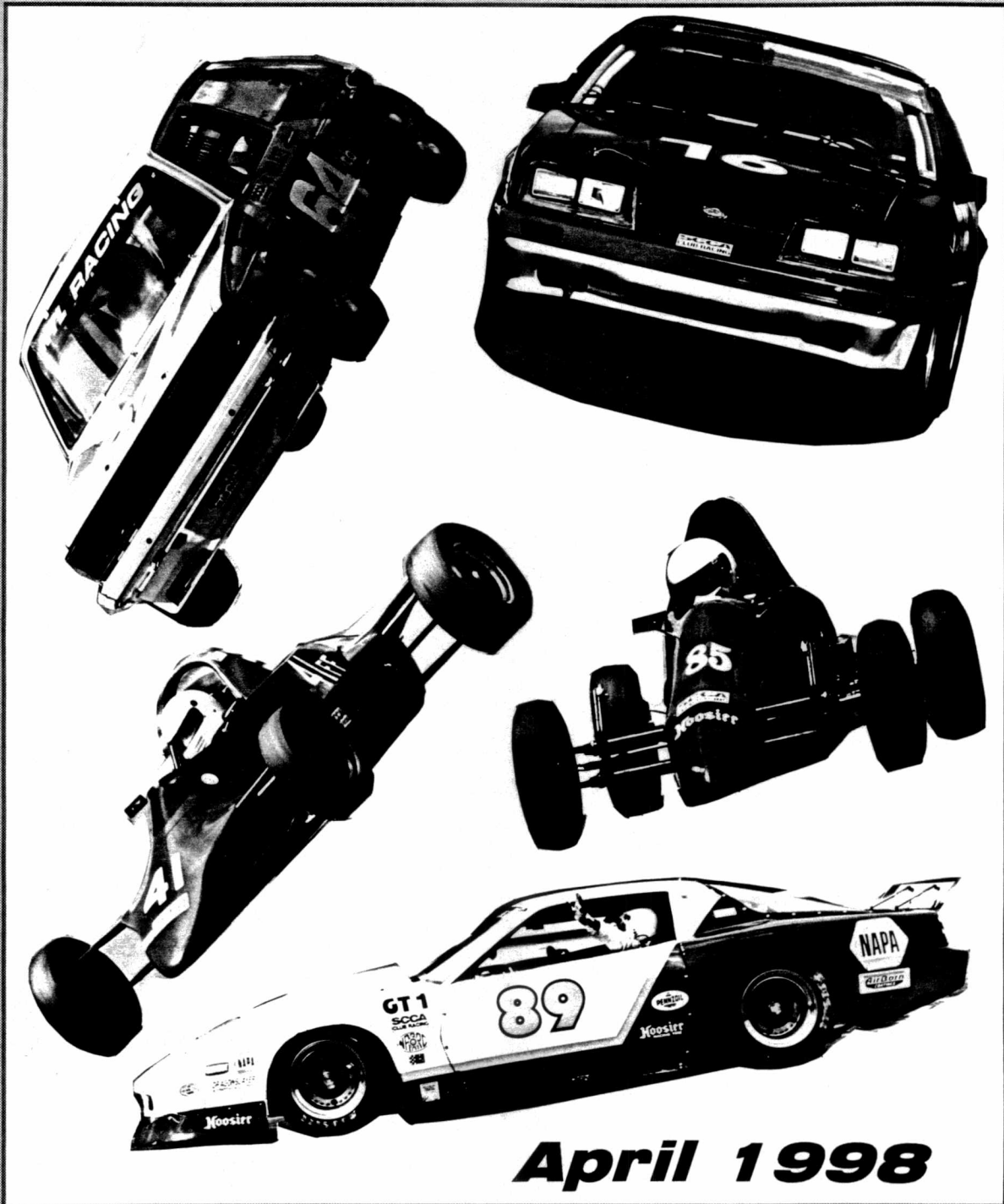




Knock Off



Official Publication of the Mohawk Hudson Region



Mohawk-Hudson Region SCCA
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The Knockoff is the official publication of the Mohawk-Hudson Region, Sports Car Club of America. Opinions expressed here 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 preceding month.

Electronic submissions may be made via 3.5" diskettes or by sending e-mail to the Knockoff editor.

The Mohawk-Hudson Region possesses its own electronic mailing list on the Internet. To join, send a message to: "Majordomo@mohud-scca.org" containing the phrase "Subscribe mo-hud" (Do not include the quote marks).

Meetings are held the first Wednesday of every month at Son's Tavern, Western Avenue, Albany. Starting time is 7:30pm

ADVERTISING RATES

<u>Type:</u>	<u>Size:</u>	<u>1 Issue:</u>	<u>6 Issues:</u>
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All ads must be prepaid. Noncommercial classified ads run 3 issues and are free to members.

Club Information

The General Membership Meeting is held the first Wednesday of every month at Son's Tavern, Western Ave., Albany. Starting time is 7:30p.m.

Mo-Hud Hotline---For the latest information on racing, solo II activities and upcoming events. **(518)580-1830**

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Check the Mohawk-Hudson Region on the Internet at
<http://www.mohud-scca.org/>

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The REport

This month I have a rather lengthy report so I am breaking it into sections so you can read and digest it in several sessions. A lot happens this time of year as we begin planning our season of activities, but that's good because it shows we are an active group. The following subjects are the focus of this report: 1. Our race, 2. Clifton Mall car show and car control clinics, 3. Upcoming meetings, 4. other stuff.

1. Humor ran rampant over the winter regarding a Ferrari clubs desire to take over our weekend (June 27) at Lime Rock. Well, its going to happen. I talked to Mike Rand on Monday, March 9 and he informed me that Ferrari bought the whole weekend and our date was cancelled off the calendar. He tried to assure me this was a one time thing, that we were back on the calendar for 1999, but his rational was that Ferrari would probably not want to do it again because of the cost. That's not a guarantee in my book, so I feel we need to pursue other racing venues in case we are shutout of Lime Rock. On the plus side, Mike has asked us to supply flaggers for the Ferrari event and is willing to pay our region to do so. Price and number of workers is being negotiated. If you are interested, let me know.

Okay, so deep depression has just set in because you were looking forward to the 10th annual John Stim Memorial race and your RE is telling you its gone. **WRONG!** Because of another track date conflict, Tri Region's MARRS race in mid June at Pocono got bumped by NASCAR and the folks from Philadelphia negotiated a date (June 27/28) to replace it, but it can't be a MARRS race because MARRS doesn't allow back to back race weekends, so the scenario is this: We have a big bunch of NARRC and NYSRRC drivers who want to race and had their track taken away, Tri Region has a track date but no Series sanctioning, so we are getting married. Please come to the wedding at Pocono Raceway, June 27/28 for a NARRC/NYSRRC race put on by MoHud and Tri Regions. More news will follow, this could prove to be a very exciting event as there will be a SOLO 1 at the track also and the possiblity exists that will run a brand new configuration 3+ mile road course if Pocono will do the paving in time. I am so excited I just oh never mind.

2. I have entered into negotiations with Tom Hunt to use the Clifton Country Mall for a car show, annual tech party, and Car Control



Clinics starting Thursday night, April 23 with the show load in, cars on display Friday, Saturday, and Sunday if we chose, a tech inspection of race cars on Saturday in the north parking lot, and as many Car Control Clinics as we want to run in the north lot Saturday and Sunday. Tom will promote the show and is trying to attract so pro cars from other forms of racing, and will run ads on radio and newspapers. He has room for 80 cars in the mall, so we want as many race cars as we can get, please consider putting your car in the show to promote our club and draw attention to our booth where will be talking to the public about our competition and car clinics.

This is an opportunity that could result in another Solo course if Tom sees us draw people to his mall. We will also need volunteers to staff the booth for 3 days, so if you can spare a few hours, come help us out. Call Jim Bucci if you will put a car in the show or help at the booth, 518-782-0954.

3. The agenda for the next couple meetings is set and I encourage you to attend both. Bill Bradshaw, our Area Director will be at the April 1 meeting to update us on all the latest from home office and around the northeast and Dave Scaler, a Formula Vee competitor from New Jersey, will put on a data acquisition seminar that I sat in on at the Roundtable Convention and found very interesting.

Bill's main reason for attending is to talk about the ongoing attempt to redistrict the northeast and eliminate Area 10 as we know it. Area 10 is the area we are in along with all the New York regions west of us, and the attempt is to annex us in with Area 1 (New England and New Jersey) or Area 2 (Pennsylvania and Maryland). They want to do this so they can add an area in the southeast US, but they can do this without breaking our area or any other area for that matter. The bylaws allow for 11 to 13 Directors (currently there are 11) but a faction of the board does not want to exceed 11 members, so they want to exploit us in their interest. Please

come hear what Bill has to say and remember to vote on this issue when the ballot comes out in SportsCar. It should appear around June, but I will be updating you on this very important issue.

Dave Scaller owns Advantage Motorsports and markets an inexpensive line of data acquisition modules for race cars. He was asked to do a seminar at the Roundtable in Rochester last week and I sat in on it as I also use a data acquisition computer in my Spec Racer and am interested in the subject in general. Dave has done about 30 seminars for roundy round racers, road racers and drag kings and queens and has a very polished presentation. I approached him after his talk and asked him to do the same show at one of our meetings. Last night he called me and agreed to attend our May meeting and tell us how "knowledge = speed; let us show you how".

Dave's company has a web site at "http://ourworld.compuserve.com/homepages/advantage_ms". He is sending us literature which I will post in the next KnockOff to further explain his system.

4. At the Roundtable convention the REs gathered to discuss policy for determining National race scheduling in the Northeast Division in future years. The last time this was done the result was a policy of one race per track but recent developments make it necessary to revisit this thinking. First, Bridgehampton will probably not be able to host a race anymore and then Connellsville got closed down to racing temporarily. This left a

schedule of only 7 National races for the 1998 season, less than was acceptable for a season, so Terry Hanushek, Division Executive Steward, stepped in and arranged to change the July 4th Regional at Lime Rock to a National and to change the Pocono National to a double, putting us back at 9 races. Secondly, there has been a movement among drivers to eliminate the one race per track rule and hold 2 races at some core tracks. We spent all morning discussing this and arrived at the conclusion that because its the tracks that really determine our race scheduling, we need to revisit this issue each fall and that no set policy can be put in place as tracks are closing and new tracks are coming on line. 1998 is a done deal, but for 1999 we agreed to set a minimum acceptable number of races at 8, to uphold the one race per track rule unless it drops below 8, and to meet each year in November to consider new tracks and multiple races any tracks. The proposals we considered are voted on by the racing regions only and they are only proposals, they must be voted on by all the regions at the Sunday town meeting. This proposal passed the vote.

We have a lot of work to do in the next 2 months to put on the car show, car clinics, the race, and the start of our solo season so I am asking each of you to pitch in where you can. There are new opportunities here that we can capitalize on to make our programs stronger and more fun, we just need to do the best we can at each of them.

Larry



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Mohawk Hudson Monthly Membership Report 03/24/98**From: 02/05/98 to: 02/26/98****Please welcome these new members to the region.**

<u>Name</u>	<u>Joined</u>	<u>City</u>	<u>State</u>	<u>Phone.</u>
Jeffery P. Baringer	02/20/98	New Hampton	NY	
Debi Drouin	02/17/98	Albany	NY	(518) 459-1209 (H)
Jason P. Fachner	02/19/98	Hyde Park	NY	(914) 483-9204 (H)
Kristen Moore	02/26/98	Troy	NY	
Jill Wright	02/05/98	Old Chatham	NY	(518) 392-5996 (H)

Interests reportClub Racing

Jeffery P. Baringer	New Hampton	NY
---------------------	-------------	----

Anniversary Report

<u>Name</u>	<u>Joined</u>	<u>Years</u>
Lee Schaller	03/18/88	10
Arnold K. Beebe	03/30/93	5
Ann Marie Canavan	03/12/93	5
Mary Lou Canavan	03/12/93	5
Michael Canavan	03/12/93	5
Corey Graff	03/26/93	5
Erin Graff	03/26/93	5
Heather Graff	03/26/93	5
Letah L. Graff	03/26/93	5
Andrew Henery	03/29/93	5
Joseph Polastre	03/29/93	5
Frank W. Zalucki	03/16/93	5

There were 12 records printed.

There are 340 active members in the region.**Membership applications distributed**

I have distributed three membership packets in the last month. These packets include the SCCA National brochure and a letter describing the benefits of becoming a Mohawk Hudson Member. One was in response to a phone call, two in response to e-mail and a third was the result of a chance meeting at a convenience store with a guy driving a late model RX-7.

There are many car enthusiasts out there who, like this fellow in the store, wanted to get involved with the sport but didn't have a clue as to how to go about it. He had heard of SCCA, but knew virtually nothing about the club or it's many programs. A potential autocrosser, he wanted to compete, but was not sure what to do or where to go to get involved. This tells me that the SCCA, despite some increase in visibility is still to some extent the Secret Car Club of America. We all can help to make this appellation a thing of the past.

Chance meetings can be a fruitful means to increase SCCA visibility and potentially sign up new members. Don't be shy in approaching someone you see who owns a performance or sports car. I've done this many times, and the reaction has always been positive. Keep some SCCA materials in your car for such encounters. A membership application, a copy of the KO and one of Sports Car is a start. If you keep my e-mail address and phone number on hand, you can have them contact me for further information. Show your enthusiasm, it's catching.

I have lots of color brochures that include a prepaid envelope that makes it even easier for a prospective member to join. If you want copies of this brochure or any other membership material, feel free to contact me or see me at the meeting. (Note that new brochures are on the way and may be available at the next meeting)

When you give out a membership application, be sure that the desired region fields are filled in with "Mohawk Hudson, 065".

Important News from National - Junior membership replaced

The Junior Membership category has been replaced with "Speed Freakz". Here is the relevant text of the memo I received from Brenda Winters, National Member Services Manager, edited to save space.

The SCCA "Junior" membership category is no longer available. All current Junior membership have been converted to Speed Freakz members. <...> Speed Freakz members have full membership privileges.

The regular Speed Freakz membership is \$25 (\$20 National dues and \$5 Region dues) and the Competition Speed Freakz membership, which allows you to hold SCCA Competition licenses, is \$45 (\$40 National dues and \$5 Region dues).<...>

Please be sure to make the appropriate changes to you region's membership application.

<...>

If you have any current brochures or membership applications be sure that they are updated. Attached to the memo was a separate Speed Freakz program membership application form. If you need one, I'll make some copies for you. Copies of the application will be available at the next membership meeting. It looks like National would prefer that the separate form be used for Speed Freakz membership applications, rather than simply changing the Junior membership name to Speed Freakz, so if you need copies, please let me know.

Submitted by
David G. Wachtel, Secretary/Membership Chairman.

The Mo-Hud website is being updated weekly

Check it out!!

(518)580-1830





P.O. Box 111, 497 Lime Rock Road, Lakeville, CT 06039

1998 Race Schedule

- | | |
|---------------|----------------------------------------------------------------------------------------------------------------------------------------------------|
| May 2 | New England Region SCCA Nationals, Karts |
| May 22-25 | Dodge Dealers Lime Rock Grand Prix
<i>The Largest Sports Car Race In North America</i> |
| May 30 | New York Region SCCA Regional Races, Karts |
| June 27 | Mohud SCCA Region Races & Ferrari Challenge |
| July 4 | Northern New Jersey Region SCCA Regional Races,
Karts |
| July 18 | New England Region SCCA Regional Races, Karts |
| August 15 | Northern New Jersey Region SCCA Regional Races,
Karts |
| September 4-7 | 16th Annual Dodge Vintage Festival
<i>Concours D'Elegance, Swap Meet, Show of
Shelbys, Mopar Show, Viper Invitational</i> |
| September 26 | North Atlantic Road Racing Championships SCCA
Regional Races, Karts |
| October 16-17 | Dodge Dealers NASCAR 200
<i>Busch Grand National North Series Season Finale</i> |

All dates tentative and subject to change



P.O. Box 111, 497 Lime Rock Road, Lakeville, CT 06039

1998 Club Schedule

March	20-21	Conn. Valley Porsche Club	August	1	Aston Martin Owners Club
	27	New Jersey BMW Club		7-8	Ferrari Club of North America
	28	Poughkeepsie Sports Car Club		12	Conn. Autocross & Rally Team
April	3-4	Conn. Valley Porsche Club	13	North County Porsche Club	
	10	Northern New Jersey Porsche Club	17	Conn. Valley Porsche Club	
	11	Hudson Champlain Porsche Club	21-22	Quattro Club	
	17	Performance Drivers Association	28	Hudson Valley Porsche Club	
	18	Vintage Sports Car Club of America	29	Northeast Corsa Council	
	24	Conn. Valley BMW Club	September	11	New Jersey BMW Club
25	Patroon BMW Club	12		Performance Drivers Association	
May	7	Schattenbaum Porsche Club		15-16	Northern New Jersey Porsche Club
	8-9	Conn. Valley Porsche Club Race		17	Jersey Shore Porsche Club
	11-16	Skip Barber Formula Dodge Race Series		18	Schattenbaum Porsche Club
June	1-2	New Jersey BMW Club Race		19	Bonnet and Boot Club
	3	Hudson Valley Porsche Club	21	Conn. Valley BMW Club	
	4	Conn. Autocross & Rally Team	23	Metro New York Porsche Club	
	5-6	Jaguar Owners Club & Vintage Sports Car Club of America	24	Hudson Valley Porsche Club	
	12-13	Conn. Alfa Romeo Owners Club	October	1	Northern New Jersey Porsche Club
15-20	Skip Barber Formula Dodge Race Series	2-3		Conn. Valley Porsche Club	
July	10	Metro New York Porsche Club		7-10	Skip Barber Formula Dodge Race Series
	11	Schattenbaum Porsche Club		23-24	Vintage Sports Car Club of America
	20-25	Skip Barber Formula Dodge Race Series		30	Conn. Valley BMW Club
	30-31	Conn. Valley Porsche Club		31	Patroon BMW Club
November	6-7	Eastern Motor Racing Association			

All dates tentative and subject to change

1998 Tentative Solo II Schedules for the following SCCA Regions:
 MoHud, Central New York, Southern New York, Finger Lakes, and
 Glen

April 26	CNY-1 Shoppingtown Mall	
26	FLR-1 Rochester Institute of Technology, NY	
May 2 Sat	FLR ITT Lyell Ave. Rochester	Solo II School
3	MHR-1 P-Lot, Albany NY	
3	FLR-2 ITT Lyell Ave. Rochester	
10	Glen? Mothers Day	
17	CNY-2 Griffiss AFB, Rome, NY	
24	Memorial Day	
31	CNY-3 Shoppingtown Mall	School(am)/Solo II(pm)
31	FLR-3 Delphi Lexington Ave., Rochester	
June 13/14	Natl Pittsburgh, Pa.	SCCA Solo II Nat'l Tour
21	CNY-4 Griffiss AFB, Rome, NY	
20-22	Harrisburg Pro Solo (PA)	SCCA Pro Solo2
28	FLR-4 Gates Plaza, Lyell Ave., Rochester	
July 3-5	Natl Evansville, IN	SCCA Solo II National Tour
5	CNY-5 Griffiss AFB, Rome, NY	
12	MHR-2 P-Lot, Albany, NY	
17-19	NEDiv Griffiss AFB, Rome, SCCA Solo II Divisionals	
26	FLR-5 ITT Lyell Ave., Rochester	
August 1-2	International Solo II Invitational - Ottawa, Canada	
9	CNY-6 Griffiss AFB, Rome	
16	MHR - 3 Tentative, Site TBD	
23	FLR-6 Gates Plaza, Lyell Ave., Rochester	
30		
Sept. 6	CNY-7 Griffiss AFB, Rome	
13		
14-18	SCCA SOLO II NATIONAL CHAMPIONSHIPS TOPEKA, KANSAS	
20	MHR - 4 P-Lot, Event is tentative	
27	FLR-7 ITT Lyell Ave., Rochester	
Oct. 4	FLR-8 RIT, Jefferson Road, Rochester	
11	CNY-8 Sam's Club, Syracuse	
18	MHR -5 Brodie Mountain Ski Center	
25	FLR Awards Picnic	Solo II Party

NOTE! Schedules are subject to change. Always call to confirm an event.

Contacts:

Glen=Watkins Glen Region Pat Scopelliti scopelliPF@corning.com
 607-974-3855(w) 607-739-4857(h)

FLR=Finger Lakes Region Alan Smith asmith2357@aol.com
 716-359-4688

CNY=Central NY Region Paul Grover 315-491-solo(h)
 315-464-7614(w) or Karl Hughes ASRT@aol.com (Novice Instr.)
 315-687-5799

SNY=Southern NY Region Brad Brooks Bromac@tri-town.net
 607-369-2033

WNY=Western NY Region Tom Ernst Autoxr95@msn.com
 716-694-4611

MHR = Mohawk Hudson Region Chip Van Slyke chipv@albany.net 518
 732-7618

1998 Divisional/Regional calendar for N.Y.R. and North-East Division

May 24. Apple Hill Rallycross, Middleburg, N.Y. Constantine Mantopoulos (212) 226-7602

July 11. Apple Hill Rallycross, Constantine Mantopoulos (212) 226-7602

Aug.15-16 2 Apple Hill Rallysprints coef. 1, Middleburg, N.Y. Ken Burt (860) 350-1807

Aug.16 Apple Hill Rallycross, Constantine Mantopoulos (212) 226-7602

Oct.3 Apple Hill Rally coef.2, Ken Burt (860) 350-1807

Oct.4 Apple Hill Rallycross, Constantine Mantopoulos (212) 226-7602

*For more information on Rallycross see web-side
<http://members.aol.com/qtrm/home.htm>*

*or check the schedul posted on the SCCA web page at:
http://www.scca.com/amateur/pro_divisional.html*

If you have any question please call **Henry at (516)759-3078 (eve. E.T.)**
or e-mail hjnoga@ix.netcom.com
Henry Noga
Vice Chairman of Rally Board in New York Region.

Minutes of March 18, 1998 Solo II Organizational Meeting

1. Announcements: a) McKamey School moved to June 27-28, some slots may open up, call Jim G if interested; b) Lime Rock Solo II cancelled; c) The State raised the P-Lot fee from zero to \$350 per day; d) we will purchase a digital display for this season.

2. Followup Items from Meeting #1:

a) Chip will seek Board approval for newspaper ad.

b) Jim will contact his community cable access company and request they carry the Solo II schedule, however, this was meant to be a task for everyone to carry out with their own community access providers. It is free and easy. It is requested that everyone/anyone do this. If you contact them, please let Chip know.

c) Jim made 1000 Solo II flyers carrying a brief description of Solo II and the 198 MHR Solo II schedule. The meeting participants were each given about 25 copies to post in appropriate places. Anyone else who would like some flyers please contact Jim (439-3107, garryj@crisny.org).

d) Chip made an event chair checklist to be handed out to all interested members. This briefly describes the duties of a Solo II event chairman (it's easy!).

3. Event Chairpersons are needed!

May 3 P-Lot		Mike McMullen?, Chip co-chair
June 27-28	P-Lot McKamey School	Jim G chair, Andy Furlong co-chair
July 12	P-Lot	Russ Burckhard?, Chip co-chair
Aug 16	Tentative, site TBD	Cash Davidson?, Chip co-chair
Sept 20	P-Lot	?????? Need chair and co-chair
Oct 18 Brodie		Dave Kosla?, co-chair??

Mike, Dave, and Russ made tentative commitments at the previous meeting but could not attend this meeting so please get in touch with Chip ASAP. The September 20 event will NOT happen without some volunteers. If this event is important to you, get in touch with Chip ASAP.

4. Review of Event Supplemental Rules

a) there will again be novice and ladies classes offered. The novice class last year was not for a season championship but this year it will be. Definition of a novice: if you start the MoHud Solo II season having run in only 5 or fewer autocrosses.

b) for season points accumulation, all events will count; none may be dropped due to the small number of scheduled MHR events this year.

c) in response to the site fee imposed by the State at the P-Lot, entry fees will be raised \$5 per entry to \$20 for non-members and \$15 for members. This is the general price structure in regions throughout the Northeast.

d) MoHud will alter the bumping order and allow G Stock to bump to E Stock instead of B Stock. [When SCCA restructured the classes a few years ago, this is a change that should have been made; the lack of a change was likely an oversight].

e) cars will run by category to ensure fairness between classes should inclement weather

occur during an event; the group chosen as the first run group will rotate from event to event to ensure fairness not only for drivers but for workers.

5. Season Workers - Chiefs of Specialty

a) Registration - DJ McArdle -- DJ will add a *how did you find out about our event* question to the registration form in order to track how people discover Solo II and allow us to exploit the best means available for advertizing. DJ will work on improving registration, e.g., we will purchase more clipboards which will allow those standing in line to be filling out their registration forms, we will encourage people to bring registration forms home so they can fill them out ahead of time, DJ will come up with a 2 part form so that one part goes to Timing and Scoring right away while the other part goes to Tech (in this way, data entry can begin immediately instead of waiting for tech to be completed).

b) Equipment - no one has volunteered. DJ will haul tables, chairs, paper files, etc, while Chip will haul pylons and timing equipment. Elimination of tables and chairs will go a long way toward helping Chip to get everything into his tow vehicle.

c) Tech - still need a volunteer to handle this for the season. Remember, taking on this job means no more work once tech is over.

d) Timing and Scoring - still need a volunteer. Chip will be able to lend heavy assistance to anyone who volunteers. New software will make operation of equipment almost completely hands off.

e) Course Design - Eric Kroth will continue to handle the lion's share of this duty. Jim G would like to do one course this season. Anyone else interested please contact Chip. If it's your first time you could assist Eric or Jim to get a introduction to course design.

f) Season Points - This was to be Cash Davidson's task but he just announced that he is leaving the area for another job. Good luck Cash, we'll miss you. We need someone to take on this job. Can be done with a calculator and pen or with a Pentium. Your choice.

g) Trophies - DJ has taken on this job also. Thanks DJ.

Anyone who is a chief should acquire an assistant by simply grabbing someone who is not *clueless* and asking for help. By having several people working tech and registration, everyone will have time to walk the course and get their cars ready. It's up to you to find assistants.

6. Pre-Season Mailer

To be prepared by Chip and Eric. Will contain notes and the schedule. Mailed by Eric and Maria around April 6th. MoHud will accept reservations for numbers at no charge and a number reservation form will be included as part of the mailer.

7. Miscellaneous

Event results will be sent to Jim Bucci (Knock Off Editor) no later than the Monday evening following an event. Submission of a short article by someone will be appreciated.

Chip will purchase 20 new pylons.

We will continue to advertize in the Sunday community sports sections and look into other possibilities as well.

We will crack down on competitors who do not fulfill their worker assignments.

We will have a great 1998 season!

News Release. . .

New Cars, Drivers, Tires & Money Mark Barber Dodge Opener

LAKEVILLE, Conn. (Mar. 13) - The most competitive season yet is expected in this year's Barber Dodge Pro Series, as pre-season competitor testing concluded this past week and the 30 entered drivers prepare for Round 1 at Sebring International Raceway, supporting the Exxon Superflo 12 Hours of Sebring Presented by Chrysler Corporation.

The beginning of the championship's 13th year brings a lot of new and different aspects to this leading equal-car series. It marks the debut of the all-new carbon-composite Reynard Dodge chassis; there are new tires, as racing radials from Michelin, which has re-entered the open-wheel wars after a few years' absence, are now the spec tires; a different sanctioning body (Sports Car); a 30 percent increase in prize money (the total prize money and awards purse for the year will exceed \$1,000,000); and most important, the most deeply talented field of young driving talent the series has seen. One driving coach with vast experience in Barber Dodge, who was at every test day in February said, "I saw at least 20 guys easily capable of making the podium this year." Under varying conditions over the past month, ultimately 17 drivers lapped Sebring's test circuit within a second of each other, the fastest being Giovanni Anapoli and Martin Stenshorne.

Early favorites are a mix of frontrunning returnees, such as Nicolas Rondet, the 1997 Rookie of the Year, Rocky Moran, Jr., Stenshorne, and 1996 championship runner-up Thomas Schie, and series first-timers Annapoli, Owen McAuley, Sepp Koster and this year's "Big Scholarship" driver, Shane Donley. Series Manager Steve Sewell says, "At this point, you can throw a blanket over the whole lot. But nobody's had the benefit of running the Full Course yet; there's going to be a lot of shock and wing experimentation in practice Tuesday, Wednesday and Thursday."

Round 1 of the 1998 Barber Dodge Pro Series green flags at 8:45 a.m., Saturday March 21, just before the start of the 12 Hour. There are four scheduled espn2 telecasts of the Sebring Barber Dodge race scheduled, with the first airing Sunday, April 5 at 11:00 a.m. Eastern.

B.M.S.C. 6th ANNUAL ICE TRIALS JAN. 29 & 30



Official Program

FROM THE ARCHIVES

C.A. Foster

The Lotus 7 was Wayne Fitzgerald's only car. He had to remove the top and ski racks to compete!

Colin Campbell never erected the top on his TR3. He wore WWII flying gear and a fur hat!



Dash Plaque

THE BERKSHIRE MOTOR SPORTS CLUB, INC.

Sixth Annual Ice Trials

Pontoosuc Lake -Pittsfield, Massachusetts

JANUARY 30, 1966



Pin

The B.M.S.C. Ice Trials were organized by the Berkshire Motor Sports Club, Inc. The Club was founded in 1957 and incorporated in 1959.

The first Ice Trials were held in 1961 and were the beginning of the most successful event of the B.M.S.C. drawing entrants from Massachusetts, Connecticut, and New York.

1964 was our largest year causing entrants to run well into the dark. This has forced the committee to limit entrants to one hundred cars; therefore, guaranteeing each entrant at least two official runs.



LOTUS - 7
Driven by - Wayne Fitzgerald



XK 150
Driven by - Bob Claffie



Drivers Meeting

Photos taken by
Sciarra Studio
153 First Street



TR - 3
Driven by - Colin Cambell



Barracuda
Driven by - Jack Weider



MOHAWK
HUDSON
REGION

THE KNOCK OFF

APRIL 1966



*working can be
FUN!*



REGIONAL RAMBLINGS *by* GENE BIRDSEY

It's that time of year again when a young man's fancy turns lightly to Sports Cars.

We are making very good progress with our Driver's School to be held April 16 at Lime Rock. The response from the members of Area 11 has been great and we are well on our way.

We now have an Insurance Certificate #S-35 and a sanction number 66-S-25 which are both necessary if you are planning an SCCA sanctioned event. We are planning two events within 30 days and that's a pretty big undertaking for novices, but we sure are getting an education in S.C.C.A procedure. We still need lots of volunteers, so please don't wait to be asked.

The next INEC meeting will be on April 2 at Syracuse. This will be the last meeting before the school. Most of the workers and officials for the school from Area 11 will be there. All members of Area 11 are welcome. It will be held at the Northway Inn, Exit 36 on the Thru-Way.

We have several new candidates in the region for competition licenses. There seems to be more activity in this department than we have had in several years. Could be our driver's school aroused some of this enthusiasm.

Our annex in the North continues to grow. They are a very active group and it won't be too long before we have another region in Area 11.

We would like to have trophy sponsors for our race in May. The date is May 14. I was very pleased the way the controversy over the dates were handled. It sure is a good indication of the fine administration and cooperation that we have in this organization. We were given every consideration. A real tribute to this great sport.

If you know any person, organization, business, etc. that would like to name a race at Lime Rock on May 14, a \$25 trophy donation will give them this opportunity.

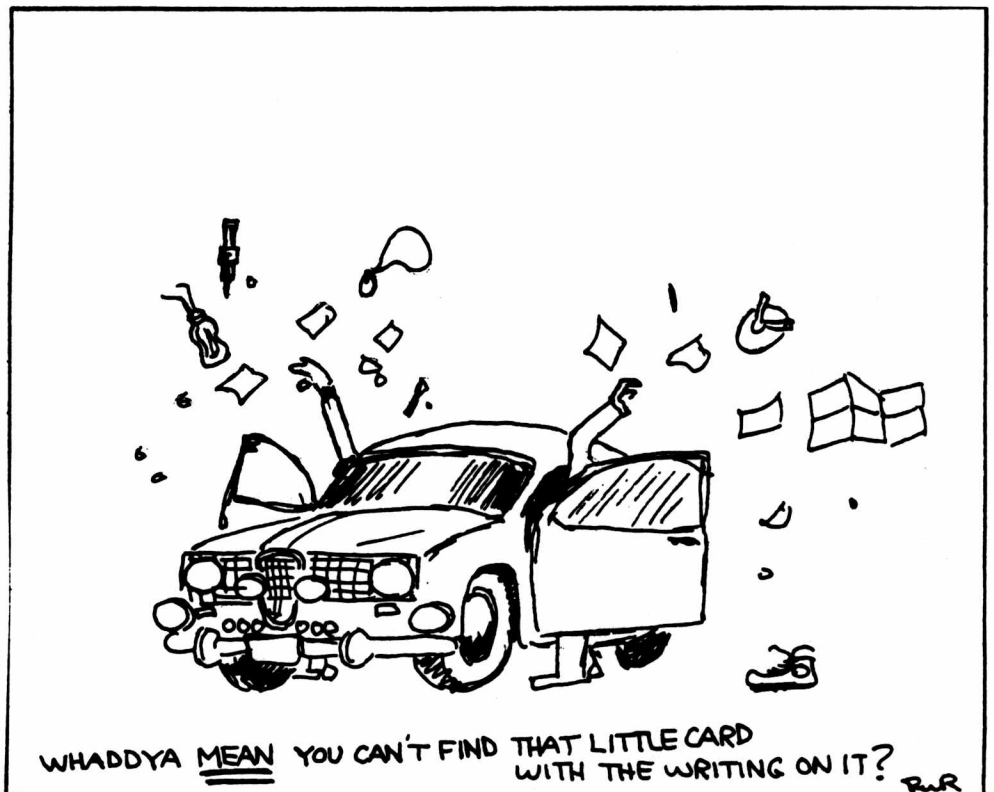
See you all at Lime Rock.

This issue of the Knock Off is the last which will be sent to Mohawk Hudson Region members who have NOT renewed their memberships and paid their dues. At some time or another, you derived some pleasure from the Sport - and now the Sport needs you.

THE RALLYE O' THE SNOWFLAKE
(Or, The Ice-Cube Enduro.)
by Bob Raymond

The afternoon of Saturday, February 19 grew cloudy and cold, but the snow that Hans Flebbe and all of the Saab drivers had hoped for never came. The first car of a field of 22 left the parking lot behind the Hotel Van Curler in Schenectady at 5:31 pm. Our car, number two, left a minute later and promptly got lost in the vast intricacies of G.E. Hastily recovering, however, we continued without incident until the first milepost check. Here we turned the car upside down to find that little card we were supposed to hand in at the checkpoint. At the end of the first leg we had a welcomed respite for 20 minutes at a Chevron Station where we topped off the tank. On the second leg we wound our way up through some of the most archaic state highway we've ever seen. Amid curses and oaths we hacked and clawed with sheer rock walls on one side and air on the other. We were going south, I think. Ending that leg at some remote highway shed, we proceeded on to the third, last and most eventful leg.

We were preceded by Barney Galinsky and Mac Townsend in a Mustang, and another pair in a TR-4. Pouring down over the crest of a mountain, on a snow drifted road that was purportedly paved, Barney over-cooked it and put the horse on its top over a 20 foot embankment, at the confluence of another road. Hans Flebbe had his Saab parked below and the falling steed landed next to it doing some considerable re-shaping of his metal work, and blowing a tire. Barney, fearing fire, exited forthwith, while Mac, certain of fire, found his Purple K and handed it out to any Smokey Bear who might chance along. No fire ensued, although it was so cold up there, some of us had occasion to wish there had been a little one at least. The following TR-4 didn't go over, but he did manage to hole the bottom of his radiator. Carleton Foster and I stood by to assist, providing flares and a reasonably warm haven for Mac Townsend and the Corbetts, who had been with Hans to take some pictures. Mac was without gloves, doing yeoman service with flares for a time. If you ever have to warm your hands out in the cold, ask Mac how it's done, anytime! Hans' tire was changed and we followed the crippled TR-4 down the mountain to a garage where some Nascar types were working on a stocker. They seemed rather ingenious chaps, but conceded that the radiator couldn't be fixed. We left the TR there and nine people piled into two Saabs and proceeded toward Altamont. At one point, Hans lost us and had to turn about to look for us. While doing so, he put the Saab into a field.



The event finished up without further incident in the late evening at Highland Farms Restaurant near Altamont with a welcomed and delicious smorgasbord.

The following are the results of the Second Annual Rallye of the Snowflake:

<u>Pos.</u>	<u>Car. No.</u>	<u>Driver - Navigator</u>	<u>Car</u>	<u>Total Points</u>
1.	21	R. Heacox - M. Heacox	Morris Minor	604
2.	15	E. Hopkins - C. Virgil	MG Midget	682
3.	12	E. Farrell - E. Farrell	Porsche	824
4.	9	J. F. Meyers - L. Myers	Saab	1173
5.	8	J. Coons - W. Sarr	MGB	1421
6.	7	H. Barnes - F. Garner	Barracuda	1458
7.	4	A. Bradt - R. Traver	K-Ghia	1500
8.	16	M. Riddell - T. Heywood	VW	1507
9.	19	D. Al&en - L. McCray	Saab	1603
10.	13	C. Schongar - M. Schongar	DKW	1667
11.	2	C. Foster - R. Raymond	Saab	1800
12.	6	P. Miller - S. Miller	Saab	1830
13.	5	R. Volans - M. Eldridge	VW	2062
14.	3	R. Krouse - P. Panos	Falcon	2100
15.	17	K. Covey - M. Miller	MGA	2110
16.	20	M. Schatz - P. Schatz	VW	2303
17.	22	R. Schongar - R. Gauway	Volvo	2304
	10	A. Nash - H. Fales	Saab	DNF
	18	B. Sherman - E. Grzybowski	Mustang	DNF
	14	D. Miller - L. Schmidt	TR-4	DNF
	11	B. Galinski - M. Townsend	Mustang	DNF
	1	R. Dessormeau - C. Dessormeau	MGB	

I want to express my appreciation to everyone who with time and effort helped to make this Rallye possible - especially Gene Birdsey for his help in laying out the rallye route and Marge Corbett who did a splendid job as Rallye Secretary. Furthermore, I want to thank the girls at Registration, the check point personnel and the people who helped with the scoring (workers and entrants alike).

Last but not least, I want to thank all entrants and Mr. Bowman of the Hotel Van Curler for use of the lobby.

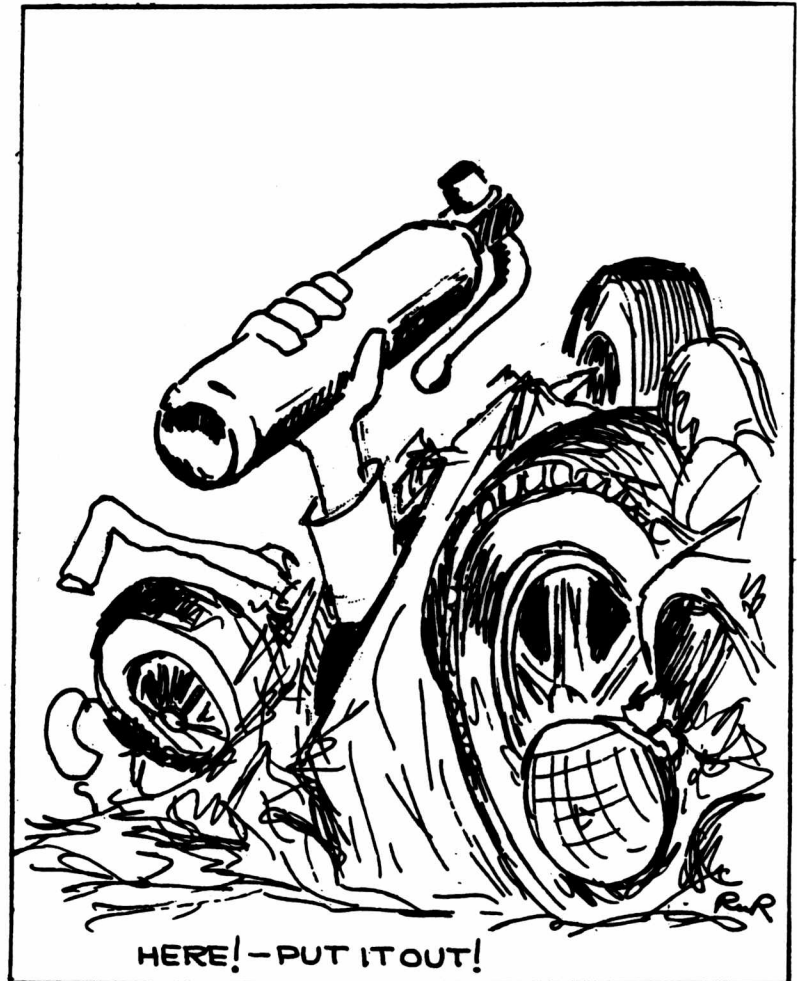
Hope to see you all again next year.

Hans Flebbe
Rallye Master

TUNED EXHAUST

Trained Reflexes

The cartoon on this page really belongs with the Snoflake Rally article and is also by Bob Raymond, but I liked it so well I stole it for this column. (That's called editorial prerogative.) This is as good a time as any to comment on the value of the training one receives working at races. Mac Townsend is a flagger - and a good one. As a flagger, one is constantly reminded of a few basic precautions to take when attending to flipped or damaged cars. The driver is probably too stunned; momentarily at least, to concern himself with these - ignition OFF and fire extinguisher in hand. As I get the story, when Barney's Mustang stamped over the cliff during the rally and quit wheels up, navigator Mac Townsend asked driver Barney about the ignition. This reminded him to turn it off. When help arrived at the car, all that was visible of the occupants was Mac's arm extended through the window with fire extinguisher in hand. Both blessed seat belts when they were finally extricated, little more than shaken up.



In last month's column I said something about safety engineered brains. Well, this is precisely the sort of thing I meant.

I never thought much about carrying a fire extinguisher in the car until I started flagging. Montgomery Wards has a real nice 5 pounder, Purple K (the best for automotive fires) which installs in Sprites very conveniently. I hope never to have to use it on me, but it's there. Wards 2½ lb. series comes in color coordinated containers - red, white or bronze.

DRIVER'S SCHOOL

Mohawk Hudson Region is sharing its Driver's School date with INEC, and so the school will be an inter-regional one, with cars and workers from all over North East Division. This is a wonderful opportunity for MoHud people to meet other sports car nuts and to work with them and to learn from them. Lime Rock is so close by there's no excuse for not joining in. A driver's school is NOT, I say again, is NOT a spectator event and so if you wanna watch you are going to have to earn your keep.

BRAVE NEW WORLD OF MOTORSPORT by Mac Townsend

When the motorcar was new to the world, its prime selling points were speed and reliability. Racing between cities on public roads under conditions that the average motorist of the time would encounter provided proof of these qualities. Such races were held throughout the world. Through the years modern road racing evolved. Cars with exotic names like Maserati, Ferrari, Lotus, Brabham, Honda, Chaparral and Cobra do battle on tracks with names like LeMans, Nurburgring, Goodwood, Monza, and Watkins Glen whose pavement winds up and down hills, turns right and runs to the left. This is road racing today, the traditional European racing which excites fans from Melbourne to Moscow.

About the time of World War I, American racing turned for the most part from road racing to the numerous small horse racing tracks located throughout the nation. This was a different kind of racing, ovals, Oval racing evolved too, alongside of but distinct from road racing. As with road racing, two distinct types of vehicles made their appearance: those designed first, last, and always as racing cars; and modified production cars. Today cars with labels like Ford, Offenhauser, Novi, and Dodge compete across the land on tracks in such widespread locations as Daytona, Indianapolis, Phoenix, and Charlotte. This is oval racing, enjoyed by spectators from L.A. to Laconia. Ovals are as American as George Washington.

Each type of racing resulted in the development of specialized cars. A car designed to run the Indianapolis 500 would beat the feathers off a machine designed for Monaco's Grand Prix - at Indianapolis. Let the scene change, and the reverse is true. This has been fact for a long time.

Things are changing. American cars are beginning to challenge the European designs on Europe's front lawn while the English Lotus sneaks out the backdoor with all of the loot from Indianapolis. Like it or not, and many don't, the American car is learning to follow a twisty circuit. At the same time, European cars are discovering the speed of the American oval.

American cars are beginning to behave with a British or Continental accent. They steer better, they don't make the driver seasick on twisty roads, and they are better cars because of it. At the same time the European versions are picking up a Midwestern drawl. Big American V-8 engines and fabrication techniques are gaining in popularity overseas. The resulting cars are better and faster than they have ever been before.

Racing is growing up and it's great.

* * * * *

HAVE YOU BOUGHT YOUR COPY OF THE GENERAL COMPETITION RULES?

Minutes of the February 1998 general membership meeting.

The general membership meeting for January, at Son's Restaurant, was called to order by Larry Morton, R.E., on 02/04/98 at 7:47 PM.

Reports from Officers and other specialties.

Membership

Dave Wachtel reported that the membership stands at three hundred and thirty four members.

Treasurer

Mike Larimer reported that the club has had more income than expense for the last reporting period, primarily due to income from the Annual Banquet.

Merchandise

John Sheridan had merchandise order forms available and that one would be included in the February Knock Off. The goal is to keep our outstanding inventory down. Last year, despite cutting down on the amount of material ordered at the beginning of the year, there was still a surplus at year end.

Solo

Chip VanSlyke reported on the topics discussed at the various solo organizational meetings that are being held this winter. The solo group is investigating the possibility of increasing participation by advertising for participants in the local newspapers. Of particular interest is the Time Union auto supplement that comes out every Thursday.

Currently there are five events on the schedule including the Lime Rock and the McKamie advanced solo school.

Larry Morton commented that the solo program really "took off" last year provided income to the club rather than being a net loss. Larry congratulated Chip VanSlyke, Jim Garry and Eric Kroth for their outstanding and successful effort.

In response to a question by Dave McClumpha, Chip reported that there were a total of seven solo events last year. There are fewer scheduled for this year, however.

Knock Off Editor

Jim Bucci, the Knock Off editor, announced that the February issue would have an emphasis of solo. He also mentioned that advertising space is available and encouraged members to make this known to their friends and business associates.

New Business

Saratoga City Center car show

Todd Boice mentioned that the annual car show, "Motoracing Mania", will be held at the Saratoga City Center. His company, Autobody Supply, will have a booth there that will be manned for the duration of the show. Discussion was held regarding Mo-Hud participation in this year's show and it was agreed that the club should be there. Jim Bucci agreed to head up the logistics of getting together cars for the show and renting a booth for the club and in general organizing the whole thing. Larry Morton suggested that this would be a good opportunity to promote the Car Control Clinic. Larry will talk to Kevin Belden, Car Control Clinic chairman to help organize the clinic exposure at the show.

It is planned that if at all possible, the club VCR will be used at the show to display videos of various club events. Cars are expected to be unloaded on Friday afternoon/early evening and cleared from the hall on Sunday night.

Booth rental cost approximately \$200.00. Accordingly Jim Bucci made a motion that \$200.00 be authorized for the purchase of booth space at the Motoracing Mania show for this year.

The motion was seconded by Eric Kroth.

The motion was put to a voice vote of the members in attendance.

Since the ayes had it, the motion to expend \$200.00 for the purchase of booth space at Motoracing Mania was approved.

Other car show venues were discussed. There is an excellent change that we will be having a show at the Clifton Country Mall this year. It is doubtful that the venues from last year will have a Mo-Hud presence.

Redistricting

Larry reported that Bill Bradshaw one of our area directors, reported that redistricting of the area is back on the table at national headquarters. Mohawk Hudson could go to area 1, to be in the same area as New York region or west into area 2 with Finger Lakes Region, etc. We need to study the situation so that our region can determine, or at least influence, our own fate. Larry will be talking to Bill before the March meeting and will report the latest to the membership.

1998 Budget

Larry Morton reported on the work of the board of directors in determining the budget for 1998. Copies of the proposed budget were distributed to the members present at the meeting and reviewed line

by line. Some of the items that differ from last year's budget were discussed. These items are summarized below..

Computer equipment

Since the computer equipment in the region is aging, \$2000 has been set aside for purchase of a new computer to be principally used for the production of the Knock Off.

The Solo Program needs to update their timing software. The board has allocated \$400.00 for this purpose.

Lime Rock Park Regional Race

It is difficult to budget for the regional race this year due to the anticipated conflict with the Ferrari car club meet scheduled for the our "traditional" race date at Lime Rock Park. Possibilities being explored include moving our race to a different date or putting on a limited event in conjunction with the Ferrari club. The race budget item is therefore being estimated to be approximately the same as last year.

Car Control Clinic

The Car Control Clinic program last year operated at a loss. The plan this year is to exceed expenses on each clinic, a reachable goal as last year's losses were incurred mostly as a result of start up costs. There will be six clinics scheduled for 1998. (There were three in 1987).

Knock Off

The budget item for the Knock Off has been increased. This extra funding will be applied to collating and stapling costs.

Tax forms

There are tax forms to be filed this year. Treasurer Mike Larimar has looked into what is required and will be filing them as appropriate..

Tom Campbell made a motion that the budget as presented to the membership be accepted.

Dave Riggi seconded the motion.

The motion was put to a voice vote of the members in attendance. As the ayes had it, the motion to accept the proposed budget as presented was approved.

Round Table Meeting

Larry Morton announced that there will be a Round Table meeting in Rochester next month. Several members will be going. The purpose of the meeting is mainly administrative.

One of the topics to be discussed is the present one national (for each division) per race track. Many of the national drivers have been lobbying for a change in this format. The proposal is to change the format to two national races at the more centrally located tracks.

Tom Campbell who is on the NESCAA (SIC?) that set up the scheme of a single race at each track, has done an analysis of the results. The thirteen races were reduced to nine last year, accomplishing one of the goals of the format. An analysis of attendance showed that despite a per race increase in participation, the total number of participants for the season fell. Most "local" drivers went to the nearest two tracks and only a few ran all of the nine races held at nine different tracks. The goal of getting more National race participation therefore was not met.

Dave McClumpa asked Tom whether tracks would be required to run two races or if they would be allowed to run two races if they chose.

Tom replied that they would be allowed to hold two Nationals if they so chose, but that they were not required to do so.

Larry urged the National Drivers of other interested parties (i.e. workers) to get in touch and express their views so the region can be represented properly at the roundtable. The March meeting will be held before the round table.

Another important issue brought up by Jack Hanifan and others was the lack of Driver's schools in the division. There are only a few and they are scheduled close together at the beginning and at the end of the season. It is supposed to be a requirement that regions putting on National races were required to also schedule some number of drivers schools as well. The letter of this rule is apparently being followed, but not the spirit.

Equipment

There was some discussion regarding equipment currently owned by the region. Clark Nicolls is currently the custodian of the radios. Discussion centered on maintenance of the radios, batteries and frequencies such that the radios could be actually used at our race this summer.

Announcements

Larry Morton announced that there will be a board meeting this month, date to be determined. Larry reminded the drivers in the region to check their Snell sticker as this is the season that the new helmet requirements go into effect. (Check your GRE's or call Rick Welty or Jack Hanifan if you are not sure what sticker is required.- DW)

Formula Mazda is a new regional class, even though there are few cars in the Northeast Division. He suggested that is ironic that Spec. Racer Renault was discontinued as a class when there were many more cars in active competition.

As RE, Larry can assign the power to apply to National for event sanctions. Application authority has been assigned to Chip Van Slyke and Jim Garry for Solo event sanctions and Jim Bishop and Rich Welty for solo event sanctions.

The March meeting will feature a presentation by Tom Campbell on racing in wet and rainy conditions.

The meeting was adjourned at 9:20 PM

Submitted by David G. Wachtel, Secretary

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Minutes of the March 1998 general membership meeting.

The general membership meeting for March, held at Son's Restaurant, was called to order by Larry Morton, R.E., on 03/04/98 at 8:00 PM.

Reports from Officers and other specialties.

Membership

Dave Wachtel reported that the membership stands at three hundred and thirty eight members and welcomed the new members to the region.

Treasurer

According to Mike Larimer, Mo-Hud Treasurer, the biggest expense since the last report was postage for the KO mailing as it was a bigger than usual.

Solo

Chip VanSlyke announced that the second solo organization meeting will be held at 7:00 PM March 18 at Son's Restaurant. There are several "open" items to be addressed that have been carried over from the first meeting.

There have been some rules changes as well. Events run on unpaved surfaces that used to be under control of the Solo rules now operate under the rally rules. The "Ice Trials" are affected by this change and will operate under the Pro Rally rules, according to Chip. The section of the rules that are pertinent to the "Trials" are referred to as "Rally Cross" and are similar to the existing Solo rules.

Technical Inspection

Rich Welty announced that IT cars are now weighed with the drivers on board.

Old Business

There will be a car show at the Clifton Country Mall on the last weekend in April (two weekends after Easter). We need cars!

During the show, we intend to put on two Car Control Clinics, in addition to the annual race car technical inspection. Larry called for those that have been trained as instructors to keep the weekend open and be prepared to help out if at all possible.

Lime Rock Part Regional Race

The conflict between our race and the Ferrari Club meet still exists and has not been resolved. Larry Morton is in frequent contact with Mike Rand, G.M. of Lime Rock Park as well as others and is working on a solution. Stay tuned.

Larry has been discussing possible alternatives to the Lime Rock Race. A joint sanction for an already scheduled race at Pocono with the Philadelphia Region is one of the possibilities. This has some advantages for both our region and Pocono. The discussion among the membership indicated that it would be desirable to have this race be both NARRC and NYSRRC event. This would draw many more drivers to the event than would ordinarily go.

A possible race venue at Onita Airport is another possibility. The FAA needs to rule on the use of the runways for such an event. So far that there is some difficulty in getting the approval.

Equipment

Larry has gotten a report from Clark Nicholls on the state of our radios. According to Clark, they are in good order. There was some discussion regarding the possibility of reprogramming the radios to eliminate a conflict with some other channels that was found to exist at last years race. Larry has asked Clark do some research to determine the cost of changing the channels for the radios and reprogramming them.

Announcements

Larry introduced Harold Krackenberg, who has taken over Mike Brooks tire business. Harold told the membership that he will be attending all regional and National races at the Glen, Pocono, NHIS and Lime Rock. Call him for what you need in terms of hardware, brake parts etc. Harold also handles sales of Hoosier racing tires.

Greg Healy has moved to the area from the Carolinas where he was active for the last ten years in Pro Rally. He will be trying to expand our rally involvement in the northeast.

Seminar

Board member and long time successful National and Semi-Pro competitor in GT1, Tom Campbell led a seminar on wet weather car preparation and driving. It was an interesting and informative hour, and I'm sure many of our competitors benefited from Tom's wealth of experience.

On behalf of the board and the membership, thanks Tom.

The meeting was adjourned at 9:50 PM

Submitted by David G. Wachtel, Secretary

The Ad Page

1968 Ford Mustang Coupe - Winter Clearance Special. 289 V-8, 4spd., headers, correct vintage ET mags, good tires, new brakes, car cover. Runs strong. Some minor surface rust. Some spares(wheels, 3spd., etc) Asking \$4200 **Dave McClumpha 518-767-2308**

Moving Sale:

Cincinnati Toolmaster vertical mill, 240V, single and three phase motors, collets, swivel vise, clamping set. 2600 lbs. \$2000.

Jet JVM626 vertical mill, 120V single phase, collets, swivel vise, clamping set, angle plate, face mill and tools, boring head, additional reduction jackshaft, bench stand. 500 lbs. \$1500.

8 inch rotary and x-y motion table, Craftsman (Palmgren). \$150.

3/4 HP air compressor pump with 1/3 HP motor. \$40.

VW Rabbit front hubs, disks, bearings, uprights. \$15/side.

Pinto front hubs, uprights, brakes complete. \$25/side.

Titan five-port FF oil pump. \$100.

2 gallon air tank made from refrigerant tank. \$5.

Mike Weir 518-877-8482

FOR SALE--AS Camaro, complete and clean. Only 2 races, Adjustable suspension, camber plates, Accusump, 7qt.oil pan, Superstarter, MSD, Edelbrock, Halon fire system, Fuel Safe cell, Ram clutch, adjustable brakes. Well built 305, 5spd, locked rear. Trailer available. \$5500. **Call Doug (518)674-8378.**

FOR SALE-Bell Mag 5, size 7 1/2, open face extended coverage kevlar model, SA95, New in box. \$190. **Bell Mag 4**, size 7 1/2, open face, SA 90. \$90. **Phil LePore 518-383-0175**

Honda Generator 800/1000 watts and car battery charging circuit. Light weight, hardly used. \$275. **Phil LePore 518-383-0175**

FOR SALE- 1987 Mazda RX-7. 5-way adjustable Tokicos, extra set of wheels, rollcage. \$2400 **Bill Bennett 518-893-7531**

1988 Mallard "Party Coach" motorhome, 35,000 miles. Ford 460 on HD 6-wheel chassis. New tires, Bilstein shocks, trailer brake actuator. Ready to tow \$13,000 **Bob Bunce 860-646-1706 eves, 860-296-4221 days.**

Spec Racer Ford. 6 races on Motion Dynamics conversion. \$16.500. Trailer available. **Bob Bunce 860-646-1706 eves or 860-296-4221 days.**

NEWS ON DEADLINE

NEW DATE FOR MCCAMEY SCHOOL

June 27 and 28.....The date for the McCamey Solo II School has been changed to June 27 and 28. Please call Jim Garry for further information. (518)439-3107

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