac Sunbird	120.292	119.211	123.662	126.858			119.211
----- Front Engine, Front Wheel Drive - Bolts in Tires for Traction -----											
1FTD	48	FFB	Timothy Mather	91 Nissan Sentra SE	84.878	88.043					84.878
2	4	FFB	James Moore	92 Honda Civic	98.888	98.309					98.309
3	7	FFB	Brad Martin	92 Honda Civic	102.666						102.666
----- Front Engine, Front Wheel Drive - Studded Tires -----											
1T	34	FFS	Robert Moser	89 Honda Civic	100.557	97.157	98.043	97.299			97.157
2T	31	FFS	Richard Handlowich	85 VW Jetta	110.084	108.406	118.780	123.637	125.291		108.406
3T	23	FFS	Mike Davis	85 VW Jetta	111.238	116.534	117.654	126.010	119.155		111.238
4T	35	FFS	Mark Formel	85 VW Jetta	118.027	111.283	128.635				111.283
5	22	FFS	Mike Wells	85 VW Jetta	113.829	114.488	999.99	131.024	999.990		113.829
6	25	FFS	Eric Parham	80 VW Pickup	119.481	120.278	124.141	999.990	131.048		119.481
7	49	FFS	Rich McCarthy	80 VW Pickup	127.066	125.897	135.648				125.897

SATURDAY FEBRUARY 1, 1997 PITTSFIELD WINTER CARNIVAL ICE TRIALS FINAL RESULTS (page 2):

POS	CAR #	CLASS	DRIVER	VEHICLE	RUN 1	RUN 2	RUN 3	RUN 4	RUN 5	RUN 6	BEST
----- Front Engine, Rear Wheel Drive - Unstudded Tires -----											
1T	3	FR	Chuck Larson	83 Camaro Z-28	105.157	105.354	112.164	112.991	123.218		105.157
2T	9	FR	Ted Warner	81 Toyota Corolla	114.284	115.074	114.576	117.182	119.249		114.284
3T	12	FR	Clark W. Nicholls	78 Buick Estate Wagon	117.735	121.482	123.776				117.735
4	16	FR	Michael Warner	77 Chevy Monza	119.766	119.343	119.784	999.99	123.179	130.084	119.343
5	26	FR	David Fazzino	70 BMW 2002	140.683	999.990	137.265	135.739	136.597	999.990	135.739
6	33	FR	Candace Cuniberti	70 BMW 2002	999.990	158.378	156.834	153.552	173.231		153.552
----- Front Engine, Rear Wheel Drive - Bolts in Tires for Traction -----											
1T	10	FRB	John Fairweather	75 Chevy Malibu	91.161	999.990					91.161
----- Front Engine, Rear Wheel Drive - Studded Tires -----											
1T	47	FRS	Ramzi Dager	74 Alfa Romeo	133.711	119.215	123.792	129.009	129.243		119.215
2	29	FRS	Nick Fonte	74 Alfa Romeo	136.433	121.915	122.923	129.773	127.190		121.915
----- Green Machine - 1971 Chevrolet Malibu - Front Engine, Rear Wheel Drive - Bolts in Tires for Traction -----											
1T	28	GM	Mark Formel	71 Green Machine	100.950	99.588	101.203	101.614	112.960		99.588
2T	43	GM	Michael Davis	71 Green Machine	999.990	101.784	101.984	103.462	133.087		101.784
3T	0	GM	Mark Majcher	71 Green Machine	999.990	105.674	107.528				105.674
4	30	GM	David Cook	71 Green Machine	109.327	111.249	110.983				109.327
5	18	GM	Clark W. Nicholls	71 Green Machine	112.107	111.575					111.575
6	32	GM	Henry Handlowich	71 Green Machine	112.953	112.514	111.874	112.499			111.874
----- Rear Engine, Rear Wheel Drive - Bolts in Tires for Traction -----											
1T	2	RRB	Dave Kosla	87 Toyota MR2	87.587	89.404	117.815	87.224			87.224
2T	20	RRB	John Maruk	74 Volkswagon Bug	96.323	92.646	95.635				92.646
3	15	RRB	Steve R. Scott	74 Volkswagon Bug	92.957	94.102	94.403				92.957

Thanks for everyone for attending and helping. We had a computer glitch that wiped out the Lotus file midway through the event, Chip entered it back in, only to find that the gremlins still existed in there somewhere. The Trophies were awarded and I re-entered all the times Sunday night, resulting in the table above. Few changes. Don't forget the next event, a 2 day one, Feb 15-16th (if you get this by then!), otherwise, next year! - Clark Nicholls

SATURDAY FEBRUARY 15, 1997 PITTSFIELD WINTER CARNIVAL ICE TRIALS FINAL RESULTS (page 1):

POS	CAR #	CLASS	DRIVER	VEHICLE	RUN 1	RUN 2	RUN 3	RUN 4	RUN 5	RUN 6	BEST
----- Four Wheel Drive - Unstudded Tires -----											
1	19	4WD	David Cook	95 Audi Q90	96.826	94.686	96.782				94.686
2	1	4WD	Paul Czarnecki	97 Subaru Legacy	99.295	98.063	99.339	111.281	95.235	94.764	94.764
3	30	4WD	Dan Mahoney	95 Audi 90Q	97.535						97.535
4	7	4WD	Alex Erisoty	87 Audi 4000 Quatro	104.593	102.942	102.430	103.383	101.971	99.648	99.648
5	41	4WD	Rick Blei	97 Subaru Wagon	117.578	117.604	118.720	115.183	113.794	108.597	108.597
----- Front Engine, Front Wheel Drive - Unstudded Tires -----											
1	11	FF	Chris Shenefield	95 Dodge Neon ACR	100.627	97.635	101.910	95.943	98.854	98.196	95.943
2	3	FF	Brian Ottara	95 Dodge Neon ACR	101.543	98.578	100.080	99.274	97.626	97.419	97.419
3	0	FF	Christopher Gruel	83 VW Rabbit	112.601	108.219	110.929	107.825	107.393	142.674	107.393
4	9	FF	John Groo	85 Saab 900	116.389	108.916	111.417	110.995	113.506	108.434	108.434
5	15	FF	Michael Tucker	86 Saab 900	113.974	109.973	110.018	111.601	110.929	108.703	108.703
6	23	FF	John VanDenburgh	87 Ford Escort	118.882	114.651	114.048	111.655	110.832	109.959	109.959
----- Front Engine, Front Wheel Drive - Bolts in Tires for Traction -----											
1	5	FF-B	Jim Moore	92 Honda Civic	82.314	85.071	86.188	83.293	81.097		81.097 FTD
2	14	FF-B	Jeffrey D. Bartron	87 Acura Integra	83.149	999.990	85.136	84.538	83.096	86.075	83.096
3	45	FF-B	Brad Martin	92 Honda Civic	95.413	92.621					92.621
4	31	FF-B	Mike Davis	87 VW Jetta	99.639	112.784	110.477	107.490	106.556	106.903	99.639
5	32	FF-B	James Belladella	80 Saab	106.774	104.511	104.599	106.020	107.406	109.764	104.511
6	36	FF-B	Rich Dellea	87 VW Jetta	148.750	115.457	110.441	107.969	108.337	105.106	105.106
7	24	FF-B	Mark A. Formel	87 VW Jetta	112.430	114.396	108.625	106.924			106.924
----- Front Engine, Rear Wheel Drive - Unstudded Tires -----											
1	4	FR	Jeff Denmeade	93 BMW	126.271	113.629	107.197	109.407	102.503		102.503
2	10	FR	Cindy Osoba	93 BMW	113.193	113.586	124.110	110.463	107.719	106.415	106.415
----- Front Engine, Rear Wheel Drive - Studded Tires -----											
1	38	FRS	Chuck Larson	83 BMW 320	96.281	100.928	95.592	96.012	96.826		95.592
----- Front Engine, Rear Wheel Drive - Bolts in Tires for Traction -----											
1	20	FR-B	John Fairweather	75 Chevy Malibu	86.261	89.040	85.817	86.997	89.473	87.576	85.817
2	8	FR-B	Gene Allen	72 Opel Manta	100.882						100.882
3	12	FR-B	Brian Allen	72 Opel Manta	103.019						103.019
4	16	FR-B	LuAnn Beach-Allen	72 Opel Manta	116.921						116.921

As you can see, those not in attendance for Saturday missed seeing Bruce MacGinnis in a totally different racing venue, the Ice Trials in one of the Skip Barber Mondial Formula Dodge cars (Neon powered). Great opportunity for pictures and autographs! As you can also see, he's a great instructor.

SATURDAY FEBRUARY 15, 1997 PITTSFIELD WINTER CARNIVAL ICE TRIALS FINAL RESULTS (page 2):

Green Machine Class - 1967 Chevy Malibu

1	18 GM	David Cook	Green Machine	96.537	101.029	102.843	100.056		96.537
2	39 GM	Mark Formel	Green Machine	99.591	99.451	101.138	99.215	96.700	96.700
3	44 GM	Brian D. Formel	Green Machine	999.990	102.770	230.482	101.414	108.761	101.414
4	22 GM	Bill Sarno	Green Machine	108.456	107.695	104.830	102.524	999.990	102.524

Rear Engine, Rear Wheel Drive - Studded Tires

1	43 RRS	Michael Davis	85 Fiero	95.639	94.457	999.990	96.234	128.226	94.457
2	28 RRS	Mark A. Formel	85 Fiero	96.242	96.410	103.855			96.242
3	40 RRS	Richard Handlowich	85 Fiero	98.758	98.313	104.754	96.621	220.612	135.211
4	17 RRS	Bill Sarno	85 Fiero	106.931	100.746	130.791			100.746
5	37 RRS	Mike Wells	85 Fiero	103.623	999.990	100.826	122.362	108.395	103.677

Rear Engine, Rear Wheel Drive - Bolts in Tires for Traction

1	2 RR-B	Dave Kosla	87 Toyota MR2	84.138	83.443	82.513	82.169	81.643	81.643
2	21 RR-B	Steve Scott	74 VW Bug	86.305	87.116	86.636	90.313	88.042	87.952
3	26 RR-B	John M. Maruk	74 VW Bug	92.068	90.703	94.421	95.069	89.308	89.308

Rear Engine, Rear Wheel Drive Dune Buggy Class - Bolts in Tires for Traction

1	34 RR-DBB	Henry Handlowich	71 VW Jig	110.005	106.664	106.130	106.655	118.320	106.130
2	33 RR-DBB	Richard Handlowich	71 VW Jig	107.372	135.374				107.372
3	47 RR-DBB	Mike Wells	71 VW Jig	117.230	112.280	110.651			110.651

Rear Engine, Rear Wheel Drive Dune Buggy Class - Studded Tires

1	29 RR-DBS	Bernie Malumphy	70 VW Dune Buggy	85.411	84.390	88.442	93.459	86.828	84.390
2	35 RR-DBS	Bob Hebert	70 VW Dune Buggy	100.402	90.779	999.990	88.890	87.663	90.786
3	27 RR-DBS	Jon Carmon	70 VW Dune Buggy	102.694	102.373	94.663	90.942		90.942

Skip Barber Formula - Rear Engine, Rear Wheel Drive - Screws in Tires for Traction

1	13 RR-FN	Roy Marasco	96 Formula Dodge	87.236	87.628	89.986	87.661	87.033	87.033
2	42 RR-FN	Don Drislane	96 Formula Dodge	95.599	91.470	92.004	90.182	99.833	87.626
3	25 RR-FN	Bruce MacGinnis	96 Formula Dodge	88.894	89.400	97.085	96.019	90.831	90.554

I'd like to thank the Pittsfield Winter Sports Committee for including the Ice Trials in the Pittsfield Winter Carnival schedule for the last 40 years or so. Without this affiliation and assistance, we would not be able to have such an event. I'd also like to thank Mohawk Hudson Region for their support, Dave Kosla who was my right hand man with responsibility for coordinating course design and construction (lining up plows) and who put up a heck of a battle for FTD!, Dave Melle and Debbie Cahill who operate the timer nonstop all day, Chip VanSlyke who traveled over for all 3 events, John Aulisio who relieved me of registration duties, and to Pete Nixon and Bruce Taylor for their able assistance also. Mucho Gracias to the people who plowed, particularly Mark Formel and Bob Hebert. Without them the events would not have happened! I wish the other members showed more interest, but maybe next year? We could use a few more worker type volunteers. - Clark Nicholls, Event Chairman

SUNDAY FEBRUARY 16, 1997 PITTSFIELD WINTER CARNIVAL ICE TRIALS FINAL RESULTS (page 1):

POS	CAR #	CLASS	DRIVER	VEHICLE	RUN 1	RUN 2	RUN 3	RUN 4	RUN 5	RUN 6	BEST
----- Four Wheel Drive - Unstudded Tires -----											
1	22	4WD	Dave Cook	95 Audi Q90	105.815	98.458	103.452				103.452
2	7	4WD	Alex Erisoty	87 Audi 4000Q	110.068	107.030	106.325	105.382	104.160	111.636	104.160
3	46	4WD	Dan Mahoney	95 Audi 90Q	114.610	112.672	111.168	111.188	111.587		111.168
4	48	4WD	Joshua Minges	95 Audi 90Q	125.098	114.280	113.229	113.258	112.968	112.447	112.447
5	58	4WD	Pete Nixon	84 Audi 4000 Quatro	116.835	116.271	116.947	116.423			116.271
6	31	4WD	J. A. Larsen	92 Ford Ranger PUT	999.990	116.857	119.440				116.857
7	47	4WD	Mitch Carapresso	79 Jeep CJ	125.406						125.406
8	30	4WD	Glen Kimpel	76 Jeep CJ	129.467	127.577	132.742	126.858	144.463		126.858
----- Front Engine, Front Wheel Drive - Unstudded Tires -----											
1	9	FF	Ken Blanchard	86 Saab 900	119.271	115.895	116.682	118.373	118.404	115.824	115.824
2	2	FF	John H. Groo	85 Saab	125.827	122.761	124.053	124.963	120.899	122.815	120.899
3	27	FF	Chip VanSlyke	95 Plymouth Neon	128.724	123.418	124.618				123.418
4	18	FF	Andy Kruger	91 Mitsubishi 3000GT	129.995	125.924	124.516	124.374	125.968	126.804	124.374
----- Front Engine, Front Wheel Drive - Studded Tires -----											
1	53	FF-S	Jim Belladella	80 Saab	112.868	111.763	999.990	111.487	111.673	111.812	111.487
2	8	FF-S	Dom Carlino	84 Chevy Wagon	118.563	115.269	114.340	115.179	115.119	113.187	113.187
3	13	FF-S	Jeffrey J. Kemp	84 Chevy Wagon	120.532	115.950	117.589	114.983			114.983
4	55	FF-S	Scott Holmes	96 VW Passat	118.049						118.049
----- Front Engine, Front Wheel Drive - Bolts in Tires for Traction -----											
1	26	FF-SC	Jeffrey Bartron	87 Acura Integra	89.855	85.835	88.705				85.835
2	14	FF-SC	Jim Moore	92 Honda Civic	90.016	87.835	87.080	86.961	87.352	86.436	86.436
3	41	FF-SC	Brad Martin	92 Honda Civic	94.023	92.069					92.069
----- Front Engine, Front Wheel Drive Jetta - Studded Tires -----											
1	11	FF-SJ	Mark A. Formel	87 VW Jetta	102.510	102.262					102.262
2	43	FF-SJ	Cory Smith	87 VW Jetta	105.881	104.103	105.105	104.273	102.341	102.360	102.341
3	28	FF-SJ	Mike Higgins	87 VW Jetta	108.692	105.345					105.345
----- Front Engine, Rear Wheel Drive Opel Manta - Bolts in Tires for Traction -----											
1	4	FR-BO	Brian Allen	72 Opel Manta	106.266	110.651	109.870	113.412			106.266
2	5	FR-BO	Gene Allen	72 Opel Manta	107.874	112.219	112.073	109.504			107.874
3	3	FR-BO	LuAnn Allen	72 Opel Manta	121.441	126.004	121.275	122.455			121.275
----- Front Engine, Rear Wheel Drive Mostly Blue Chevy - Bolts in Tires for Traction -----											
1	40	FR-SC	John Fairweather	75 Chevy Malibu	88.095	87.471	90.016	90.978	95.222		87.471

FTD

SUNDAY FEBRUARY 16, 1997 PITTSFIELD WINTER CARNIVAL ICE TRIALS FINAL RESULTS (page 2):

POS	CAR #	CLASS	DRIVER	VEHICLE	RUN 1	RUN 2	RUN 3	RUN 4	RUN 5	RUN 6	BEST
----- Front Engine, Rear Wheel Drive - Unstuded Tires -----											
1	0	FR	Jeff Denmeade	93 BMW	121.399	131.114	172.610	114.476	118.850	125.333	114.476
2	34	FR	Chet Marfatia	89 BMW 325i	122.960	150.805	116.069	116.679	116.975		116.069
3	42	FR	Steven J. Bernstein	83 BMW 528	136.023	123.001	118.448	119.967	121.776	121.641	118.448
4	37	FR	Maneesh Jain	82 BMW 528e	127.734	120.762	123.916	121.462	124.390	124.445	120.762
5	19	FR	Ted Warner	81 Toyota Corolla	125.353	123.023	123.826	128.858	124.764	124.831	123.023
6	33	FR	Steve Musolino	91 BMW 318	133.733	126.746	125.462	129.473	129.192	142.170	125.462
7	32	FR	Charles Karnati	82 BMW 528E	162.344	146.677	134.303	127.676	179.170	999.990	127.676
8	10	FR	Gordon Chapman	81 Toyota Corolla	132.675	130.268	132.030	131.589	130.153	135.388	130.153
----- Green Machine Class - 1967 Chevy Malibu -----											
1	17	GM	Mike Davis	Green Machine	108.970	105.453	107.314	107.062			105.453
2	39	GM	Wayne Palmer	Green Machine	113.278	111.485	107.244	107.052			107.052
3	44	GM	Brian Formel	Green Machine	113.324	108.257	999.990				108.257
4	23	GM	Bill Sarno	Green Machine	108.901						108.901
5	57	GM	David Cook	Green Machine	109.274	113.474	109.975				109.274
6	51	GM	Jim Moore	Green Machine	129.790						129.790
7	52	GM	Brad Martin	Green Machine	163.716						163.716
----- Rear Engine, Rear Wheel Drive - Screws in Tires for Traction -----											
1	15	RR-B	Steve Scott	70 VW Bug	89.259	88.179	89.692	90.234	90.111		88.179
2	54	RR-B	Rick Blei	70 VW Bug	95.145	99.903	94.233	93.448	90.454		90.454
3	29	RR-B	Tiffany Brower	70 VW Bug	106.173	999.990					106.173
4	36	RR-B	Tracie Hould	70 VW Bug	111.337	118.385	113.040	112.832	110.741		110.741
----- Skip Barber Formula - Rear Engine, Rear Wheel Drive - Screws in Tires for Traction -----											
1	35	RR-FN	Bob Green	Barber Formula Dodge	98.078	97.126	97.163	96.230			96.230
2	56	RR-FN	Michael Chamberlain	Barber Formula Dodge	109.628	102.266	97.488	97.186			97.186
----- Rear Engine, Rear Wheel Drive Fiero - Screws in Tires for Traction -----											
1	12	RR-S	Mike Davis	85 Fiero	94.232	104.421	97.723	97.740	93.878		93.878
2	21	RR-S	Dave Cook	85 Fiero	93.966						93.966
3	16	RR-S	Mark A. Formel	85 Fiero	94.584	999.990	98.975				94.584
4	20	RR-S	Bill Sarno	85 Fiero	95.327	116.461	108.744				95.327
5	45	RR-S	Brian Formel	85 Fiero	96.736	109.773					96.736
6	50	RR-S	Glen Kimpel	85 Fiero	103.404	121.136	999.990	106.334	99.110	98.664	98.664
7	25	RR-S	Cory Smith	85 Fiero	117.598	109.069	104.058				104.058
8	6	RR-S	Clark W. Nicholls	85 Fiero	112.639	104.959	128.734	999.990			104.959

Bob Green returned in the Skip Barber car and we had guest appearances from the BMW club of Long Island, tired of waiting for the BMW event in New Hampshire. Your trophies will be mailed shortly. I was approached by an Audi Quattro club person considering having an event by them with help and driver instruction by some of us. I will be investigating this possibility for next year. Chip packed the Solo2 equipment, except the pylons, into his neon. There are a few maintenance items there. Somehow the pylons need to travel from the Berkshires. Till next year! - Clark Nicholls

RACE CAR SHOW

Crossgates Mall
Guilderland

March 21, 22, 23

The Mohawk-Hudson region, SCCA in conjunction with Lime Rock Park and Lebanon Valley Speedway will again be having a race car show.

This is a great opportunity for the region to get some of the local exposure it needs, and for your sponsors to get the exposure they deserve.

This years show promises to be bigger and better than ever.

CONTESTS - PRIZES - SURPRISES

All road racers and solo drivers are invited and encouraged to be part of the show. Vintage racers and cars from neighboring regions are also welcome.

Every car entered in the show will get a **FREE TEST DAY AT LIME ROCK PARK** (over \$100.00 value).

Let's really make an effort this year to have our cars ready for the show. This way, it will not only make for a bigger and better show, but it will allow us to show the local community what road racing and solo events are all about.

FOR MORE INFORMATION CALL: Jim Bucci at (518) 782-0954



Mohawk Hudson Region SCCA
**MOHAWK HUDSON REGION ANNUAL RACE CAR TECH INSPECTION
PARTY**

MoHud will hold it's annual tech party at Les Figarsky's shop, Consignment Auto Sales, located at 66 North Manning Blvd, on Saturday, April 5 starting at 1 PM with Sunday the 6th as a backup rain date.

Richard Welty will be our tech inspector and pizza and soda will be available. This is a new location but is just up Central Ave a block from his old shop. 518-438-2881 for directions.

Solo 2 Course Design Discussion

I will lead this continuation from last year. We will briefly review the basics that were presented last year and then begin a discussion of various course design related topics including a review of 1996 MoHud courses. If you missed it last year please attend this year anyway. We'll all learn alot.

The date for this discussion/meeting is **Tuesday, March 11**. Place is the **Bethlehem Town Library at 7 pm**. If there is interest, I will give a Solo Safety Steward seminar at the end of the course design discussion.

PLEASE RSVP JIM GARRY BY SUNDAY NIGHT, MARCH 9 so I can cancel if there is not enough interest in either segment. Please call before 9 pm at **439-3107 or email me at garryj@crisny.org**

RD 1, Box 286
Rensselaer, NY 12144



Clark W. Nicholls
65 Hartwood Rd
RR 2 Box 493
Lee, MA
01238-9543