



Knock FF

Official Publication of the Mohawk Hudson Region



JUNE 1998

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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

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The REport

No one is happier than I that April is over. My work and personal schedules were outrageous and I didn't have a minute to devote to MoHud business. Things are settled down now and I am getting down to business. Plans for the events of June 27/28 weekend are coming along and I still feel comfortable we can pull this off with a little help from our friends. One concern is getting enough flaggers for both events, so if you are going to any races and have flagger friends, please invite them to come work one of our events that weekend. A chance to see vintage and modern Ferrari race cars at Lime Rock on Friday and Saturday, June 26/27, or an exciting SCCA Regional at Pocono complete with a Volvo Historic event and possibly a Motorola Cup Pro race on Friday through Sunday, June 26 - 28. If you are interested in the Lime Rock event, contact Bryan Deane, our flagging Chief at 914-477-2646. The Flag Chief for the Pocono event will be Steve Sperl of Tri Region, 610-366-0967. I will have a lot more details in the next KnockOff about both events as the initial plans are just now being made.

I mentioned last month that a very important ballot will be in the June issue of SportsCar and I implore each of you to act on it the minute you read the issue, before you forget and lay it aside with good intentions. We want to defeat the movement at National Office to redistrict the Areas and risk losing Area 10 as we know it. Each and every member, including family members, minors, spouses are allowed to vote and the ballot will have spaces for several people to write in their names, so please do so. I am going to be on a personal mission to see that everyone in MoHud votes and I will be peeking in your windows once the issue comes out.

The June and July meetings will be held as usual at Son's Tavern on the first Wednesdays of each month, but in August we are going to make arrangements to meet at a go kart or similar track for a night of fun. I will announce where and when next month. And speaking of meetings, I wish to thank Dave Scaler of Advantage Motorsports for his fine presentation on

"Affordable Data Acquisition" at our last meeting. In case any of you want to talk to Dave, his number is 908-284-2547 and he has a web page at "http://ourworld.compuserve.com/homepage/s/advantage_ms". I know Tom Campbell is going give Dave's system a try at Watkins Glen in June. We'll give a report of what we thought of it afterward.

The new KnockOff computer has been ordered and Dave Wachtel will get it ready for use as soon as it arrives. We also plan to have a class at Jim Bucci's house on updating the MoHud webpage for Jim, Dave, Eric and myself conducted by Rich Welty so the page will hopefully get updated on a regular basis. This has not happened in the past for a variety of reasons and it needs to improve. Every so often another member comes online with e-mail and they send me a notice which I load in my address book, so if you recently came online, let me know.

The NESCCA Nationals season is well under way and at Summit Point in April, Tom Campbell had a fine second place finish on a rain soaked, very slippery track. Tom applied many of the techniques he talked about at our April meeting where he presented a "racing in the rain" seminar. At Lime Rock in May, Tom was not so fortunate as the left rear suspension failed and when the lower shock mount broke it spun Tom into the guard rail just before the left hander. He was running in second at the time after a great start from the third position. The car had been flawless all weekend and there was no warning of the impending failure. Doug Garrison moved from 16th on the grid to an 11th place finish in Spec Racer Ford in a race that started in slight rain and dried out as the race progressed. Many cars had a rain setup, including Dougs, but the winner went out with a full dry setup on his car. Bob Wright ran his new Formula Continental but did not have any luck at all. Problems on a test day put him behind in learning the car and he did not qualify well at all and had to settle for 14th place in the race. Better luck the rest of the season, Bob.

To all of you who are starting your season in the NARRC series or our Solo series, I wish you the best and above all have fun and don't break anything.

Larry

The Return of h. manley iv

Well, I was looking at my calendar the other day and realized that we were almost half-way through 1998. You know what that means? We're getting close to 1999. And do you know what that means? It's almost 2000. Huh?

Even though the next century (and millennium) begins January 1, 2001, there will be lots of polls and contests to determine who were the important characters and what were the most defining moments of the 1900's - - a.k.a. the 20th Century. So I thought, why hop on the bandwagon when we can be first. So I am proposing that we all join in the first, and obviously, so far, the best Mo-Hud Motor Sports Poll of the Century.

As we all know, motor sports and the 20th Century go hand-in-glove, from early events like the Gordon Bennett Trophy races to global Formula One and IRL vs. CART. And while we'll never reach consensus on all aspects of the sport, let's see what or who we think were the greatest or most important cars, drivers and stuff related to motor sports in the 1900's. Send your results to the Knock-Off by November 1998 and maybe we'll review them at the December or next Annual meeting.

So, who or what, of the 20th Century was (if necessary, explain your choice) the:

Greatest race driver?

Greatest American race driver?

Most significant international racing event?

Most significant American racing event?

Best trifecta of racing names? (I know the answer to this one and it's a two-way tie)

Best Mo-Hud racer? (Will our long, unrecognized Canadian members finally get their due?)

Worst Formula I driver? (I also know the answer to this one)

Best Mo-Hud monthly meeting location?
-also try naming them all (or as many as you can)

Coolest/most important Race Car?

Coolest/most important Mo-Hud Race Car?

Best international Race Track?

Best American Race Track?

Worst race track?

Best anything else about motor racing in the world, U.S. or Mo-Hud that you think should be mentioned? i.e., create your own category.

So I hope you will participate. I am, and we are, looking forward to your responses. And, in memory of the man from whom I took my name--h. manley iii--(my favorite correspondent of things motorsporting in the 20th Century).

Your faithful and humble servant,
h. manley iv

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It Must Be Spring, I Went To An Autocross
By Jim Garry

On the first Sunday in May, forty-five enthusiastic motorheads shook off the winter's cobwebs and converged on the State Office Campus Peripheral Parking in Albany for the first Mohawk Hudson Region Solo II event of the year. Although the threat of bad weather obviously limited the turnout, the drivers that gathered for this event were treated to six dry runs each. Not only did it not rain on the competition, but the temperature was pleasant and the sun even made an appearance for a few hours late in the day. A few minutes after the last run was completed the autocross gods, having performed their good deeds for the day, allowed the rain to fall.

Solo Chairman Chip Van Slyke set up a great course which featured all sorts of challenges. After a starting straight and kink left to get up to speed, drivers were confronted by loopy right and left and turns. This ess-like combination maneuver called for late apexes so exiting the right turn put the car on line to enter the left turn in a way to maximize speed onto the downhill straight that followed. This relatively short straight led to a dogleg sort of right hander (some called it a kink) which some folks took flat out and other lifted for. This right hander fed immediately into a sweeping left hander onto the longest straight. It was wise to maximize exit speed in this corner to take advantage of the straight, which wound up the hill. There was a flat out left hand kink in this straight to add to the excitement.

The straight terminated in the slowest corner on the course, a slow right hander; those who waited in an effort to brake as late as they could usually ended up understeering wide in the corner. This corner called out for a late apex, once again, in order to be on a good line into the very short straight that followed. This straight led to a relatively fast left hand corner and if you were over on the right side of the track you could just about be flat out through it. If you exited the slow corner normally and were on the left side of the track, there was no way to be flat for the left.

The straight started off downhill but after the left hander the course went back uphill and fed a medium speed slalom (don't get caught going too fast into this slalom but if you don't slow up a bit you'll swing wide and lose the line). This fed into a very tough, long, decreasing radius downhill left hand corner. Since there was a decent straight following this corner, it was helpful to be on the throttle early but

that was easier said than done. Some lively discussion centered on the line through this corner with some drivers voting for a continuous wide arc around the entire thing and others wanting to go as fast and as tight as they could through the early longer radius and then moving over and braking in order to pick up a line which would help maximize corner exit speed. Without the benefit of split times, who can tell what was the fastest line. The final straight led to the finish line and some well needed runoff room to get slowed down.

The cars were bumped together to form 12 classes; the class winners are listed below:

H Stock - Russ Burckhard drove his Ford Ranger to first in the tough H Stock class. Why bother with a sports car when you can make a pickup truck to handle like that?

G Stock - Brian Tyburski beat his dad in their æ89 Probe.

F Stock - Relative newcomer Travis Stevens showed some real speed in a æ94 Mustang GT.

E Stock - Eric Kroth, Saturn, was real happy driving on Kuhmo's for the first time.

D Stock - A first timer, Donald Rogers in a Nissan 240SX got some early tips and then really adapted well. We hope to see him at all of our future events. Great going!

C Stock - Mike McMullen came out in his ever trusty 84 Mazda RX-7 SE. Nothing fell off it or burned up today. Must have been that solid maintenance schedule this winter.

A Stock - Tarry Marsh drove an 89 BMW M3 very aggressively and improved his times quite a bit over the day.

E Street Prepared - Glen Watkins won in his 82 Camaro (or was it a Z28? Sorry Glen). When Glen wants to drive smoothly, he's tough to beat.

D Street Prepared - T.J. Hanifan (looking to be about 18 inches taller than the last time I saw him) out drove his dad in the family racing 80 VW Rabbit. The Hanifan's are going to drive the entire Solo series this year.

C Street Prepared - second year driver Gene Tricozzi really liked the new tires on his Mazda Miata, especially after he found good tire pressures for them.

B Prepared - the ever fast and ever present Bill Hudson drove well in his 79 Camaro.

C Modified - Jim Garry squeaked past his partner in their 85 Citation Formula Ford.

Congratulations to all the participants as anyone who drove today was a winner when it came to fun quotient. And many, many thanks to D.J. McArdle who not only served as registrar during the morning but then

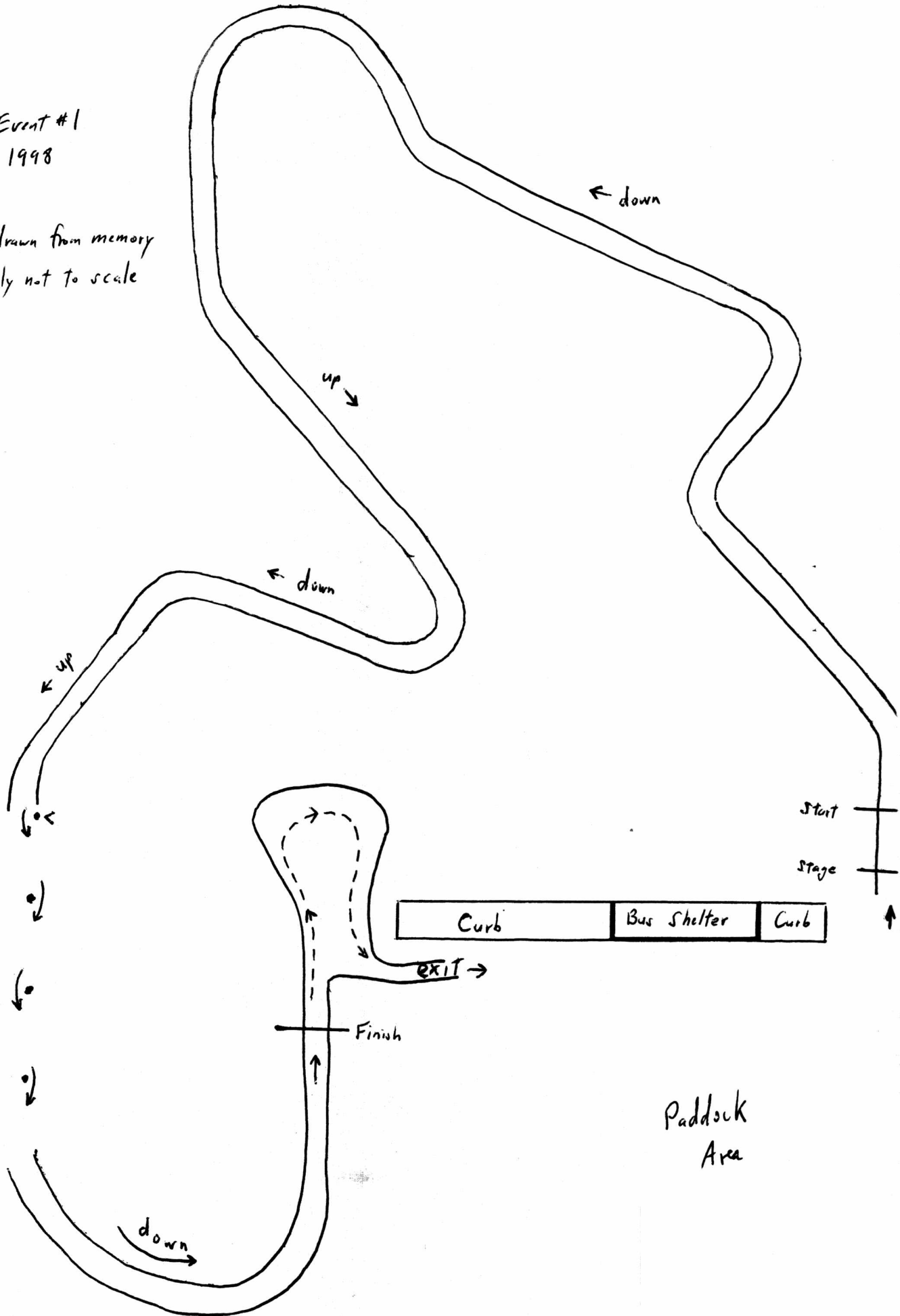
took up the post of worker chief for the rest of the day. DJ was able to perform all of these duties because his engine "builder" has not built anything yet. DJ, you needed to give the guy more than a measly 5 months. Hopefully, DJ will have his engine together soon and will have to give up one of his event worker jobs.

One new and positive twist on the day was the attendance by a reporter and photographer from the local newspaper, the Times Union. They were assigned to the event, no doubt, because all of our event notification faxes to the paper raised the editor's curiosity. The following day there was quite a nice spread on the event in the local section including two photos. Great publicity!

Our next regular event will not be until July 12, also at the P-Lot. For confirmation of all events, call the MoHud hotline at 580-1830 for a recorded message. The Albany McKamey Solo II School will be at the P-Lot on June 27-28 but except for two open slots, registration is closed for that event. If you've attended the introduction part of a McKamey School and would like to take part two, let the registrar for that event, Jim Garry, know. Despite the lack of events until July 12, there will be many events at Griffiss Air Force Base (actually, now called Griffiss Park). Griffiss is near Rome, NY and is less than a two hour drive from the P-Lot. Don't let a two hour drive deter you from driving at the premier site in New York State. The courses are long and fast and exciting. The concrete is nearly perfect and provides great grip while not being particularly abrasive to tires. The regional events at Griffiss this year will be May 17, June 21, July 5, August 9 and September 6. And if you're looking for a real autocross rush, Griffiss will be the site of not only the Northeast Solo II Divisional Championships this year on July 18 & 19, but also an SCCA National Tour event on June 13 & 14. The National Tours are run exactly like the National Championship event held in Kansas each year. This not only ensures an exciting and highly competitive event but also helps train workers and drivers in the ways of the National Championship so that when they get to Kansas things will run smoothly. A side benefit of this is that it offers a real taste of the National Championships for those who can't make it to Kansas. To enter either of these events, fill out the generic Solo II form found in SportsCar or call the Rally/Solo Department at the National office at 303 779-6622.

Come on out to our other MoHud autocrosses and check out the Griffiss site. For directions, call Chip (his telephone number is on the masthead). Have a great spring.

Mohud Event #1
May 3, 1998
P-Lot
Course drawn from memory
Definitely not to scale



Event Results Peripheral Lot 5/3/98

Class	Name	Car	Best	T1	C1 /	T2	C2 /	T3	C3 /	T4	C4 /	T5	C5 /	T6	C6 /	T7	C7 /	K	
es	Tarry Marsh	89 BMW M3	40.605	41.957	0 0	41.352	0 0	40.853	0 0	40.605	0 0	40.470	1 0	40.919	0 0	0.000	0 0		
es	Richard Dobush	73 Porsche 911	41.276	44.551	0 0	41.839	0 0	41.276	0 0	42.628	0 0	41.727	0 0	41.682	0 0	41.434	0 0		
es	Bill Adalian	89 BMW M3	41.687	41.687	0 0	43.550	0 0	42.184	0 0	42.022	0 0	99.999	0 0	40.497	1 0	41.809	0 0		
bp	cp	Bill Hudson	79 Chev Camaro	37.147	37.691	0 0	37.347	0 0	38.228	0 0	37.589	0 0	37.273	0 0	37.147	0 0	0.000	0 0	
bp	asp	Robert Lymon Jr	92 VW Corrado G60	40.460	44.027	0 0	42.742	0 0	41.974	0 0	41.104	0 0	40.892	0 0	40.460	0 0	0.000	0 0	
bp	asp	Juan Froehlich	94 Mazda RX-7	41.983	52.441	0 0	48.148	0 0	47.192	0 0	41.983	0 0	42.825	0 0	55.849	0 0	0.000	0 0	
cm		Jim Garry	85 Citation FF	32.364	32.727	0 0	33.184	0 0	32.364	0 0	36.555	0 0	32.596	1 0	32.683	0 0	0.000	0 0	
cm		Chip VanSlyke	85 Citation FF	33.782	36.174	0 0	34.134	0 0	34.200	0 0	33.782	0 0	0.000	0 0	0.000	0 0	0.000	0 0	
cm	dm	Eric Roscoe	87 VW Buggy	36.287	38.113	0 0	45.517	0 0	37.628	0 0	36.287	0 0	40.143	0 0	36.783	0 0	0.000	0 0	
cs		Mike McMullen	84 Mazda RX-7	37.345	38.977	0 0	39.055	0 0	37.859	0 0	37.345	0 0	37.398	0 0	0.000	0 0	0.000	0 0	
cs		Andy Furlong	86 Mazda RX-7	38.227	39.897	0 0	39.393	0 0	39.078	0 0	38.900	0 0	38.227	0 0	38.634	0 0	0.000	0 0	
cs		John Reall	Mazda RX-7	40.936	43.572	0 0	42.955	0 0	41.775	0 0	40.976	0 0	41.542	0 0	40.936	0 0	0.000	0 0	
cs		Van Svenson	87 Porsche 944	42.869	46.322	0 0	45.823	0 0	45.024	0 0	43.550	0 0	43.055	0 0	42.869	0 0	0.000	0 0	
csp		Gene Tricozzi	90 Mazda Miata	39.196	39.818	0 0	40.122	0 0	39.879	0 0	39.575	0 0	39.992	0 0	39.196	0 0	0.000	0 0	
csp		Harry Adalian	89 BMW M3	41.977	41.977	0 0	43.586	0 0	0.000	0 0	0.000	0 0	0.000	0 0	0.000	0 0	0.000	0 0	
csp		Paul Grover	79 RX-7	42.242	43.019	0 0	43.164	0 0	99.999	0 0	42.242	0 0	42.402	0 0	0.000	0 0	0.000	0 0	
csp		Danny Paul	89 Hond Civic	43.600	48.385	0 0	45.749	0 0	44.725	0 0	43.600	0 0	0.000	0 0	0.000	0 0	0.000	0 0	
ds		Donald Rogers	92 Nissan 240SX	38.178	55.8	0 0	46.021	0 0	40.535	0 0	46.583	0 1	38.178	0 0	43.898	0 0	42.957	0 0	
ds		Dave Cowie	Honda CRX	40.400	40.701	1 0	40.617	0 0	41.374	0 0	99.999	0 0	41.254	0 0	40.400	0 0	0.000	0 0	
dsp		T. J. Hanifan	80 VW Rabbit	38.623	43.821	0 0	41.748	0 0	99.999	0 0	39.560	0 0	39.224	0 0	38.623	0 0	0.000	0 0	
dsp		Jack Hanifan	80 VW Rabbit	39.293	43.493	0 0	40.871	0 0	40.404	0 0	40.079	0 0	39.420	0 0	40.085	0 0	39.293	0 0	
dsp		Frank Robertson	96 VW GTI	40.085	40.531	0 0	42.342	0 0	40.447	0 0	41.079	0 0	40.085	0 0	40.161	0 0	0.000	0 0	
dsp		Brian Blizzard	88 VW Golf GTI 16V	40.641	41.887	0 0	40.917	0 0	41.852	0 0	41.443	0 0	40.942	0 0	40.641	0 0	0.000	0 0	
dsp		Basil Dobush	71 Triumph TR6	45.741	47.829	0 0	47.328	0 0	47.626	0 0	99.999	0 0	46.228	0 0	45.786	0 0	45.741	0 0	

es	Eric Kroth	93 Saturn SL2	38.703	39.925	0	0	39.642	0	0	39.619	0	0	38.944	0	0	38.703	0	0	39.454	1	0	0.000	0	0
es	Steven Jones	92 Eclipse GS	41.639	45.416	0	0	44.082	0	0	43.371	0	0	43.022	0	0	41.639	0	0	42.171	0	0	0.000	0	0
es	Steve Ross	71 Volvo 1800E	45.877	48.804	0	0	46.949	0	0	46.017	0	0	45.877	0	0	46.718	0	0	46.780	0	0	0.000	0	0
esp	Glen Watkins	82 Chevy	36.906	38.426	0	0	38.755	0	0	38.024	0	0	36.906	0	0	37.375	0	0	0.000	0	0	0.000	0	0
esp	Arn Beebe	Ford Mustang GT	37.583	39.879	0	0	39.043	0	0	38.894	0	0	37.918	0	0	38.321	0	0	37.583	0	0	0.000	0	0
esp	Jim Fossum	90 Eagle Talon	38.338	38.606	0	0	38.684	0	0	38.864	0	0	38.627	0	0	38.338	0	0	38.876	0	0	0.000	0	0
esp	Richard	94 Chevy Camaro Z-2	39.795	40.92	0	0	40.786	0	0	39.976	0	0	99.999	0	0	40.989	0	0	39.795	0	0	39.795	0	0
esp	Albert Passineau	90 Ford Mustang	41.789	43.255	0	0	43.522	0	0	42.135	0	0	41.789	0	0	42.406	0	0	42.108	0	0	0.000	0	0
fs	Travis Stevens	94 Ford Mustang GT	39.770	42.418	0	0	42.009	0	0	41.966	0	0	41.699	0	0	99.999	0	0	40.718	0	0	39.770	0	0
fs	Kevin Fountain	Ford Mustang	41.638	41.396	1	0	42.320	0	0	41.917	0	0	47.825	0	0	50.477	0	1	41.638	0	0	0.000	0	0
fs	Raymond St Amour	86 Chevy Camaro	41.695	41.888	0	0	41.715	1	0	41.695	0	0	42.043	0	0	42.279	0	0	42.517	0	0	0.000	0	0
fs	Chuan Napolitano	87 Toyota Supra Turb	42.923	43.108	0	0	43.623	0	0	42.923	0	0	43.336	0	0	0.000	0	0	0.000	0	0	0.000	0	0
gs	Brian Tyburski	89 Ford Probe	39.485	45.546	0	0	41.211	0	0	40.186	0	0	39.485	0	0	39.500	0	0	39.597	0	0	0.000	0	0
gs	Jeff Tyburski	98 Ford Contour	40.190	42.794	0	0	41.118	0	0	43.208	0	0	40.461	0	0	40.190	0	0	40.470	0	0	0.000	0	0
gs	Mike Tyburski	89 Ford Probe	40.652	44.364	0	0	43.151	0	0	41.817	0	0	41.503	0	0	40.652	0	0	43.002	0	0	0.000	0	0
gs	Chris Batailue	87 Audi 5000cs	44.264	46.647	0	0	44.751	0	0	44.264	0	0	44.840	0	0	44.617	0	0	0.000	0	0	0.000	0	0
hs	Russ Burckhard	88 Ford Ranger STX	38.453	39.025	0	0	39.414	0	0	39.324	0	0	38.798	0	0	38.453	0	0	0.000	0	0	0.000	0	0
hs	Jeff Trad	87 Honda Accord	40.254	41.516	0	0	41.932	0	0	41.271	0	0	40.889	0	0	40.254	0	0	0.000	0	0	0.000	0	0
hs	Chris Jarochem	90 VW Passat	40.731	41.771	0	0	42.576	0	0	42.010	0	0	40.731	0	0	40.835	0	0	40.841	0	0	0.000	0	0
hs	Derrick Boom	96 Honda Accord	42.671	43.482	0	0	43.586	0	0	44.324	0	0	43.302	0	0	42.671	0	0	42.993	0	0	0.000	0	0

Upcoming events:

Griffiss Park May 17

National Tour at Griffiss Park June 13-14

Peripheral Lot July 12

Minutes of the April 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 04/01/98 at 7:52 PM.

Reports from Officers and other specialties.

Membership

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

Treasurer

According to Mike Larimer, Mo-Hud Treasurer, the principal source of revenue for the month was entry fees for the McKamie Solo School. The principal expense was the clearing of some expenses relating to the 1997 Mo-Hud Race.

Merchandise

John Sheridan reported that the normal stock of rule books and other supplies is nearly depleted. John asked the members to contact him to order rule books and other merchandise.

Solo

Chip VanSlyke informed them membership that the National Tour schedule had been changed. The Collensville event has been moved to Griffis and is scheduled for June 13 and 14th. Erich Kroth will be designing the course.

The first event will be at the NYS Peripheral Parking Lot off Washington Avenue in Albany, (The lot is on the right as you are going away from Albany just at the NYS office building complex that is on the left side of the road before SUNY. - Sec.) NYS is now charging \$350 per day for the use of the lot. Chip said that they probably will adjust entry fees to reflect the increased expense.

Larry Morton announced that there will be a Car Control Clinic at the same time as the autocross (Contingent upon the number of students - Sec.)

Jim Garry announced that there are flyers available for the Solo II series.

Knock Off Editor

Jim Bucci, expressed his hope that the new computer would be in soon.

Technical Inspection

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

Competition

Jack Hannifin announced that the annual racing car technical inspection will be carried on the he same time as the car show at Clifton Country Mall.

Changes to regulations include Kill Switches on IT cars, upgrading of helmets to Snell SA 90.

The NYSRRC schedule has been released.

Novice Permits are available.

Rally

Jim Bishop was not in attendance but he conveyed some rally information to Larry Morton. There will be a Rally in conjunction with the classic automotive art show to be held at the Hyde Museum in Glens Falls on July 11.

The organizers of the charity show are seeking classic and older F1 cars to display.

Old Business

Computer Committee

The computer committee has narrowed the choice for the Knock Off computer a 266 MHz Gateway or Dell. There some issues to be investigated before a final decision to purchase is made.

Race date

Mohawk-Hudson's' traditional race date at Lime Rock Park will be taken by the Ferrari Club for one of their events. Larry Morton, in discussions with Mike Rand the Lime Rock General Manager, has come to an understanding that Mo-Hud will provide some race services for the event for some monetary consideration. These include at least Grid Marshaling and Flagging.

Philadelphia region is putting on a race at Pocono on the same date. There are discussions going on regarding some Mo-Hud participation in this event. Philadelphia region would like to get New York State Road Racing Championship and North Atlantic Road Racing Championship sanctions for their event. Consensus of the Mo-Hud board is that this is something that the region should do.

There was a lively debate regarding both the Pocono and Lime Rock events and how (or if) the region should participate in these. The general consensus is that Larry should continue to investigate and work out a beneficial deal for the region to participate in both events.

Jack Hanifan proposed a motion.

Be it resolved that "Larry Morton, Regional Executive, is authorized to negotiate with Mike Rand representing the Barber organization and Lime Rock Park, to determine the terms relating to Mohawk Hudson Region participation in the Ferrari event to the best advantage of the region."

The motion was seconded by Rolly Heacox

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

The motion passed.

Larry is proceeding with discussion with all parties to work out the details.

Roundtable report

Larry Morton reported on the results of the NEDIV roundtable meeting.

The National Schedule has been changed due to the closure of Collensville and Bridgehampton. There will now be a double national at Pocono in July or August.

There is a second National Race at Pocono on 3-4 July,

Top Campbell remarked that Collensville event was lost due to some FAA problems. This will be off the schedule for at least a year.

There are some more NE tracks coming on line in the future. These may be located in Calverton Long Island, Philadelphia as well as new tracks in other locations to be determined.

Tom Campbell discussed the results of the one track one national scheduling policy. This policy has not achieved the goals that were envisioned. A new scheduling formula is under discussion.

Tom mentioned that there is a book version of "Going Faster" written by Carl Lopez. He highly recommends the book. (As do I. Carl was my instructor in 1986 when I resumed racing by taking the advanced school. He knows whereof he speaks).

Announcements

The guest speaker for the next meeting will explain the benefits of low cost race car data acquisition systems and demonstrate the equipment that his company manufactures.

NARRC

There will be twelve North Atlantic Road Racing Championship races this year. There will not be a NARRC race at Watkins Glen this year due to scheduling problems.

Larry reports that there are no changes to the NARRC rules for this year.

Guest Speaker - Bill Bradshaw, our representative on the National Board of Directors

Larry Morton introduced our guest speaker, Bill Bradshaw, our representative on the national Board Of Governors.

Redistricting

Bill spoke about the proposed redistricting of the SCCA that is to come to a vote soon. If the redistricting proposal is passed, Area 10 will disappear and a new area (10?) will be reassigned to contain regions in the South East. Bill recommends that members of Area 10 vote no on the redistricting proposal when they receive the ballot in an upcoming issue of Sports Car.

The proposal

The position of officials in the South East Division is the population growth in the South East Division has left the members of the division underrepresented as opposed to the North East Division. Bill acknowledges that this position has some merit.

Since at least enough of the board of directors do not want to increase the eleven person limit to the number of board members, in order to get more representation for the South East, it is necessary to create another area in the South East Division. In order to do this, Area 10 would be "moved" to the South East Division, and the current regions contained within the current Area 10 would be distributed to adjacent areas. (This is the redistricting option that Bill opposes)

Reasons to not redistrict

The redistricting approach does not provide a good means of providing for future geographic membership shifts in the future. It also disrupts and in some sense dilutes the representation of members in some of the most active regions in the country.

Area 10 is one of the most active in the country, holding more racing and other events per member than any other region in SCCA and thus should not be broken up.

Bill Bradshaw's view

Bill's position is that instead of redistricting and causing disruption of many of the current alliances, agreements and organizations that currently exist, the number of directors should be increased. This adds more representation where it is needed and does not take away representation from where it currently exists.

The ballot will appear in the May issue of Sports Car. The deadline to vote is June 15. This is an important issue. To retain your influence in the National Board of Directors, *Vote NO to redistricting.*

Lime Rock Park Regional Race

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 [sic?] 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 year's race. Larry has asked Clark do some research to determine the cost of changing the channels for the radios and reprogramming them.

The meeting was adjourned at 9:53 PM

Submitted by David G. Wachtel, Secretary

Mohawk Hudson Region, SCCA

Jack Hanifan
Competition Chairman
39 Ramsey Place
Albany, NY 12208

Telephone 438-3754
Fax 822-8418

Mohawk Hudson Regional Championship

5 Races will count

Drivers may select their best 5 races.

Races may be any Regional or National Race.

Enduro or Festival races will not count.

Qualifying Races may be used but only one race per sanction #

The MoHud race(s) will count double. Any driver who is precluded from racing at the MoHud races because he/she is working may select another race which will count as double.

Points will be awarded as follows :

1st - 15

2nd - 13

3rd - 11

4th - 9

5th - 7

6th - 5

7th - 3

8th to last - 1

Plus drivers will receive a bonus point for every car in their class that they beat.

Drivers must send a copy of their results to Jack Hanifan

Awards will be presented in each Class.

Mohawk Hudson Region, SCCA

Jack Hanifan
Competition Chairman
39 Ramsey Place
Albany, NY 12208

Telephone 438-3754
Fax 822-8418

Mohawk Hudson Regional Golf Championship

- 1. Dr. Dick Stewart and Peter Smith are the Mo-Hud Golf Chairman**
- 2. The Championship will be played at courses near Watkins Glen, Pocono , Lime Rock Park and NHIS.**
- 3. Anyone attending a race at one of these tracks should contact either Dr. Stewart or Mr. Smith**
- 4. All rules will be strictly enforced**
- 5. All rules will be determined by Dr. Stewart and Mr. Smith at sometime before , during or after the season.**
- 6. Drivers, like Dave Canavan, who leave the match more than once during play will be penalized.**
- 6. All Mo-Hud Drivers and Crew are invited.**

ROAD TEST - BATMOBILE
"Holy Tiremarks, Batman!"

by Bob Raymond

Recently we had the rare and most welcomed opportunity to go to Gotham City and interview wealthy socialite Bruce Wayne and his young ward, Dick Grayson. While we were there, a situation arose wherein both Mr. Wayne and Master Grayson were called to an emergency meeting of the Board of the Wayne Foundation. Before they departed, they instructed us to go to Gotham International Airport, and assured us that we would be rewarded for our efforts.

When we arrived at the Airport, we were met by none other than that Dynamic Duo, those Gotham Gangbusters, Batman and Robin, the Boy Wonder. Parked beside them was that gleaming jewel of mechanical perfection, the Batmobile. Since we always carry our test equipment with us no matter where we go, on the off-chance we may have the opportunity to test a new Rolls-Royce Black Thundercloud at the Queens Coronation for instance, we were naturally ready to fly into instant action.

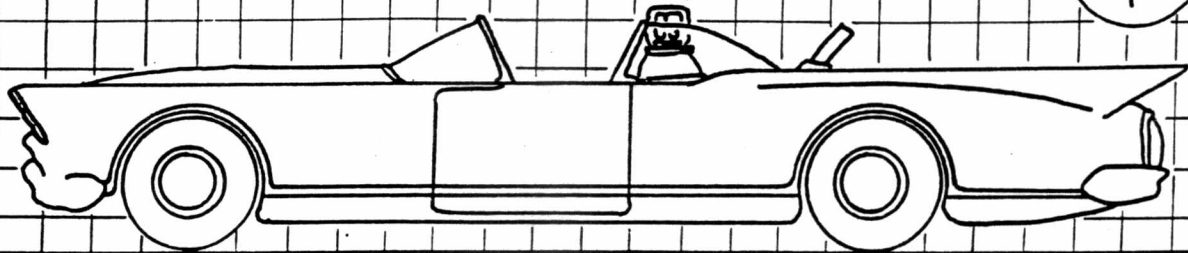
Acceleration and braking are literally breath-taking. I still have sore ribs from having the wind knocked out of me. Cornering would put many a slot-car enthusiast to shame. There are just too many dream features incorporated in the vehicle to cover here. I will name two that really stand out. The first is the amazing Goodlop X tire system. The tires have variable-inflation and variable-adhesion characteristics that are controlled by the on-board computer, which senses changing road conditions, speed, angular acceleration and other factors and adjusts the road-holding qualities of the tires to the situation. Secondly, the brakes are of a revolutionary type. At first glance they look like conventional discs. Actually, they are very efficient Faraday disc dynamos that, instead of changing forward motion into heat as a conventional brake does, converts this motion into electrical energy for recharging the car's-auxillary batteries. Thus, very little energy is wasted in braking.

We were most impressed by the car, especially the coachwork, which would make Karman, Pininfarina and Bertone look like Joe Schlock's autobody shop up the street. Bruce Wayne tells us that A. J. Foyt steadfastly refuses to drive the Batmobile in this year's Indy 500. He concedes that Jimmy Clark would be a better choice.

Where can you get a Batmobile? Nemith will sell anything, but unfortunately the car is unique, not in production, and suffice it to say, not for sale.

KNOCKOFF

Mohawk-Hudson Region SCCA
ROAD TEST BATMOBILE



BATMOBILE AT A GLANCE . . .

PRICE AS TESTED. . . INCONCEIVABLE
ENGINE NUCLEAR
CURB WEIGHT 6050 LBS
TOP SPEED 260 MPH
ACCELERATION 0-60 1 SEC
FUEL CONSUMPTION COSTLY

PRICE

BASIC LIST. FANTASTIC
AS TESTED. INCONCEIVABLE

ENGINE

TYPE NUCLEAR TURBINE
BHP @ rpm 1020 @ 78,000
TORQUE, LB/FT. @ rpm HOWZAT?

DRIVE TRAIN

TRANSMISSION GEARS
DIFFERENTIAL MORE GEARS

CHASSIS & SUSPENSION

FRAME TYPE . . . INFINITE BAFFLE
BRAKE TYPE . . . SERVO-MAGNETIC
TIRE SIZE BIG & EXPENSIVE
MAKE & MODEL . . . GOODLOP X
STEERING GOES RIGHT & LEFT
TURNS, LOCK TO LOCK !/4
TURNING CIRCLE . . . CRUNCH!
FRONT SUSPENSION YES
REAR SUSPENSION YES

ACCOMMODATION

NORMAL CAPACITY . . . BATMAN & ROBIN
OCCASIONAL CAPACITY . . . A RUFFIAN OR TWO
ROOM BAT-CAPE ROOM GOOD

INSTRUMENTATION

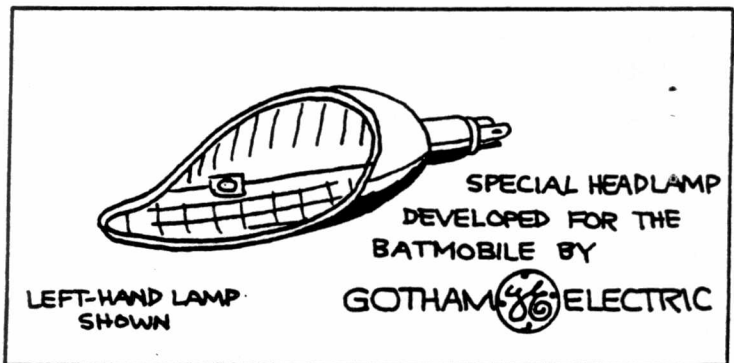
INSTRUMENTS: ON-BOARD COMPUTER
AND LOTSA OTHER NEAT STUFF
WARNING LIGHTS: RED, GREEN,
BLUE, AMBER & PUCE

MAINTENANCE

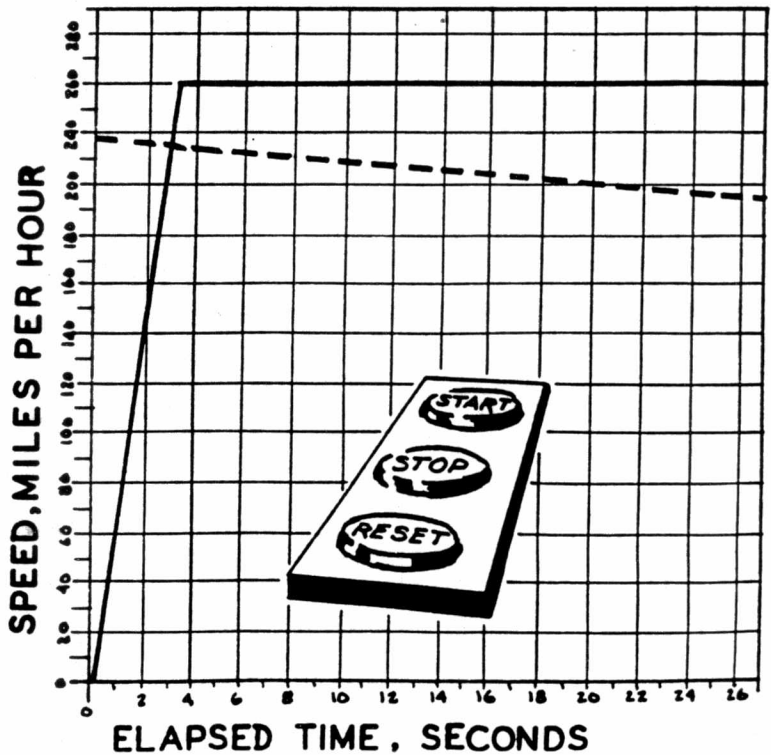
REPLACE MODERATOR RODS
EVERY 50 OFTEN

GENERAL

CURB WEIGHT 6050 LBS
TEST WEIGHT . . . 6000 LBS (WE REMOVED BATZOOKAS)
WHEEL BASE 150 IN
TRACK HO-GAUGE
O.A. LENGTH 252 IN
O.A. WIDTH 76 IN
O.A. HEIGHT 50 IN
GROUND CLEARANCE 8 IN
USABLE TRUNK SPACE PLENTY, IF YOU
TAKE OUT THOSE GOSH-DARN BATZOOKAS!
FUEL CAPACITY . . . 10 KILOGRAMS OF
ENRAGED URANIUM U-235



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1998's EVENTS:

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CAR SHOW limited to 20 selected sports, racing and touring cars.

BRUNCH—CARNIVAL—DINNER DANCE

FOR INFORMATION AND AN ENTRY FORM, CONTACT:

KITTY RAMSEY, THE HYDE COLLECTION

161 Warren Street, Glens Falls, NY 12801 (518) 792-1761

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Brian F. McGlinchey
Vice President

News Release

Contact: Francis Kugelman, Jr.
Vice President, Community and Public Relations
ALBANK, FSB
518/432-2361

ALBANK ANNOUNCES
5th Annual ALBANK Road Rallye
for the benefit of
The Northeastern Association of the Blind

ALBANY, NY – May 8, 1998 – The 5th Annual ALBANK Road Rallye for the Benefit of the Northeastern Association of the Blind will be held Sunday, September 20, 1998 in conjunction with the Adirondack Triumph Association and sanctioned by the MOHUD SCCA.

The event will feature three courses: SCCA TSD by Rallyemaster Jim Bishop of MOHUD (approx. 3-3.5 hour event), Gimmick Rallye by Rallyemaster Brian McGlinchey of ALBANK (2-2.5 hour event), the "Blind Rallye" Co-rallyemasters Pam and Doug Conlan of the Adirondack Triumph Association (1.5-2.0 hour event).

Registration starts at 10:00 AM at ALBANK's Clifton Park Office, One Municipal Plaza, Clifton Park, NY 12065 (Rte 146 just west of Exit 9 of the Adirondack Northway, Rte 87). First Car: SCCA TSD 11:30 AM, Gimmick 12:30 PM, Blind 1:30 PM. Driver/Navigator meetings 30 minutes prior to each event start time.

Awards ceremony and optional chicken bar-b-que by Giffy's will be held at Niskayuna's River Road Park. The first 50 paid bar-b-que reservations will be \$3.50 per person, \$6.95 all other reservations. Multiple prizes per class per rallye will be awarded at the picnic.

Donations: \$15.00 advance paid registration for the SCCA TSD and Gimmick rallyes, Blind Rallye \$10.00 with 2 week pre-registration required. All donations will go to the Northeastern Association of the Blind. The Road Rallye is sponsored by ALBANK, MOHUD SCCA and the Adirondack Triumph Association.

The Blind Rallye is a revival of an old Capital District tradition. Each participating car is assigned a navigator from the Northeastern Association of the Blind. The navigators will be given course instructions in either Braille or enlarged print.

For full details contact ALBANK's Vice President, Brian McGlinchey at 518 371 0290 or 800 252 2500.



The 1998 DRIVING IMPRESSIONS® N.A.R.R.C. SERIES SCHEDULE

EVENT #	CIRCUIT	MONTH	DATE(S)	DAY(S)	REGION
1 + 2	Pocono, PA	MAY	9 + 10	Saturday + Sunday	Northern New Jersey
3	New Hampshire Int'l Speedway		16 - 17	Saturday - Sunday	New England
4	Lime Rock Park, CT		30	Saturday	New York
5	Pocono	JUN	27 - 28	Saturday - Sunday	Mo-Hud/Tri-Regions
6	Bridgehampton, NY (tentative)	JUL	11	Saturday	New York
7	Lime Rock		17 - 18	Friday - Saturday	New England
8 + 9	N.H.I.S.		25 + 26	Saturday + Sunday	New England
10	Lime Rock	AUG	14 - 15	Friday - Saturday	Northern New Jersey
11	N.H.I.S.		22	Saturday	New England
12 + 13	N.H.I.S.	SEP	5 - 7	Saturday - Monday	New England
14	Lime Rock (NARRC Runoffs)		25 - 26	Friday - Saturday	New York

The 1998 N.A.R.R.C. COMMITTEE CHAIRMAN, MEMBERS & OFFICIALS

VOTING COMMITTEE MEMBERS:

Chairman Emeritus:	Henry Szamota	(718) 229-2696	Driver Representatives:	
Regional Executives:	Larry Morton	(914) 339-4588 MoHu.....	Rick Pocock (413) 499-7577
	Richard Patullo	(413) 566-3643 NEng.....	John Merriman (203) 387-3328
	Christopher Morales	(516) 674-9106 NY.....	Steve Coletti (516) 473-0055
	Dave Panas	(973) 337-6454 NNJ.....	Jon Mohr (973) 239-7674

1998 Officials:	<i>Series Coordinator/Secretary</i>	Larry Morton	(914) 339-4588
	<i>Treasurer</i>	Stephanie Weiss	(518) 733-6499
	<i>Points Keeper</i>	Maureen Harris	(973) 325-3512
	<i>Preferred Numbers</i>	Nancy Kapsten	(978) 281-0489

>>>-ATTENTION DRIVERS!-<<<

At any time during the season, you can get the most recent points standings for your class by mailing a **SASE** (**S**elf-**A**ddressed, **S**tamped **E**nvelope) to the NARRC Points Keeper:

Maureen Harris
9 Park Drive West
West Orange, NJ 07052-5714

[-Be sure to indicate which class(es) you want!-]

The 1998 N.A.R.R.C. CHAMPIONSHIP AWARDS CEREMONY
will be hosted by the **Mohawk-Hudson Region** and will be held
Friday, November 13, at the Hartford Marriott Rocky Hill in conjunction
with the Northeast Division Mini-Convention

Mohawk Hudson Monthly Membership Report 05/06/98

From: 02/28/98 to: 05/06/98.

No members have joined since the last report.

Anniversary Report

<u>Name</u>	<u>Joined on</u>	<u>Years</u>
Jeff A. Greenfield	04/18/88	10.0
Patricia Tariello	04/11/88	10.1
Paul J. Tariello Jr	04/11/88	10.1
William L. Hoffert Jr	04/21/93	5.0
Tyler D. Reynolds	04/07/93	5.1
James Walsh	04/07/93	5.1
Jennifer D. Walsh	04/07/93	5.1
Curtis W. Ward	04/07/93	5.1
David R. Cobb	05/01/73	25.1
Connie E. McIntyre	05/01/73	25.1

There are 337 active members in the region.



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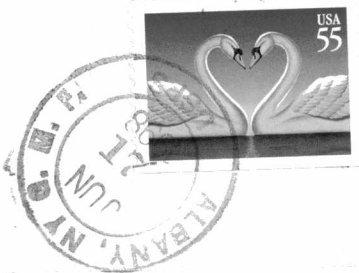
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