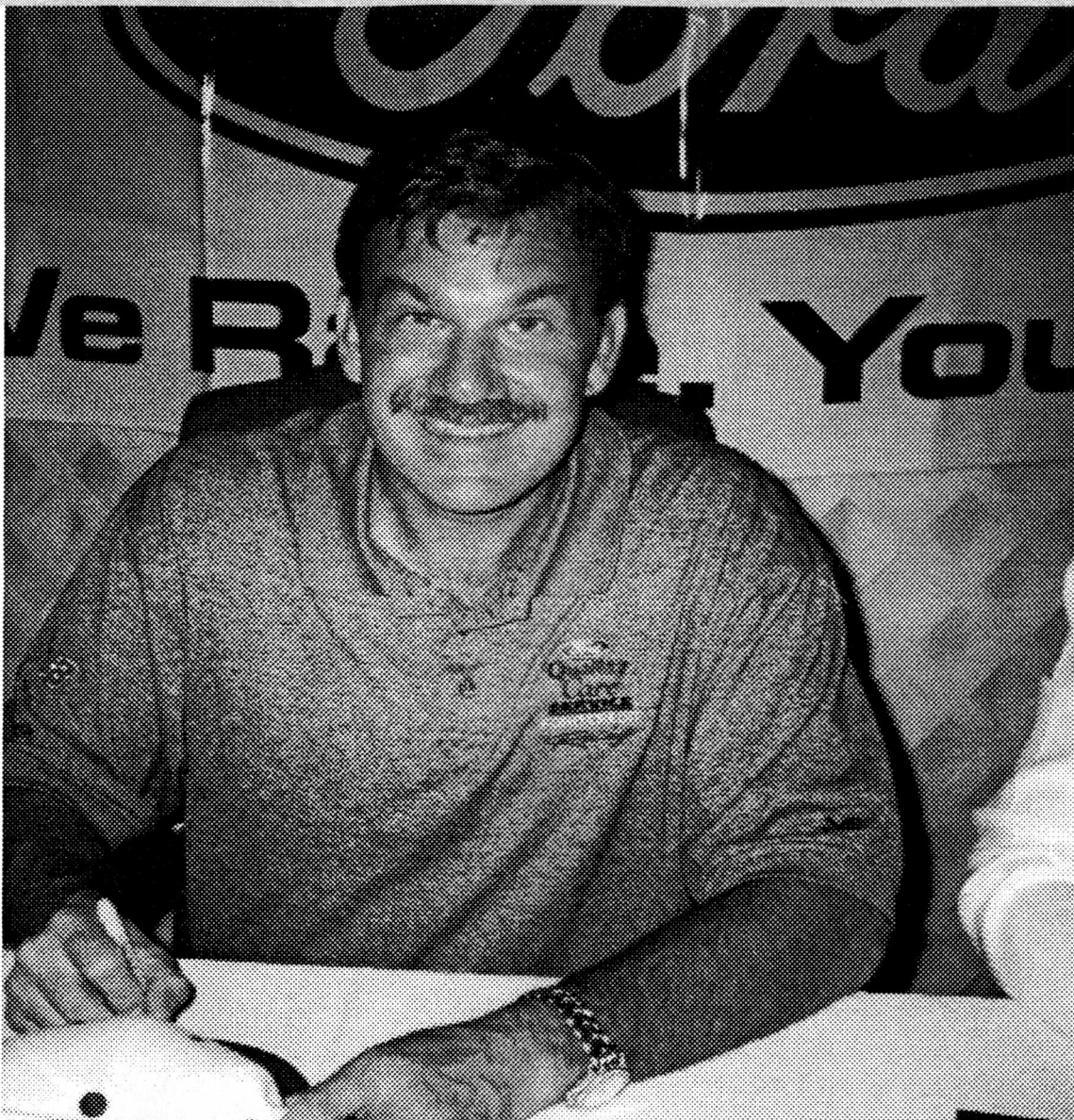


  **Knock**  **OFF**
Official Publication of the Mohawk Hudson Region



Dale Jarrett, driver of the #88 Quality Care Winston Cup Ford Taurus, signs autographs at the "Meet the Drivers Night" to benefit the Southington, CT Fire Department. More pictures of Dale Jarrett, as well as Winston Cup driver Bobby Labonte and Busch Series newcomer Dale Earnhardt Jr., are featured in this issue.

MOHAWK - HUDSON REGION SCCA**OFFICERS**

Regional Executive Larry Morton 128 Conifer Lane Hurley, NY 12443 (914) 339-4588 71073.1361 Compuserve.com	Director VACANT	Solo Events Co-Chairman Chip Van Slyke 73 Pleasantview Ave. Albany NY, 12203 chipv@albany.net
Asst. Regional Executive Eric Kroth 8 Ackerman Ave Delmar, NY 12054 (518) 439-8973 (H) axsaturn@albany.net	Director Paul Tariello 601 Tedesco Ct. Schenectady, NY 12303 (518) 356-0568 (H) (518) 454-2435 (W)	Activities Director Richard Welty 350 6th Ave. Troy NY 12182-3116 (518)237-6307(H) (518)273-2176(W) rwelty@wizvax.net
Treasurer Mike Larimer 4 Via DaVinci Clifton Park NY 12065-2908 (518)383-8051(H) mlari-fp83@juno.com	Competition Chairman Jack Hanifan 39 Ramsey Place Albany, NY 12208 (518) 438-3754 (H)	Race Official Licensing Clark Nicholls 65 Hartwood Road Lee, MA 01238 (413) 243-3433 (H) cwnicholls@aol.com
Secretary/ Membership Chairman David Wachtel 1596 Best Rd Rensselaer, NY 12144 (518) 286-3589 (H) davewach@wizvax.net	Rally Chairman Jim Bishop 326 Terrace Road Schenectady, NY 12306 (518) 346-8366 (H)	Merchandise John Sheridan Box 379, Leesome Lane Altamont, NY 12009 (518) 861-8389 (H)
Mo-Hud Hotline (518) 580-1830	Website Address http://www.mohud-scca.org/	Knockoff Editor Jim Bucci 6 Hunter Avenue Latham, NY 12110 (518) 782-0954 (H) (518) 485-5912 (W) Jjbucci@aol.com

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

Type:	Size:	1 Issue:	6 Issues:
Full Page	10 x 7	\$20	\$100
Half Page	5 x 7	\$15	\$75
Half Page	10 x 3	\$15	\$75
Quarter Page	5 x 3	\$10	\$50
Business Card	-----	\$5	\$25

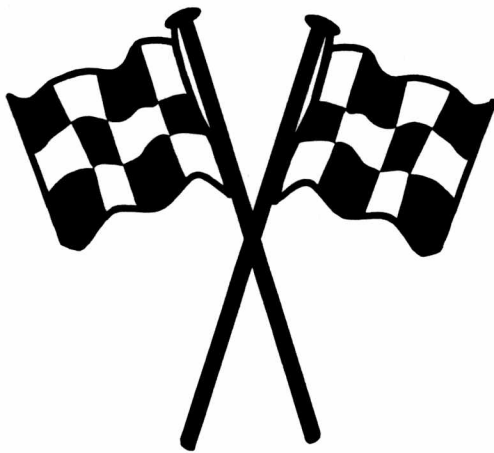
All ads must be prepaid. Noncommercial classified ads run 3 issues and are free to members.

AMERICAN ROAD RACE OF CHAMPIONS

Presented by
GRASSROOTS MOTORSPORTS

November 20, 21, 22, 1998

Announcements



All the racing in your region is probably over, but not in HOT Atlanta. The Atlanta Region presents the ARRC, November 20-22, 1998. Save some of your vacation and come join us to crown the Regional Champions in ITA, ITS, ITB, ITC, ITD, ITT, CLUB FORD, CLUB SPORTS 2000, CLUB CONTINENTAL, AND AN EXHIBITION RACE FOR ITE/SP. Practice and Qualifying on Friday. ARRC races on Saturday with a 3 hour enduro followed by more ARRC racing Sunday and another 3 hour enduro.

If you would like to receive supplemental regulations for this event or come play with us as an official, please fill out the information below and mail to Kathy Daniels, 2685 Windstream Way, Lawrenceville, GA 30044 For more information call: (770) 923-2750 Evenings or (770) 455-SCCA Day

Specialty: _____ Mbr. # _____
Region of Record: _____ or _____
Send Supplemental Regulations: _____ Yes

Name _____

Street _____

City _____ State _____ Zip _____

Telephone _____ Evening Phone _____

**Come join
the fun
Nov. 20-22,
1998
Rain or Shine**

Terms of Endure-ment

by Greg Rickes

Please excuse me if my typing is worse than usual, I'm having a little difficulty finding a comfortable spot in my chair. It's the after-effect of being a pioneer.

On Saturday (June 20) I ventured to Oakland Valley Raceway, a 1/2 mile road-course in Cuddebackville, north of Port Jervis. The occasion was the US debut of UK/Euro style endurance karting, 12 hours worth.

As with the Skip Barber Racing Series, this was an "arrive & drive" format: all the karts are owned by the series organizer, Dino USA. The karts were Dino racing chassis with a perimeter crash bar added -- to prevent interlocking wheels -- and a 270cc Honda OHV engine; tires were a very hard compound racing slick. The engines had respectable pull, and made a nice sound to boot. It was "one size fits all" for chassis, so the padding we brought along paid dividends.

As an inaugural, things got off to a bit of a late start. Twelve teams signed up, and the need to attend to details -- like the computerized scoring system -- and get everyone some practice time knocked the timetable askew. I'd driven OVR before at a kart school, and my times with the Honda powered kart with just about the same as the Yamaha two-stroke, at about 46 seconds. The fast guys, and there were a bunch -- more about them a bit further down the page -- were in the high 44 low 45 second bracket.

Experience levels ran the gamut, from folks who'd never raced before, to top notch talent which included TransAm vet R.J. Valentine, FF1600/2000 wunkerkind, and former Pro Kart champ, Jeremy Treadway and a bunch

of racers with Skip Barber experience. SBRS & FF1600 front-runner John Reggio was the mastermind of Sore Butt Racing. Sore Butt was rich with talent: Rob Werko, a FDodge winner and Big Scholarship finalist from several years ago, Joe Calderone, who's already won a few FDodge races this year, Bill Fisher, SBRS Masters Champ and former Olympic level skier. And me, the ballast on the squad. At five drivers we also seemed the smallest in number. It was a hot, humid day in the Catskill foothills, so we decided to try 20 minute stints.

Werko started seventh, and worked his way up to second. Then it was my turn to take over. We were the first team to make a stop, and some of the hired hands weren't quite sure of their job responsibilities, so we got held at the stop sign at the pit entry for about a lap, until the functionary sorted out that we were supposed to stop, and then be allowed to continue into pit lane for the driver change. So we came in 2nd, and by the end of my shift we were ninth 8-(I was pretty consistent, just not quite fast enough. In a pattern that I'd repeat throughout the day I could RUN with lots of folks, but had a hard time finding the guile to make passes. The karts were generally pretty equal -- though one team got an early lap in the 43 second bracket, the only sub 44 of the weekend that made everyone a bit suspect -- in fact the race officials de-tuned the governor on this kart just a bit during one of the pit stops. You did have to DRIVE them, this was not your foot-to-the-floor amusement park slug. I reckon that the measure of whether you're really racing is whether you have to exert some judgement and balance on brake, throttle and wheel, and with these karts you surely did.

The rest of the team's efforts hauled us back a ways up the order.

Our short stint strategy though worked against us. The rest of the front-runners ran anywhere from 30 minutes to a full HOUR between stops -- our lap times were almost always among the quickest, then we'd lose ground on the stops. Though the teams running the long stints lost time on the track as the driver got tired, that loss wasn't as great as time lost due to our stops for driver changes.

The claim was that the karts would run close to 3 hours on fuel -- we opted to refuel every 2 hours, though we probably could have stretched it. I know a couple of teams tried to go close to the 3 hour limit, and I think a couple may have run out, or at least burbled.

On the whole the karts were impressively reliable. We had a couple of glitches with bolts vibrating loose, but the Dino USA mechanics were there to check the kart over on each stop, and no team had a mechanical problem that I was aware of -- pretty remarkable if you saw how some of the karts were treated, with runs over the curbs, spins of all sorts, and occasional contact.

The perimeter bumpers really proved their worth. The officials tolerated occasional rubbing, and a bump from behind got to be an accepted signal that a fast guy wanted to get through, but on the whole there wasn't a significant amount of hooliganism. John Reggio and Jeremy Treadway had a couple of great sessions where they ran nose to tail lap after lap after lap. And just to prove that the officials WERE keeping an eye on things, a number of drivers, star and hopeful alike, did get called pitside for "consultation" when it looked like things might be on the verge of getting ugly.

SoreButt was solidly in fifth place around 6:45 p.m. when the skies rumbled and flashed, followed by a pelting rain. The race was red-flagged, but not before our Bill Fisher got t-boned as another kart slid off the track and then looped back onto the pavement. The kart seemed okay, but Bill's elbow was already starting to turn black & blue.

The organizers had talked about having rain tires, but the change-over would take at least an hour. I had to make an early departure so I wasn't around for the restart, but about ten miles away from the track it was dry.

The lights didn't extend over the whole circuit, so after dark they were supposed to go to a shorter circuit configuration for the nighttime segment; the restart came at around 9 p.m., but the track was still slick in spots and the lighting was spotty, so by mutual agreement the checkered flag came out around 10 p.m., a bit more than 8 hours since the start.

Overall I figured I was in pretty good shape physically thanks to my daily 5k run, and it was reassuring to note that though there were more than few ice packs in evidence, the EMTs/ambulance had no customers during my time at the track. The assorted post-event aches and pains are testimony that it was physically challenging, and a reminder that I got my moneys worth. SoreButt ended up sixth, smack in the middle of the final finishing order.

Would I do it again ? Sure, you bet. Even with the organizational delays and my early departure I got to race for an hour and forty minutes. So how much track time have you gotten this season ?

THE HYDE COLLECTION ROAD RALLYE

On July 11, Mohawk Hudson Region participated in a unique event by presenting a rallye in conjunction with the opening of a racing-related photo show at the Hyde Collection, a museum in Glens Falls. A car show and other activities also supported the opening. Promotion was handled by the Hyde Collection staff, resulting in recognition for MHR in several newspapers.

The good news was that the Hyde Collection arranged for another gorgeous day for a rallye; the bad news was that it started awfully early (for me at least) in order to finish in time for brunch and a preview of the show. In any event, a wide variety of cars (actual sports cars) and people (actual rallye-experienced people) showed up, with a total of 22 entries. A combination of participants' skill and a straightforward Q&A format resulted in 21 finishers, and the missing entry told us in advance that they might need to leave early to fulfill another obligation.

Thanks to Brian McGlinchey, Dana Elzenback, Bill Bennett and the superlative Maureen for their support in this success story. Reminder: We have another event scheduled for September - see flyer elsewhere. Please mark your calendars - it would always be nice to have more member support and participation.

RESULTS

PLACE	CAR #	NAME/NAME	MAKE & MODEL	SCORE
1	9	Andy Walldorff/William LaPan	Toyota MR2	30
2	20	Greg Gordon/Holly Gordon	Mazda Miata	40
3	14	Kerry Gonyea/Rick Davidson	Plymouth Voyager	40
4	8	Thomas Field/Kirsten Johnson	Ford Thunderbird SC	40
5	11	Paul Rennie/Barbara Rennie	Chevy Corvette	50
6	21	Mike Poscillico/Mark Wellington	Porsche 911T	50
7	7	Larry Doherty/John Doherty	Dodge Neon	50
8	19	Stew Sacklow/Harriette Sacklow	BMW Z-3	55
9	4	Mike Herman/Owen Underwood	BMW 733i	65
10	16	Alan Barry/Reginald Burlingame	Chevy Corvette	70
11	3	Pat Gautier/Nancy Gautier	Corvette Coupe	70
12	5	Walt Brennan/Carol Boyle	Mazda Miata	70
13	12	Joseph Salamack/Mitzie Salamack	Corvette Convertible	70
14	6	Richard Doyle/Linda Doyle	Ford Thunderbird	70
15	18	Bill Bennet/Christie Bennett/John Bennett	BMW M3	80
16	15	Pat Sullivan/Sue Sullivan	Chevy Corvette	80
17	22	Jason Page/Josh Hicks	VW Jetta	80
18	2	John Osakowicz/Jennifer Audette	Mitsubishi Eclipse SG-T	110
19	10	Michel Meyer/Scott Meyer/Rob Meyer		115
20	17	John Porter/Edie Porter	Ford Mustang	140
21	13	Franklin Renz/Mary Renz	BMW 540	140
22	1	Ned Spain/Ann Fisher	BMW Z3	DNF

5th Annual ALBANK Road Rallye Update

VOLUME 1, ISSUE 2

May 1998

Sunday September 20, 1998

Based on YOUR input we have chosen to offer three types of rallye courses this year. Last year's SCCA TSD type rallye was a great success for many participants and challenged their skills. Others, however expressed a desire to return to the more traditional gimmick rallye format as in the first years of this event.

The solution was simple, provide a choice, a challenging SCCA TSD format, a traditional gimmick course for beginners and fun seekers, and the "Blind Rallye."

The date has been finalized. Sunday September 20, 1998. Registration starts at 10:30 A.M. at *Albank* Clifton Park, One Municipal Plaza, Clifton Park. So, mark your calendar today, call your friends and family and get ready for the biggest and

Three Types of Rallye SCCA TSD Gimmick Format or the "Blind Rallye"

most enjoyable *Albank* Benefit Road Rallye ever! This year's beneficiary will again be the Northeastern Association of the Blind. All donations go directly to

NABA. This event is sponsored and conducted by the staff at the *Albank* Clifton Park Office as part of their community involvement and support. Prizes and awards are provided by *Albank* and customer's of the *Albank* Clifton Park Office. The event is sanctioned by the Mohawk-Hudson Sports Car Club of America who donate their expertise to the event and in conjunction with the Adirondack Triumph Association who will sponsor and run the "Blind Rallye." Rallyemaster Jim Bishop will conduct the SCCA TSD type rallye, Rallyemaster Brian McGlinchey will host a traditional fun filled gimmick rallye for the true novice, begin



FANCY CARS NOT REQUIRED, FAMILY DRIVERS, SPORTS CARS, CLASSIC - OLD OR NEW

ners and fun seekers among you. Pam and Doug Conlan of the Adirondack Triumph Association will be Rallyemasters of the "Blind Rallye," a special event for our beneficiary.

So, What Exactly Is A "Blind Rallye" ?

The is event is a revival of an old tradition sponsored by the Empire Motor Sports Club from the 60's and early 70's. It is an event to both challenge the driver and offers an opportunity to a visually challenged member of our community to participate in an event that might otherwise not be available to them. Here's how it works. Each car that signs up for the

event will be assigned a navigator. The navigator will be given the course instructions in either Braille or a large print version, depending on their needs. Instructions will be straight forward to promote easy finishing of the course without getting lost. The course will be shorter than either of the other events. At specific locations includ-

ing the checkpoints, each car will pick a card from a deck. The winners will be determined by the best poker hand submitted at the finish line. Each poker hand must contain five cards. Each car must have checked into each of the check points to qualify, ties will be settled by a single draw from a deck of cards.

Schedule of Events

SCCA TSD Course

Registration 10:30 AM

Driver/Navigator's Mtg.: 11:00 AM

First Car: 11:30 AM

Awards & Prizes 4:00 PM

Gimmick Rallye

Registration 11:30 AM

Driver/Navigator's Mtg.: 12:00 Noon

First Car: 12:30 PM

Awards & Prizes 4:00 PM

Blind Rallye

Registration: 12:30 PM

Driver/Navigator's Mtg. 1:00 PM

First Car: 1:30 PM

Awards & Prizes 4:00 PM

"Blind Rallye" requires TWO week Pre-registration. Please call early for this event as it requires some special scheduling and planning.

Awards & Bar-B-Que by *GIFFY'S Bar-B-Que* at River Road Park, Niskayuna

At 3:00 PM *Giffy's Bar-B-Que* will start serving a complete Chicken Bar-B-Que dinner that include a 1/2 chicken, baked potato, cole slaw, rolls and butter, desert and beverage. Donation \$6.95 per person

Pre-Registration Special on Bar-B-Que: The first 50 paid Bar-B-Que reservations will receive a special price of \$3.50 per meal. ALBANK will donate the remaining cost of the meal. Call for confirmation number. The bar-b-que is a fundraiser for the NABA. 50/50 raffle and door prizes, provided by local businesses, are part of our fundraising-

MULTIPLE CLASSES AND PRIZES PER EVENT.

SIGN UP EARLY

CALL

BRIAN McGLINCHEY

AT

371-0290

OR

JIM BISHOP

AT

346-8366

DONATION:

BLIND RALLYE \$10

(2 WEEK PRE-REG. REQUIRED)

SCCA AND GIMMICK

PRE-REGISTERED.

\$15.00

DAY OF THE EVENT

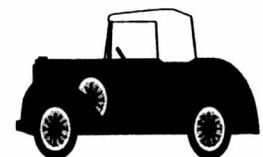
SCCA TSD and Gimmick Rallye

Our other events will offer two different types of challenges to the participants. The SCCA Time, Speed Distance rallye will be a technical type rallye similar to last year's event. This type of rallye balances the time, speed and distance traveled against precise course instruction and pre-determined time to each check point.

The gimmick rallye relies more on the ability of the navigator to interpret the course instructions in order to navigate properly the

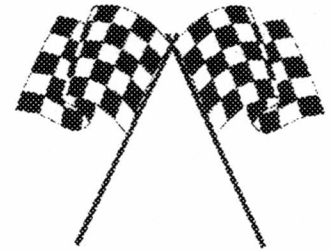
correct route. Instructions are given in forms of riddles, identifying certain landmarks on the course as identifications points, at which time one executes the next instruction, or RIP, read in part clues, in which the driver and navigator must find a particular word or group of words in a roadside sign. When found the next instruction of travel is executed. This course is for the sheer fun of it, all efforts will be made to insure teams will not get lost. Hints are often provided to ensure the correct route. Distance checks

are provided so that if a person goes more than a stated distance between turns, one knows they are not on the correct course. A bail-out envelope is also provided for those who realise they have seen too much of the countryside and not enough of the course to finish properly. So sharpen your wits, polish the car and sign up today!



SOUTHINGTON FIREFIGHTERS

LOCAL 2033



PRESENTS

**MEET THE
DRIVERS**

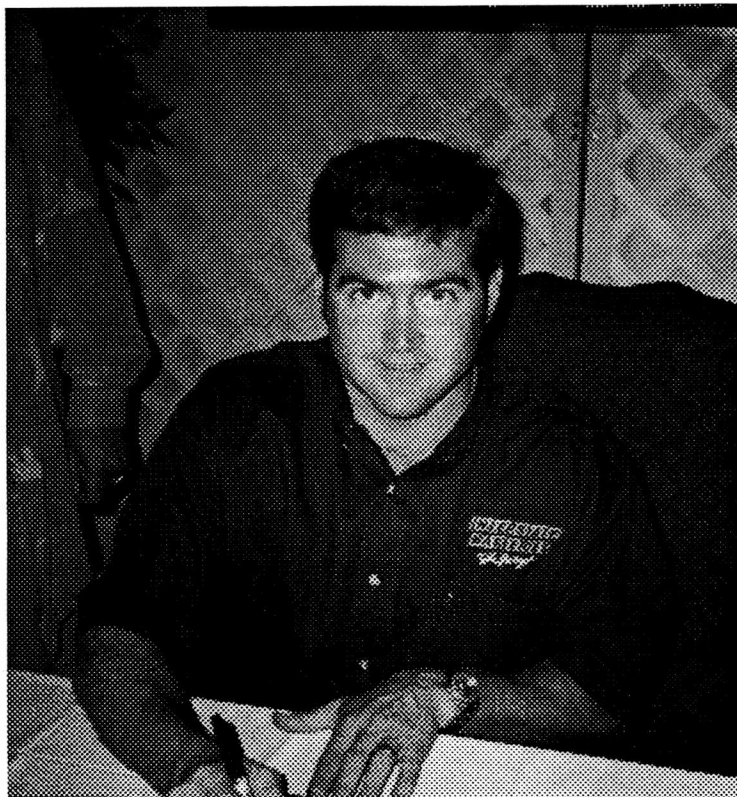
JULY 23, 1998

Dale Jarrett

Dale Earnhardt Jr.

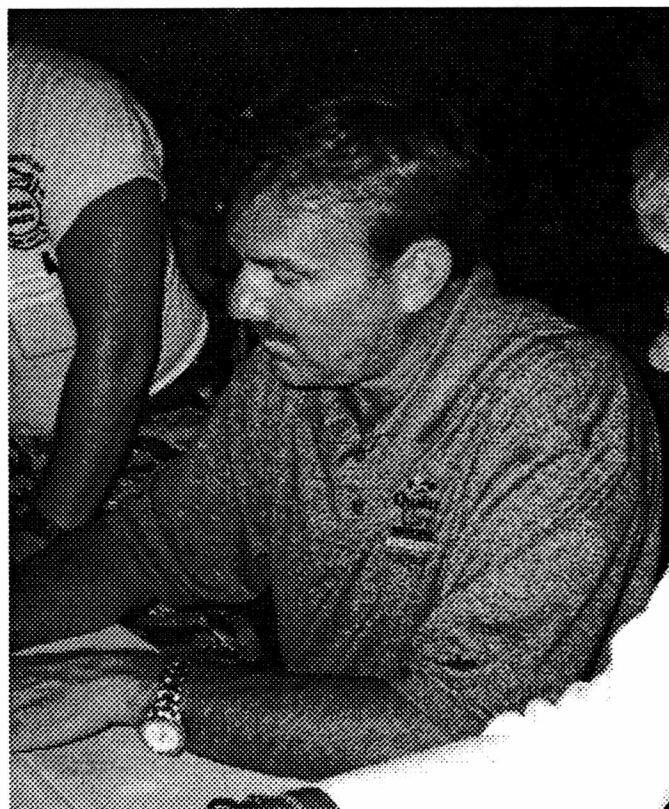
Bobby Labonte

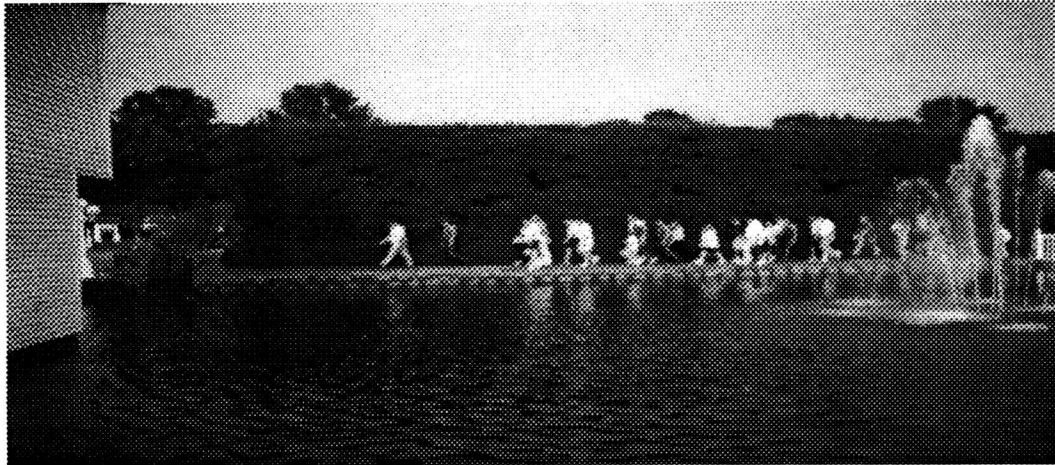




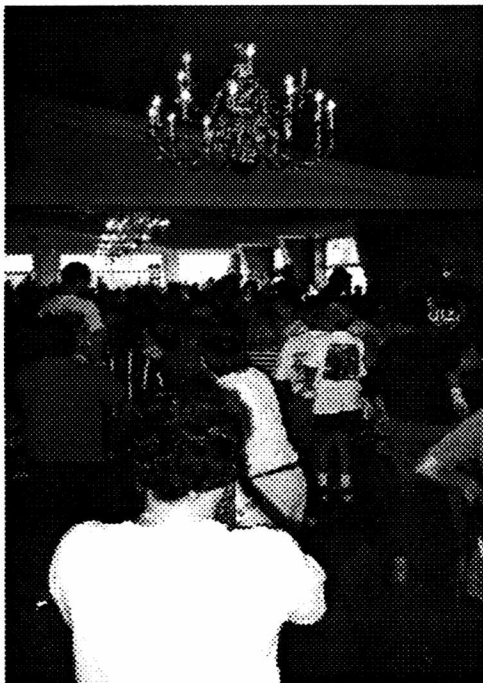
Bobby Labonte,
driver of the #18
Interstate Batteries
Chevrolet

2-time Daytona 500
winner, Dale Jarrett

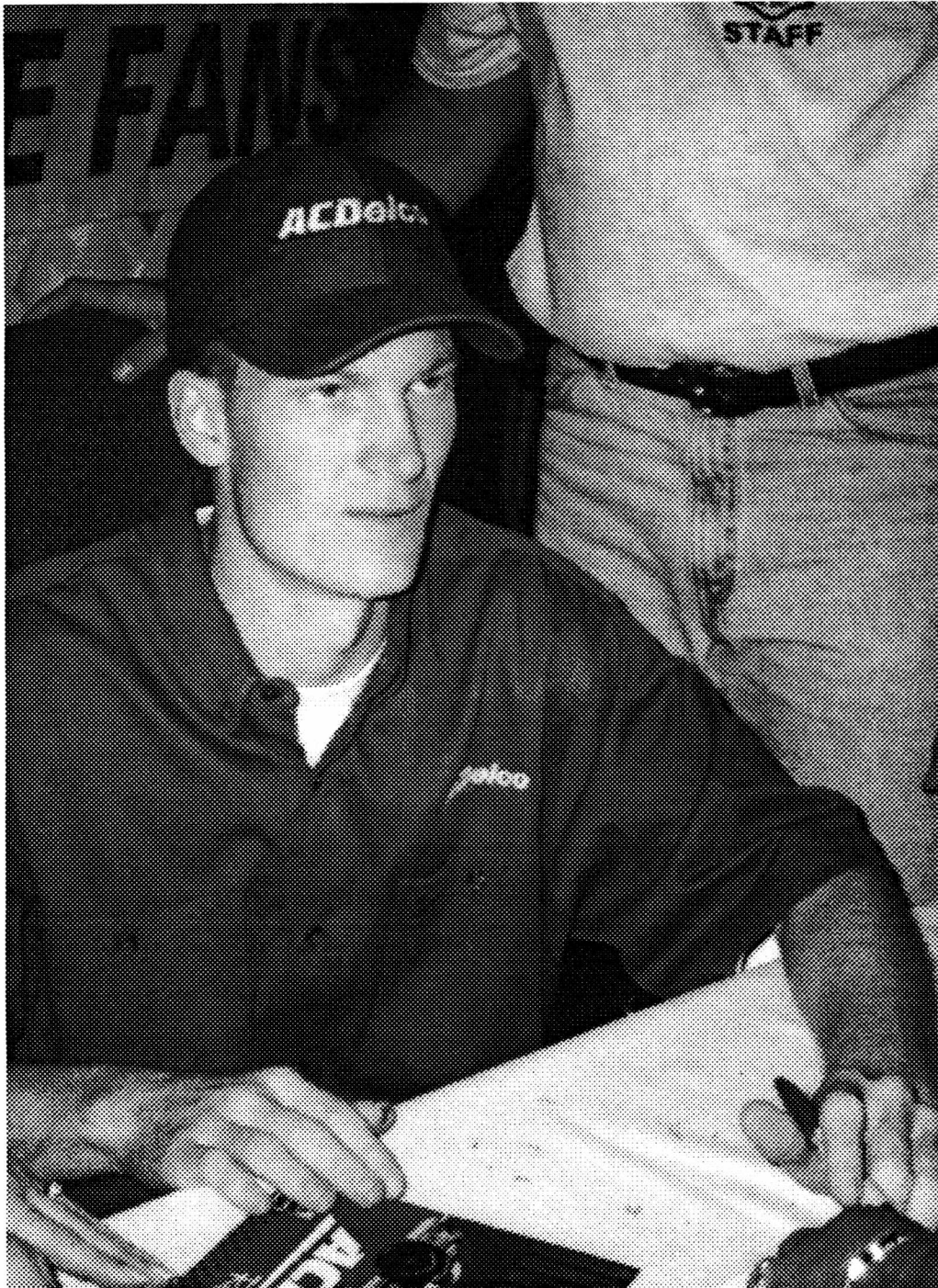




The drivers flew in from Pocono, PA and landed at a local Connecticut airport. They were then helicoptered in to the event which was held at the Aqua Turf Club in Plantsville, Connecticut.



Ticket sales for the “Meet the Drivers” autograph event are limited to only 1000 tickets. This ensures that every fan has enough time to get each drivers autograph. The money raised by the nights event helps support the Southington Firefighters Local 2033 and their FireHawk Program. The Firehawk Program is a fire safety education curriculum to help juvenile fire setters.



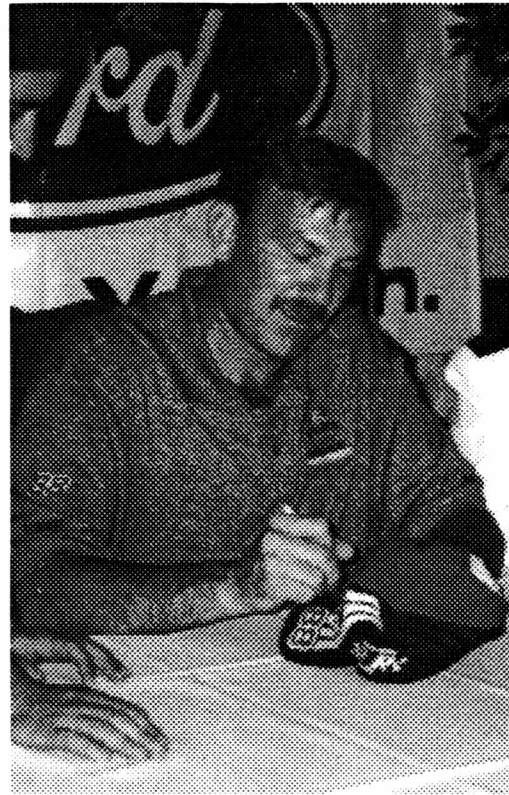
Busch Series driver and probably future Winston Cup champion, Dale Earnhardt Jr. Son of 7-time NASCAR Winston Cup champ Dale Earnhardt.



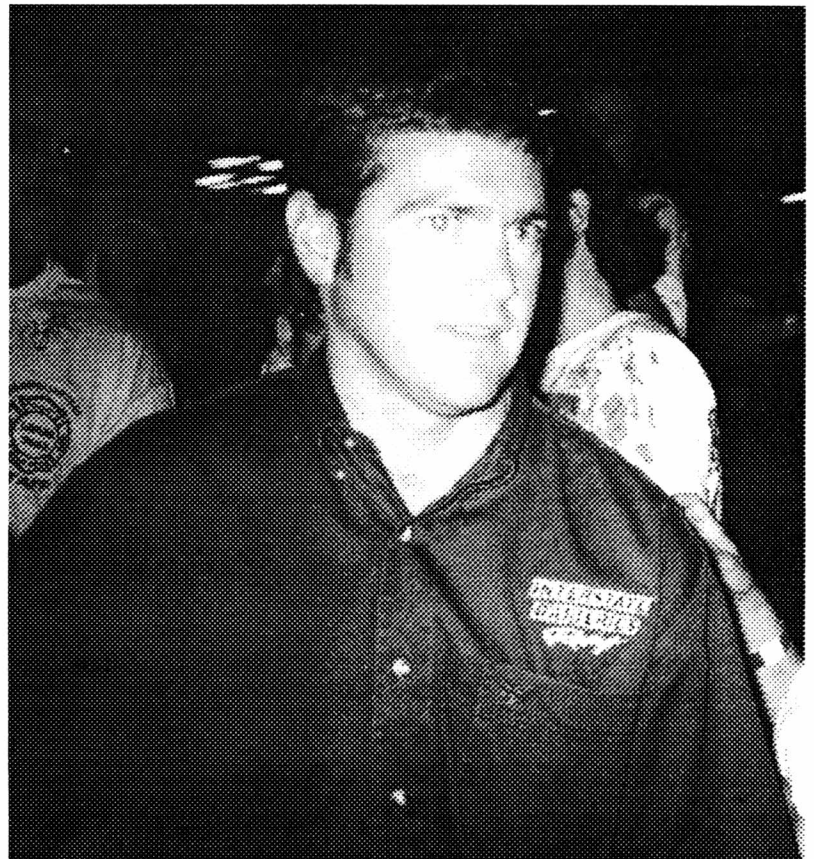
Dale Jarrett's
#1 fan along
with Bill
Brodrick,
"The Hat
Man".

With almost 30 years of involvement, Bill's is one of the most recognized faces in NASCAR. A native of Cincinnati, Ohio, his love of cars and racing came early. From his start in radio, to writing and his position with UNOCAL 76, Bill has been involved in almost every aspect of motorsports. Among the many functions he has performed over the years are Automotive Public Relations Supervisor for Unocal 76., lead the Unocal "Panel of Experts", associate member of the National Motor Sports Press Association and developed the "Brodrick System" to cut down on the chaos in Winston Cup Victory Lanes. Bill speaks several languages and enjoys 4-star restaurants, fine wines and France where he has traveled to many times. Although not currently associated with Unocal 76, Bill has many projects in the works including TV, business ownership and a deal with a major auto maker.

Dale Jarrett's first Winston Cup victory was at Michigan in 1991 driving for the Wood Brothers. He joined Robert Yates Racing in 1995. Dale won 4 major races in 1996: the Daytona 500, Coca-Cola 600, Brickyard 400 and GM Goodwrench 400. 1997 saw Dale Jarrett visit Victory Lane 7 times and finish second in The Winston Cup points battle. In 336 career starts, Dale has 15 wins and over \$13,000,000 in earnings. He lives in Hickory, NC with his wife Kelly and kids Jason, Natalee, Karsyn and Zachary.



Bobby Labonte was born in Corpus Christi, Texas on May 8, 1964. He now lives in Trinity, NC with his wife Donna and children Robert Tyler and Madison Elizabeth. In 1991, Bobby won his first Busch Series career race at Bristol and won the Busch Series Championship. Bobby joined Joe Gibbs Racing in 1995 and won three races including his first Winston Cup victory in the Coca-Cola 600 at Charlotte. Bobby Labonte has 174 NASCAR Winston Cup starts, 7 wins and has earned over \$7,500,000.



Mohawk Hudson Monthly Membership Report 07/07/98

Please welcome these new members to the region.

From: 04/30/98 to: 07/07/98.

<u>Name</u>	<u>Joined</u>	<u>City</u>	<u>State</u>	<u>Comm.</u>
Virginia L. Bourdeau	05/19/98	Sand Lake	NY	(518) 674-2597 (H)
John Stephen Coryea	05/27/98	Malone	NY	(518) 483-8218 (H)
Deborah L. Fox	06/24/98	Campbell Hall	NY	(914) 496-4764 (H)
Richard James Jones Sr	06/10/98	Kirkwood	NY	(607) 775-1438 (H)
Eric Jordan	06/04/98	Bearsville	NY	(914) 679-6731 (H)
Dana Jurusik	05/05/98	Middle Grove	NY	
Marie Jurusik	05/05/98	Middle Grove	NY	
Shawn Koelemeyer	06/09/98	Ballston Spa	NY	(518) 899-8110 (H)
Glenn Sander	06/24/98	Claverack	NY	(518) 851-9883 (H)
James Sheridan	05/20/98	Kirkwood	NY	(607) 775-0452 (H)
Scott K. Smith	06/25/98	Gloversville	NY	(518) 725-9500 (H)
John K. Windover	05/19/98	Sand Lake	NY	(518) 674-2597 (H)

Interests report

The application form copies for these new members have not arrived yet so information on their interests is not yet available.

Anniversary Report generated on: 07/07/98

<u>Name</u>	<u>Joined on</u>	<u>Years</u>
Robert G. Dwyer	07/08/93	5
Frederick Fox	07/14/93	5

There are 345 active members in the region.

National Dues Increase

There has been an increase in dues. National dues for a regular membership increases from forty to forty five dollars and a family membership increases from sixty five to seventy dollars. All other national dues remain the same.

If you have membership applications please be sure that this increase is noted. I have just received some new forms from national and I will be updating them with the dues increase and our regional dues. These will be available for use (at least) by the next meeting.

Presentation scheduled

There will be a presentation about the benefits of membership in Mohawk Hudson Region and the SCCA given to the members of Z.A.N.Y., the Z Association of New York at their meeting in Scotia on Saturday, July 11. Dave Wachtel and Jim Garry (at least) will be participating. Z.A.N.Y. expects thirty five of their members to attend.

Mohawk Hudson Monthly Membership Report 08/15/98**Please welcome these new members to the region.****From: 06/25/98 to: 08/15/98.**

<u>Name</u>	<u>Joined</u>	<u>City</u>	<u>State</u>	<u>Comm</u>
Fernando Gre	06/30/98	W Sand Lake	NY	
Linda Gre	06/30/98	W Sand Lake	NY	
Karl Hacker	07/29/98	Castleton	NY	(518) 477-9752 (H)
Robert A. Roy	08/10/98	Scotia	NY	(518) 366-2720 (H) (518) 377-8857 (W) royr@genium.com
Scott K. Smith	06/25/98	Gloversville	NY	(518) 725-9500 (H)
Ronald Trefzger	07/22/98	Hudson	NY	(518) 828-4408 (H)
Glen Watkins	07/07/98	Burnt Hill	NY	(518) 384-0825 (H)

Interests report - members who joined after June 1, 1998**Club Racing**

Eric Jordan		Bearsville	NY	(914) 679-6731 (H)
Shawn Koelemeyer		Ballston Spa	NY	(518) 899-8110 (H)
Glenn Sanders		Claverack	NY	(518) 851-9883 (H)

Road Rally

Robert A. Roy		Scotia	NY	(518) 366-2720 (H) (518) 377-8857 (W) royr@genium.com
---------------	--	--------	----	---

Solo

Robert A. Roy		Scotia	NY	(518) 366-2720 (H) (518) 377-8857 (W) royr@genium.com
---------------	--	--------	----	---

Vintage

Shawn Koelemeyer		Ballston Spa	NY	(518) 899-8110 (H)
Robert A. Roy		Scotia	NY	(518) 366-2720 (H) (518) 377-8857 (W) royr@genium.com

Anniversary Report generated on: 08/15/98

<u>Name</u>	<u>Joined on</u>	<u>Years</u>
Henry W. Desormeau	08/01/53	45
John Barber	08/01/58	40
Robert A. Bunce	08/01/68	30
James H. Bishop	08/01/78	20
Mark A. Gliosco	08/17/88	10

Submitted By: David G. Wachtel,
Secretary/Membership Chairman.

Minutes of the July 1998 general membership meeting.

The general membership meeting for July, held at Son's Restaurant, was called to order by Larry Morton, R.E., on 07/01/98 at 7:51 PM.

Reports from Officers and other specialties.

Membership

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

Treasurer

According to Mike Larimer, Mo-Hud Treasurer, the principal source of revenue for the month was entry fees for the McKamey Solo School. The principal expense during the month was related to the cost of publishing and mailing the Knock Off.

Solo

Chip VanSlyke reported on the McKamey Solo school. Both days were completely subscribed. He described some of the unusual, but effective techniques used in the school. Jim Garry elaborated on some of the techniques used in the advanced, "phase 2" of the course and said that after having doubts, he learned a lot. Both Jim and Chip agreed that the school was of great value and that their times decreased as a result of the training.

Competition

Jack Hanifan gave a synopsis of recent events and gave a run down of how Mo-Hud members fared.

Rally

Jim Bishop reminded everyone of the rally to be held at the Hyde Museum in Glens Falls on July 11 in conjunction with the Hyde Museum classic automotive art show. This charity event is sponsored by the Skip Barber Organization and Racemark. to raise funds for the Museum. Jim asked for volunteers to help with registration and "finish" and urged members to come out and run the event. It is a fun rally and will not require check point workers.

Among the automotive and racing related art, the work of noted racing photographers will be an additional feature of the weekend. It is also reported that there will be at least one vintage formula one car on display.

Old Business

Answering machine/Hot line

Larry Morton reported that the Mo-Hud Hot Line phone number now has a yellow pages heading. We are the single entry in "Automobile Clubs - Specialty". The entry is to be found in the 1999 Albany telephone directory and presumably in others when they are available.

Ferrari Club Event

The event was safe, with no major incidents. Steward of the meet, Jim Barbour, pronounced himself satisfied with the way the event was conducted and the performance of the workers and officials.

Of the number of flaggers that expressed and interest in working at the event, only about half showed up. This was a disappointing turnout and could affect our participation in the event should it be repeated next year. The event was without serious incident so the number of flaggers did not turn out to be a problem even though some flag stations were sparsely staffed and at least one station had no flaggers on it at all.

There was some discussion about the reason behind the low turn out of workers. The general consensus was that this was a particularly busy weekend. There was a Busch race at Watching Glen, the Mt. Washington Hill Climb and high school and college graduations held that week end.

Following this was a general discussion about how to increase participation by the members. It was pointed out by both Dave MacClumpha and Greg Rickes that this has been a problem for years. That one sees the same faces working at events and attending meetings. Of the 345 or so members of Mo-Hud only some 25 to 35 attend the meetings and of those only a few are actively participation in club administration or work our events.

Dave Wachtel suggested that a special mailing could be done to licensed flaggers in the region and perhaps other regions in cases such as this where the event is outside the normal SCCA calendar. He suggested that a postcard with the event particulars would be sufficient. There was some support for this proposal.

Bryan Deane's flagging organization of draws from all of the regions of the Northeast and has at least one hundred licensed flaggers on the rolls. It may be wise in the future, Larry suggested, to have Bryan handle any additional flagging requirements for car club events.

Philadelphia Region Race at Pocono/Motorola Cup

Larry attended the Pocono event and reported his observations at the meeting.

The Motorola Cup is an three hour endurance race that drew an entry of forty cars.

The entire weekend was free of serious incidents with no changes or delays in the schedule. Attendance was low with some one hundred and thirty one cars entered. Break even for the event was at one hundred and forty cars. The attendance, despite the NARRC and NYSRRC sanctions was lower than anticipated, although without the sanctions that our cosponsoring the event brought, the participation would have been lower still.

Unfortunately, Mo-Hud will probably show a slight financial loss on the event.

Mo-Hud worker participation was light. Rich Welty was chief scruteneer and Larry Morton and Mike Larimar worked at the event.



Redistricting

Larry reminded the members that the deadline for getting the ballots in to National on the redistricting issue is July 15. Ballots postmarked later than this date will not be counted so if you are going to vote, send in your ballot now. It is important that everyone in the division participate and vote no to this proposal. The ballot is to be found in the June issue of Sports Car. Remember, every SCCA member in good standing, even minors, are allowed to vote! **Vote NO to redistricting.**

Other

There is a Motorsports Research Library under construction at Watching Glen. Larry Morton and Mike Larimar have investigated making a donation to this effort on behalf of the membership. For a donation one may obtain a brick or a stone with the donors choice of inscription. Larry said that the stone is very attractive and suggested that the region make the donation.

Be it resolved that a donation of \$500.00 be tendered to the Watching Glen Motor Racing Research Library in return for a granite block inscribed with text identifying our region.

When placed before the membership in attendance for a vote, the motion was passed unanimously and without dissent.

Announcements

Tom Campbell is starting his campaign for director to supersede Bill Bradshaw whose term expires next year and who is precluded from running for the office again. He opened his petition drive at the meeting.

There has been an increase in dues. National dues for a regular membership increases from forty to forty five dollars and a family membership increases from sixty five to seventy dollars. All other national dues remain the same.

The meeting was adjourned at approximately 9:30 PM

Submitted by David G. Wachtel, Secretary

Minutes of the August 1998 general membership meeting

The general membership meeting for August, held at Victory Lane Speedway Go Kart track, was called to order by Eric Kroth, Assistant R.E., on 08/05/98 at 7:30 PM.

Reports from Officers and other specialties.

Membership

Dave Wachtel reported that the membership stands at three hundred and forty five members.

Solo

The Solo committee held a meeting before the general membership meeting and Jim Garry gave a brief report on recent solo activities.

Rally

Jim Bishop asked for volunteer workers for the All Bank Rally for the Benefit of the Northeastern Association of the Blind to be held on Sunday, September 20, 1998. (See the KO for more details).

Old Business

Mo-Hud Web site

.Dave Wachtel has obtained the necessary permissions from Richard Welty to help maintain the site. Rich has also provided Jim Bucci with an account so he can publish the KO to the web. Competition, Rally and Solo chairman should submit schedules to Dave so that they can be posted to the web site in a timely manner.

The meeting was summarily adjourned at approximately 8:35 PM so everyone could deliver the maximum amount of abuse to Carl Hacker's go carts.

Submitted by David G. Wachtel, Secretary

Niles Associates

Jim Niles

HEATING • AIR CONDITIONING • VENTILATION

Phone/Fax
(518) 373-8909

475 Grooms Road
Clifton Park, NY 12065

TODD BOICE



46 W. Circular St.
Saratoga Springs, N.Y. 12866
1-800-227-9771
(518) 587-0098

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



TO: Regional Executives and Editors

FROM: Steve Bidlack - Mid-Ohio Sports Car Course

DATE: July 8, 1998

RE: Valvoline Runoffs Press Credentials

Mid-Ohio Sports Car Course will issue press credentials for the 1998 Runoffs. To receive credentials, please follow these four steps:

1. Write to Mid-Ohio on your region's letterhead requesting credentials for a particular person.
2. State whether the person who you are requesting credentials for will be covering the event as a "Photographer" or "Writer."
3. Have your regional executive sign the letter.
4. Send your requests to:
TrueSports, Inc./Mid-Ohio Sports Car Course
Attn: Steve Bidlack
94 N. High St., Ste. 50
Dublin, OH 43017

NOTE: Mid-Ohio Sports Car Course will issue one "Photographer" and one "Writer" pass for each region.

DEADLINE FOR CREDENTIAL REQUESTS IS SEPTEMBER 21, 1998.

If you have any questions, please feel free to contact me at 614/793-4619. Thank you!

**Kansas Region
Sports Car Club of America**
9832 Olive Street
Wakarusa, KS 66546

Request that you print this information for the members in your newsletter.

The 1998 Solo II nationals are coming up soon.

1. We would like to receive some photos and short bios of Solo II participants. These will be used for newspaper publication. We will provide copies of the newspaper to the persons whose photos are used.

Photos should be 5x7 black & white glossy. The bios should not exceed 40 words and should indicate where you are from, how long you have participated in Solo II and how long in Solo II nationals, and any successes you have had in Solo II (i.e., regional championship, etc.). These items should reach us no later than September 1, 1998.

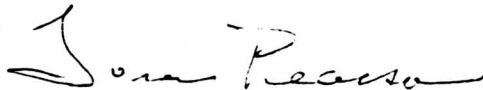
2. If you have need for a special diet at the welcoming part, please advise. (No requests for lobster thermidor or pheasant under glass, please.)

3. Attached is a list of tapes available from the 1997 Solo II national championship. Maybe you would like to see how your car handles or maybe how your competitors can go through the corners. These tapes were shot from the southwest corner of the north course and from the northwest corner of the south course. These tapes were accomplished by professionals utilizing professional equipment. They were then transferred to VHS tapes for home viewing. We are not affiliated with video productions and receive no money from your order. This is offered only as a courtesy to the participants.

Note*

4. Also, if you have any suggestions as to how the Solo II nationals could be improved, please advise and if it is within our power, we will try to accomplish the suggestions.

Thanks in advance for your help.



Loren Pearson, Solo Director
Kansas Region SCCA

Note: The hotel listings for the 1998 Solo II National Championship in Topeka, KS, that were published in the last Solo II newsletter inadvertently omitted the Plaza Inn, located at 3802 S. Topeka Ave., Topeka, KS (closest hotel to the event site and a great supporter of SCCA race activities), telephone 800-833-8033. Rate is \$55.00 for SCCA members.

OTHER HOTELS ALSO LISTED

Three Great Events

by Jim Garry

There were three significant Solo II events in our area in the early part of summer. June 12 to 14 saw the National Tour come to Rome, N.Y. at Griffiss Industrial Park (formerly Griffiss Air Force Base); the McKamey Solo II School came to the Peripheral Lot in Albany on June 27 and 28; and finally, it was a return to Griffiss to play out the Northeast Divisional Solo II Championships from July 10 to 12.

The courses for the real event were very long and, being on a runway, featured almost no sweepers or "normal" corners, although it is possible to fit those types of course elements onto a runway. There were transient maneuvers galore though so many, in fact, that drivers felt they were constantly working with no rest, neither physical or mental. If you weren't looking well ahead on this course you were either going to be off course or slow due to not recognizing areas where you had to accelerate early.

The big problem was the nearly constant rain that plagued the event. Racers sometimes belittle autocrossers because we complain about rain but what isn't understood by many non-autocrossers is that, except for not having to deal with spray from other cars, rain is tougher for autocrossers. For one thing, racers pretty much can stay dry until it's their time to race. Autocrossers have to stand out in the rain for an hour or more while completing mandatory work assignments. They also must take every opportunity to walk the course, rain or dry. While competing they have to get in and out of their cars after each run to check tire pressures, make adjustments, check the scoreboard, etc. Finally, if the rain fluctuates and they've got a large class, some people could get better conditions to run in than others. Or, if the rain stops in the middle of the heat, you pretty much have only your last run to go fast on. Vice versa if it starts raining in the middle of your heat. So rain is a really big problem in Solo II.

My class, C Modified, ran last heat. On Saturday that proved to be a blessing as the rain disappeared and the sun came out for an hour or two. Off with the rain tires. Driving the Citation, I ended up first on the day by a few tenths. Day two wasn't so lucky with the rain and it was back on with the rain tires. My first two runs were off course and no one could say exactly where. So after my second run I decided I'd better jog out about 1500 feet to the station that was reporting the OC and I finally figured it out. However I choked on my last run and drove through that area slowly, although that hadn't been my plan.

Since that was the fastest section on the course, I lost a lot of time and slipped to 2nd place. Still not so bad for a National Tour event and at least I got to compete as opposed to my partner Chip who was stuck somewhere in Texas trying to fix a balky GE generator.

Best line of the event came from MoHud's Andy Furlong. We were standing in impound during the height of the rain. Andy looked at his can of Coke casually and commented, "you know, I've been sipping from this can for an hour and it just keeps filling back up". About 10 Mohudders participated in this well run, Nationals style event. The National Tour probably won't be so conveniently located for several years to come. It would have been nice to get more of our region's autocrossers out to this event.

The McKamey School saw fine weather for the 36 enrolled students. There were two schools run concurrently: A Phase I school and a Phase II school. The school required pre-registration and at \$150 per school it wasn't cheap. But the instruction by the multi National champs was very professional and well worth the cost. Twelve students participated in the Phase I school on Saturday and came back for the Phase II school on Sunday. Another 12 participated in a Phase II school on Saturday and a final 12 participated in a Phase I school on Sunday.

Everything went off without a hitch. The courses were set up on Friday evening, the school ran on time throughout the weekend, and the debriefing sessions were held at the nearby SUNY campus and featured free pizza, soda, water, and cookies. It was fun to listen to the instructors marvel over 19 year old Brian Tyburski and urge him to get his father to purchase a competitive Solo II car. We are still deciding on whether to host this event next year. Our main purpose for staging these schools has been to offer MoHud autocrossers a shot at attending a school of this quality within the region. But this year only a few Mohudders registered. If we don't get a lot of interest from local folks for next year, we'll let a neighboring region take the date. So contact me if you'd like to attend next year.

The third leg of the trio was the NEDiv Championships. Finger Lakes Region was the host and they did a superb job, even making sure the weather was perfect. I'd go so far as to say they are the premier New York region at this time. They have many, enthusiastic, hard working members. Everything went on time, registration and tech were absolutely painless, impound was efficiently run, working assignments were efficiently distributed, timing and scoring went off without a hitch and everyone was very friendly. About 180 entries turned out for this event.

Because many of us needed some extra preparation, MoHud staged a Friday practice course. It was run similarly to the Tour practice (i.e., relaxed) except that the course was longer, more sophisticated, and

located at the "V" intersection of the two runways which allowed for two natural sweepers. Many thanks to Andy Furlong and D.J. McArdle who helped Chip and me tremendously. About 35 people received between 5 and 10 runs apiece and the profits went to a local charity.

The real event was located over on the large square B52 paddock area. I believe the size of the course area was about 800 by 1000 feet. The course designer was our own Eric Kroth. Eric has been very interested in course design for a couple of years. He has worked very hard at learning everything he can about the subject and has designed the majority of MoHud's courses over the past few seasons. This was his first attempt at a big time course and he was right on target with his design. The course featured long, sweeping, fast 180 degree corners of increasing and decreasing radius. They were the type of corners where your entry had to be just right in order to set up your exit a couple of hundred feet away, requiring drivers to almost look over their shoulders as they entered. True Nationals style stuff. There were also slaloms of varying size including one that was partially disguised. There were simple 90 degree corners, increasing radius and decreasing radius corners and a couple of fast, really cool ess sections that could be taken flat out or nearly so. Throw in elevation changes due to drainage requirements and all in all you had a very sophisticated, challenging, and highly fun to drive course. Run backwards on day two, it was even more fun. Eric should seriously consider submitting a design for a National Championship course.

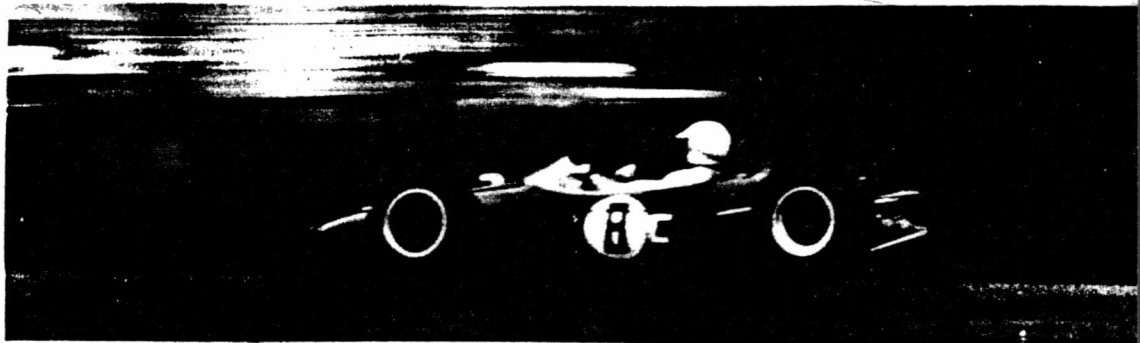
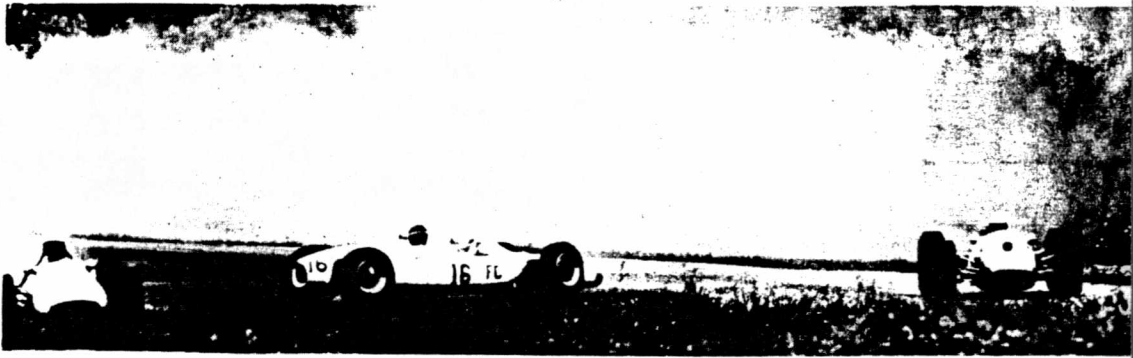
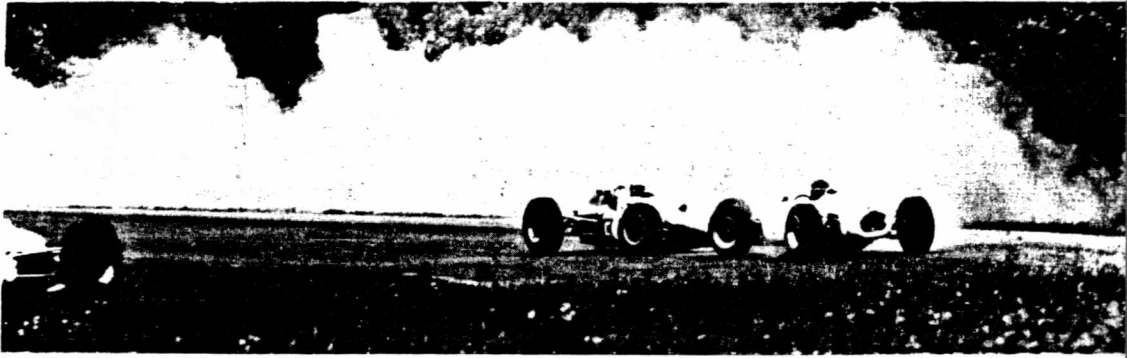
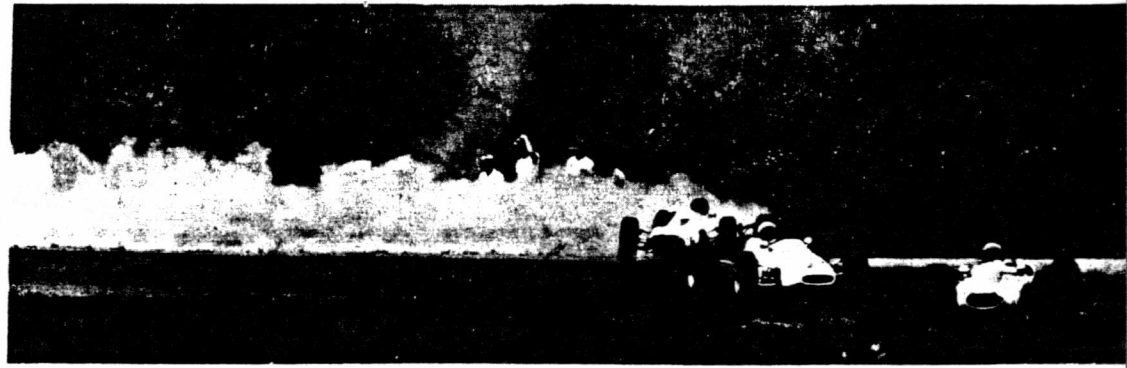
This time Chip was able to make the event. After Saturday's runs I found myself in third about 3/4 second out of the lead. Chip had two very bad runs but finally found the discipline to put together a great time that put him in 5th, just 0.2 behind me. On Sunday I found enough time to pull myself up to second. Pulling up to second is somehow more satisfying than dropping to second like at the Tour event. Chip had a tremendous first run which would have placed him in fourth for the weekend but it was spoiled by two cones. He never put together a similar run and slipped back in the pack.

There were about eleven MoHud autocrossers at this event. About 8 or 9 of us paddocked together and shared the shade from the MoHud canopy. Being so close to Albany, it is a shame we couldn't get more regional members out there. The ones who came had a great time, ran on a truly National Championship style course, and experienced an extremely efficient and fun event. If the Divisionals are run at Griffiss next year, I'd recommend that as many of our members attend as possible. Even our road racers would find these types of courses beneficial for practice and they'd have lots of fun to boot.

THE

MOHAWK Hudson OFFICE

AUGUST
1966



THE COVER

Redesigned a bit this month so as to include some shots of Mohawk-Hudson's Phil Groggins for the benefit of those who weren't near Station 3 at Lime Rock (the hook) on July 4 for the Northern New Jersey Nationals.

From the top--Ron Stanwicks (N.E.R.) starts his Cooper skidding along past perplexed onlooker Freddie Stevenson who's Lotus had just left the course. And ... hi, Grog! A little driving skill shown while unmixing enabled Phil to continue without any more Cooper contention. (A Brabham-type nose IS harder than a Cooper-type nose!) Phil won that race and gathered a few more points. Good driving.

(Photos are by the editors) ... and maybe the editors will explain the back cover in The Moot??

THIS MONTH

Some more point standings--some more classified; a few comments on the June Rally; and a story about a touring school which, so their friends say, has "hooked" two of our members (we understand they are now preparing for next year's season).

We also say so-long to the Merrills this month and wish them well in their new endeavor in Penn Yan. If they succeed, maybe we'll have an "in" where we could use it most next year???

Lots of thanks too, to Claudia Dessormeau and her trusty IBM for helping with preparing the KO this month. We sure appreciate it--and, what are you doing next month, Claudia?

CALENDAR OF LOCAL EVENTS

August 7	BMSC Event, Pittsfield
August 28	SCCA INEC Gymkhana (NOTE DATE CHANGE FROM 21st)
September 11	Empire Spectrum Rallye
September 18	BMSC Autocross
September 25	AMEC Trials
October 9	SCCA INEC Gymkhana
October 16	SCCA Rallye - <i>TENTATIVE</i>
October 23	Empire Gymkhana
October 29	BMSC Halloween Rallye
October 30	SCCA Toys for Tots Gymkhana



WAKE UP, PAUL REVERE ... IT'S BY LAND!

- Mac Townsend -

The English are not stupid. They just do things in an odd fashion, which usually works out in time. Like they had trouble with "Inja," so what'd they do? They turned it loose, and sat back rolling in mirth. They usually always win, even if it takes one hundred eighty years.

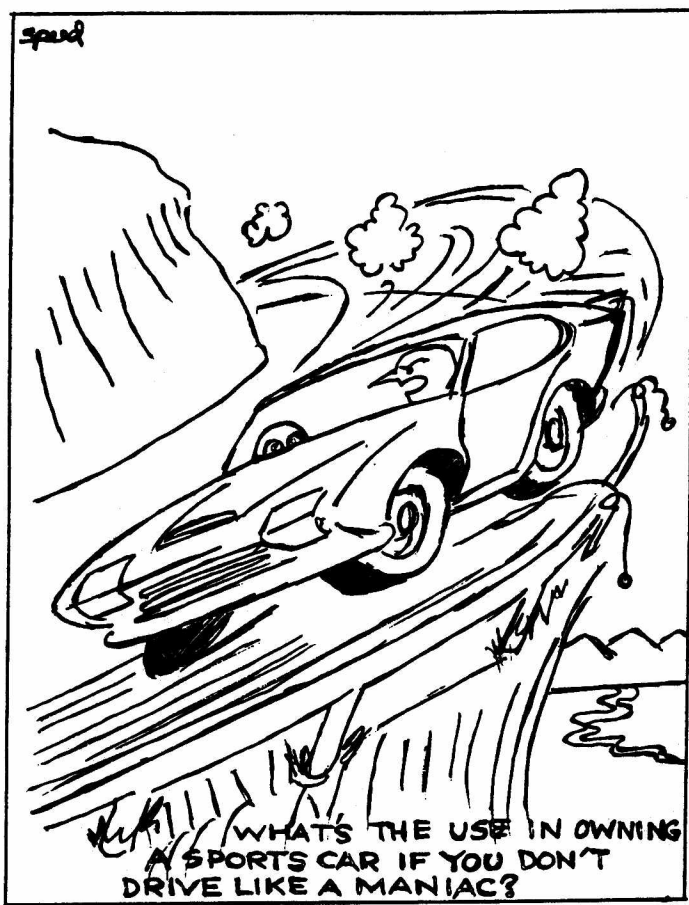
Despite the fact that we won that particular skirmish, they have been quite jovial and, of late, have been shipping their cars over here in increasing numbers. Beginning with the MGTC and the XK-120, the invasion is nearly completed with the MGB-GT and the 2+2 Coupe'. We are, in effect, occupied.

It's all so innocent. A disgruntled Jag owner here, a scraped knuckle there, and a grown man bawling like a baby someplace else. They own British cars, the mechanical marvels that seemingly can't exist, yet they do. A Sunbeam's starter (top bolt!), a TR-4's carb linkage, a Jag's valve job; all part of the plot. And, we keep buying them!!

As they say down South, "Forget - Hell!" How can the English lose?!

* * *

A DAY IN THE DEEP SOUTH



"Most of the drivers don't like these tracks, but David loves 'em."

So, loving his work, David Pearson went out and beat the batch of 'em at Bridgehampton.

It's quite a sight. Sixty tons of men and machines circulating at about 90 miles per hour average. It's enough to grow wings on your feet. We abandoned station (phones off and flags dropped) about six times when some bright taxi-cabbish stocker seemed intent on destroying us.

Took out the fire bottle and speedi-dry, but didn't touch us.

Fun and games.

The engines were not NASCAR stock, being de-tuned for the road course. They only put out about 600 HP -- the Ford and GM

entries averaging about 50-60 HP less than this. They had pipes you could drive a Sprite up, make a U-turn before the header, and drive back down in. And lotsa noise.

The cars were like all the taxicabs you have ever seen. Yellow, Dayglo, Electric Blue, Orange, etc.

Inside each was a rollcage solid enough to have withstood Hannibal's elephants. Some of them had automatic fire extinguishers--pull a ring on the floor or tip over and WHOOSH, the cockpit is filled with foam.

Others had water bottles fastened to the floor with a "sippin straw" to allow refreshment on the track.

The personalities were every bit as hairy as the cars. Tiny Lund ate three ears of our corn before any normal person could even get his mouth close to one. Buck Baker drinks pails, not glasses of beer. Gads!

No trophy chasers, these guys. Money. When it was over, they got their checks and left. Period.

What a way to earn your living!

J U N E R A L L Y

or ...

An Afternoon in June (?)

--by John Coons

Shortly after the Corbetts were asked to organize a rally to be held in June, they were also blessed with THE KNOCK OFF. Operating under the "really-enough-is-enough" theory, Joe asked me to take the rally. I was apprehensive, because the last rally I organized was in Germany, and it was almost an international incident. But, I accepted.

I liked the idea of a picture rally for two reasons: I had had fun on Hans Flebbe's picture rally three years ago; and Joe had offered his photographic talent for this one. So, a picture rally it would be.

Where to end it? Highland Farms was perhaps being overworked, but, on the other hand, who would expect yet another rally to end there? No one, that's who (I hoped).

As time passed, what was advertised as a 75-mile event produced an official mileage of 99.4 miles. But, I was quick to point out to critics that it would be a fairly fast rally (I hoped). As it turned out later, the highest known mileage recorded by a participant was 172.

Came rally day, and we set up shop a bit late amid the hundreds (so, I exaggerate!) of entrants eager to fill out their forms. Checkpoint personnel Bill Sarr and Karl Scharl chugged off in what looked like an abbreviated version of the annual "Porsche Parade," and, after my long-winded driver's meeting, Joe Corbett was able to start the first car on time (almost). The results are history.

It was a pleasure to run this event for the affable, sportsman-like people who participated (interpretation: I wasn't lynched). Further, I want to thank Marge and Joe Corbett, Bill Sarr and Karl Scharl for their time and assistance. Finally, I think MO-HUD Region may have benefitted from the first of many events co-sponsored by WESTGATE LINCOLN-MERCURY with whom it was a pleasure to work.

The Ad Page

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.**

WANTED: 8 or 10 gallon fuel cell for production car. Cheap is good, components of same ok also. **Mike (518)383-8051**

For Sale- Used road race tires, good for solo! 2-Toyo 205-55-14, 2-Yokohama 185-60-14, \$20 ea. Used VW Rabbit motors: 2-1.6L long blocks, 1-1.7L long block, 1-balanced 1.6L short block \$50 ea

David Reulet 518-581-9544



STEWURT
LTD.

Dick Stewart Fax or Phone
518-674-1010
13 Fletcher Place
West Sand Lake, N.Y.

Formula Vee Rentals
starting at \$500
Canopy Sales & Rentals
10' X 20' \$119.95

Racing Numbers Letters • Logos

Custom Vinyl Graphics By



Quality at an Affordable Price! Call For A Free Brochure

NY 518-392-5852 • 800-867-5555



Hoosier

RACING TIRE

Northeast Racing

Racing Supplies

Phone 914-246-9940
Fax 914-246-9761

Harry Krakenberg
186 Stoll Rd.
Saugerties, N.Y. 12477

1596 Best Rd.
Rensselaer, NY 12144



Consignment Auto Sales Inc.

Sales and Service

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

66 North Manning Blvd.

2 1/2 blocks north of Central Ave.

Albany, NY 12206

518-438-2881



C.A. FOSTER

Fine Cherry Kitchen Utensils

Call or Write for Brochure

Box 248, Cambridge, NY 12816

(518) 677-3057



Clark W. Nicholls
65 Hartwood Road
RR 2 Box 493
Lee, MA

01238-9543