



Knock Off

Official Publication of the Mohawk Hudson Region



MOHAWK-HUDSON
SPORTS CAR CLUB

January/February
1999

Mohawk-Hudson Region SCCA
MOHAWK - HUDSON REGION SCCA
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The Knockoff is the official publication of the Mohawk-Hudson Region, Sports Car Club of America. Opinions expressed here are not necessarily those of the Mohawk-Hudson Region or of the Sports Car Club of America. The deadline for all materials is the general membership meeting the preceding month. Electronic submissions may be made via 3.5" diskettes or by sending e-mail to the Knockoff editor.

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

The general membership meeting is held the first Wednesday of every month at The Orchard Tavern, 68 North. Manning Blvd, Albany. Starting time is 7:30

ADVERTISING RATES

<u>Type:</u>	<u>Size:</u>	<u>1 Issue:</u>	<u>6 Issues:</u>
Full Page	10 x 7	\$20	\$100
Half Page	5 x 7	\$15	\$75
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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.

My Final REport

After three years as Regional Executive of the Mohawk Hudson Region, SCCA I am resigning my post and leaving it in the capable hands of Dave McClumpha. Other personal interests and increased work on my job have forced this move a year prematurely but I don't have any regrets about that. I have enjoyed being involved at the RE level more than I originally thought I would and the friends I made along the way have meant a lot to me. If I have any regret, it would be that I didn't find the time to get more of our members involved as I feel they don't know what they're missing. I also regret that the Car Control Clinic did not get more attention and a leader could not be found to take the reins and make it a viable program. Its not too late for that to happen if someone would come forward. I tried to keep the interests of the masses at the forefront of my decisions and I feel that in the NARRC and NESCCA series I was able to affect some positive changes. That is probably the area I will miss most as road racing was my prime interest and seeing a series grow and become more accepted by the drivers and workers is very rewarding. I especially enjoyed hosting the NARRC Banquet back in November. I have decided to take a year off from any involvement in club responsibilities as I have some projects I need to address on a personal level and I know I will have another busy year at work as we approach the Year 2000 computer dilemma. This past year saw some good racing, some new young drivers, a very positive SOLO season, and a few disappointments as well. Our race at Pocono in 1998 was a financial disaster and I accept blame for not getting more involved in the planning stages instead of leaving it up to Tri

Regions. Both Marc Gerstein and I expected more cars at the event and for some reason that I don't know, they didn't come. On the positive side, the McKamey SOLO School was a success and the average number of solo entrants at events was up significantly over previous years. The quality of the events has improved along with course design and the general administration of SOLO events. To those involved, many thanks. We experimented with new venues for Race Car Shows this past year and found that our choices did not have the crowd draw we hoped for. I thank Jim Bucci for organizing them and I'm sure the region will find a suitable venue in the future. The region is sound financially and I thank Mike Larimer for his diligence with the checkbook and accounting procedures over this last year. Another member who has silently given much of his time and thought to our region over the three year period I was RE is Dave Wachtel. He has been involved in many facets of the club and attends all the meetings and offers help unselfishly when it is needed at a show, a clinic, or anywhere else. Thanks Dave. I also want to thank all who have served on the Board at any time during my tenure for their advice and counsel. I relied heavily on folks with past experience especially when I first started as RE. Anyway, be assured, I did enjoy myself and I made some good friends along the way. I'm not leaving, merely stepping back a bit and taking a breath. Happy New Year to all of you and may your hopes and desires for the coming year be fulfilled.

Larry

The MacDave REport

Welcome all to 1999. My name is David McClumpha and, as your new Regional Executive, this represents my first REports column for the Knock-Off.

First, I would like to thank Larry (2YK) Morton for his three years of leading this region of ours. He done good.

Second, I hope this year brings continued (or greater) success to our Region's endeavors -- race, solo, rally, car control clinic and whatever else pops up. [Are there any car shows -- that we can trust --on the horizon?]

Third, I'd like to take this column to tell you a bit about myself. When Jack Hanifan and his merry band of nominators approached about running for RE (which means: you accept, you win -- under SCCA's traditional one-party, communist model), I said: Why me? and Couldn't find anyone else? and ultimately, Why not? (or maybe even O.K.). That meant I was in. But then it occurred to me.

According to our Secretary/Membership Chairman Dave Wachtel, our membership is usually around 340. I would gather that about 10 to 12 percent of that total shows up for our regular, monthly meetings. Since we are a geographically large region and many of our members' interests are limited to one aspect of SCCA, such low attendance is probably a fact of life (although when we do have those surprise filet mignon dinners three times a year in lieu of watching run-off videos, "they" don't know what they're missing). Point being -- most Mo-Hud members don't even know who I am. Thus:

My name is David McClumpha. I'm 58 years old, retired from the New York State Division of the Budget, and I have been working part-time, since retirement, for the State Senate Education Committee. I am married (to Marie) and have two children, ages 20 and 17.

I have been a member of SCCA and this Region since 1960 and, over the years, have served in every elected position in Mo-Hud (now including RE) except Secretary. Outside of these offices, I have served as a flagger, timer and scorer, paddock marshal, tech inspector, pit marshal,

sound control guy, and K-O reporter, photog and printer. I've also been co-chair of three Mo-Hud regional races at Lime Rock Park (including the 1974 race which co-chair Phil Panos and I still claim really first put or treasury in good shape).

I participated in drivers' schools, regional and national races from 1966 through 1972, including my first national at the now defunct and soon to be reborn Virginia International Raceway. The first race I attended was the Watkins Glen Grand Prix in 1954 and I've been hooked on this sports car thing from even before that.

The first car I ever drove was a 1954 MG TD that my father and his friends rebuilt from a wreck. My current daily driver is a 1989 Ford E150, sporty, of course, with its five-speed manual transmission. And, yes, the 1968 Mustang coupe that resides in my garage is still for sale. Oh, by the way, my father was also RE of this outfit back in its early days.

So, there you have it. I've been around and involved in this Region for a long time and, with your help, hope to help keep it going for a while longer. Let's all have a good 1999.

D.M.



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ATTENTION ALL OLD, PRESENT & NEW ICE RACERS

NYSIRA

NEW YORK STATE ICE RACING ASSOCIATION.

WINTER HAS FINALLY ARRIVED, TIME TO GET YOUR CARS READY TO RACE FOR SOME WINTER FUN. IT WILL HELP YOU DEVELOP BETTER SKILLS WHEN RACING IN THE RAIN. THE TENTATIVE SCHEDULE LISTED BELOW BUT IT IS BEST TO CALL US AT 518-797-3610 FOR LAKE OF WHICH WE CAN RACE THAT SUNDAY. THE COST IS \$20.00 + \$5.00 FOR PLOW FEE. WE HAVE CLASS A,B,C,D,E, ALSO THE OPEN CLASS, A JUNIORS CLASS (AGE 14 TO 17). FOR MORE INFORMATION CALL EITHER HAROLD CAMERON (SCCA MO-HUD NATIONAL CHIEF STEWARD) AT 518-478-7222 DAYS OR EVENINGS 518-797-3610 OR CALL MARY CAMERON (SCCA MO-HUD NATIONAL CHIEF REGISTRAR) AT 518-797-3610 ANYTIME AS THERE WILL BE A MESSAGE ON THE MACHINE. THERE IS ALL WAYS A GREAT NEED FOR ALL TYPES OF WORKERS, MAINLY FLAGGERS BUT IF YOU WOULD LIKE TO WORK IN TECH, GRID, T&S, REGISTRATION OR PLOWING. WORKERS DUES ARE FREE AS RACERS DUES ARE \$20.00. PLEASE CALL TO SAY YOU WILL BE ABLE TO COME & HELP OUT ALONG WITH A DAY OF FUN.

JAN 31 SUNDAY NYSIRA WARNERS LAKE
FEB 7 SUNDAY AMEC TBA
FEB 14 SUNDAY AMCE CANADARAGO LAKE
FEB 21 SUNDAY NYSIRA LAKE GEORGE

-- MARCH OPEN FIELD--

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1979 HONDA CIVIC 1200- 1994' CLASS E CHAMP, CLOSE RATIO 5 SPD. WITH 13" MENARD TIRES READY TO GO! \$600.00, 1979 DATSUN F10 WAGON NEEDS WORK, E CLASS LEGAL WITH TIRES. MAKE OFFER \$\$\$ PLEASE CALL ALLAN @ 201-236-8304

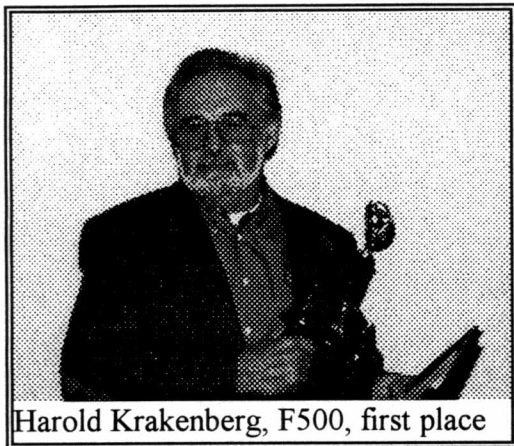
**1998 NARRC banquet held in Hartford in
conjunction with the NEDIV
mini-convention, hosted by the Mohawk-Hudson Region**



Rich Alexander, Club Formula Vee, second place.

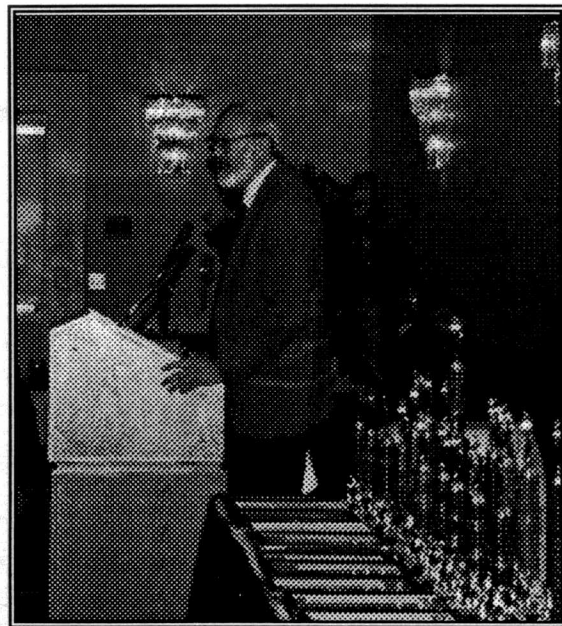


Jeannette Udvary, GT-1, first place.



Harold Krakenberg, F500, first place

Jason Smith,
American Sedan,
fourth place.



The host for the awards banquet was the always effervescent, Larry Morton, Regional Executive of the Mohawk-Hudson Region.



ICE RACING

WOULD YOU LIKE TO KEEP YOUR DRIVING SKILLS SHARP OVER THE WINTER? Road Racers that have Ice Raced have been known to be exceptionally good at wet weather racing.

The ADIRONDACK MOTOR ENTHUSIASTS CLUB invites you to try your skills ICE RACING. We race wheel to wheel on a road course of 1 to 1.5 miles in length. You will get 1.5 to 2.5 hours of track time for \$25. For INFO and Rules please call Dave Burnham 518 875 6956 or Bruce Carlton 518 885 5048

THE ADIRONDACK MOTOR ENTHUSIAST CLUB INC. OUR 50TH YEAR, 35 YEARS ICE RACING

Check us out on the Internet at WWW.ICERACE.COM

Tentative 1999 Ice Race Schedule

- January 10 - Caroga Lake
- January 17 - Warners Lake
- January 24 - Lake Algonquin, Wells
- January 31 - Warners Lake
- February 7 - Ballston Lake
- February 14 - Warners Lake
- February 21 - Ballston Lake
- February 27-28 - Lake George
- March 7 - TBA

Please call to confirm dates and locations the day before.

New Term Life Insurance Rates -

Guaranteed 10,15,20 Term Insurance from Bankers Life of NY

Bankers Life Insurance Company of New York is proud to introduce its **BLTerm Deluxe** series of 10, 15 and 20 year level premium term life insurance plans.

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Male Non Tobacco user — \$500,000 of Coverage - Annual Premium						
Age Plan	30		40		50	
	Preferred Plus	Preferred	Preferred Plus	Preferred	Preferred Plus	Preferred
10-year	\$325	\$365	\$455	\$540	\$1,000	\$1,175
15-year	370	415	555	650	1,280	1,475
20-year	475	550	715	810	1,720	2,010

Female Non Tobacco user — \$500,000 of Coverage - Annual Premium						
Age Plan	30		40		50	
	Preferred Plus	Preferred	Preferred Plus	Preferred	Preferred Plus	Preferred
10-year	\$270	\$305	\$365	\$415	\$725	\$840
15-year	300	330	455	495	880	1,015
20-year	390	440	550	640	1,090	1,375

Policy Form #L-501C(IP)

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For more information or a no obligation quote on **BLTerm Deluxe v.2**, call 1-800-695-8224 ext 101 or mail to: **N. Y. Long Term Care Brokers, Ltd., 11 Halfmoon Executive Park, Clifton Park, NY 12065, Attn: President. Local Call 518-371-5522 ext. 101, or Fax 518-373-9092**

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Company Name _____

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 **BANKERS LIFE** 65 Froehlich Farm Boulevard,
INSURANCE COMPANY OF **NEW YORK** Woodbury, NY 11797

The Mahoning Valley Region, SCCA, invites you to the

Northeast Division Roundtable

March 12-14, 1999

at the Holiday Inn Metroplex, Youngstown, Ohio
I-80 and Route 193

Includes Scheduling, Seminars for Drivers, Race Officials (T&S, F&C, Registration, Stewards, Tech, Starters, Race Control, etc.), Solo and Rally, Town Meeting with the NEDiv Directors and the NEDiv Council Meeting.

Hotel Reservations must be made directly with the **Holiday Inn Metroplex**, P.O. Box 8097, I-80 and Route 193, Youngstown, OH 44505-8097 (330)759-0606 Please identify yourself as an SCCA member in order to receive the \$79 rate.

All Reservations for the Roundtable must be received by **March 1, 1999**. Everyone must be preregistered for the banquet. There will be no banquet tickets available at the door.

Full Registration includes Friday night hospitality, Continental breakfast on Saturday and Sunday, all seminars, breaks, lunch on Saturday, banquet on Saturday, and meetings on Sunday.

Tentative Schedule

Friday:	Registration 7:00 - 11:00 P.M. Hospitality 7:00 - 11:00 P.M.	Saturday:	Registration 7:00 - noon Seminars begin at 8:30 Cocktail Party 6:00 Dinner 7:00 An Italian Feast
Sunday:	Meeting with the Directors NEDiv Council Meeting		

To Register for any part of the 1999 Roundtable, please fill out, detach & mail the following form: (If you have any questions, please contact Kim Rost, (330)533-6128 or e-mail Duane-Kim Rost, 102017,1027@compuserve.com) Information can also be found on the Region's Web Page at <http://www.mvrscga.org>

(Please Print)

Name _____ Phone _____

Address _____

Region _____ Current SCCA office/appointment _____

Name as you would like it to appear on badge _____

e-mail address _____

Check one:

- Full Registration \$75.00
- Seminars/Breaks only \$15.00
- Seminars/Breaks/Lunch \$30.00
- Banquet only \$35.00

Make checks payable to: **MVR/SCCA**
Deadline for Registration: **3/1/99**

Total Enclosed _____

Mail to: Kim Rost, 85 Hilltop Blvd., Canfield, OH 44406-1219

For the third year in a row ...

Mohawk-Hudson Region, SCCA
hosts
The McKamey Solo II School

This well known Solo II school is seat-time intensive. Each day is a separate school. Only 12 students per school. The registration fee covers one day of school. The school provides you with hands on instruction with instructors observing from inside and outside your car. Your laps are recorded in split times. All instructors are multi-national champions. You will receive a lot of seat time in your own autocross vehicle.

There will be a Phase I school and a Phase II school offered each day. The Phase II school is for graduates of the Phase I school. You may enter the Phase I school on Saturday and the Phase II school on Sunday (these are treated as two separate entry fees).

Date: May 22-23, 1999

Tech Starts: 7:30a.m.

**Location: Peripheral Lot, State Office Campus, Washington Ave,
Albany NY**

Cost: \$185 for non-Mohawk-Hudson region members

\$170 for Mohawk-Hudson region members

Please Note: Anyone wishing to reserve a slot in the school should do so as soon as possible. In 1998 almost all available slots were filled by late winter. Don't delay - contact the event chairman as soon as you can.

Reservations may be made by calling Jim Fossum at 518 452-4989.

Mohawk Hudson Region offers two free Solo II seminars:

Solo II Course Design and Solo II Safety Steward License

Wednesday, March 10, 7pm at the Orchard Tavern (back room), 68 North Manning Blvd, Albany. Free pizza and soda. To attend call Jim Garry, 518-439-3107. This seminar will NOT be held unless there are at least three attendees; so call ahead to notify Jim.

In the course design seminar you'll learn both the basic and advanced concepts of Solo II course design. This seminar will not only give you the background to design challenging and fun courses but you will also pick up subtle insights on how to better drive a Solo II course.

The Safety Steward course is the first step in obtaining you Solo II safety steward license. After completing this 45 minute seminar you will be issued a log book for the coming season. If you work as a trainee at two events, you'll receive your license. Safety Stewards are needed at all SCCA Solo II events. The position satisfies your worker duties for the day. Mohawk Hudson region has lost several stewards over the past two seasons and we need 5 or 6 more people to sign on. This seminar is for you whether you've never been a steward or if you've let your old license lapse.

Early Winter 1998-99 Solo II News

1. Permanent Numbers and Pre-registration

Registrar DJ McArdle will accept pre-registration information until March 31, 1999. If you fill out the form at the bottom of this page and send it to DJ, you won't have to fill out a registration form at any MoHud Solo II event during 1999. This will save you and the registrar time and make registration speedier. Furthermore, if you state your number preference on your pre-registration form, you can have the same number at all MoHud Solo II events throughout the season. Available for members or non-members (no charge).

2. Annual Tech

MoHud Solo II events will have annual tech available in 1999. It will be available only to SCCA members (so join now!). Annual Tech will result in shorter tech lines, less hassle for participants of the program, and more value for membership. To participate, simply request annual tech at your first tech inspection of the year; present your SCCA membership card to the tech inspector, and your registration card will be stamped. At future events just go to registration. Your entry form will be sent directly to timing and scoring, rather than passing through tech first and you will skip normal tech. NOTE: Random spot checks of annual tech participants will be conducted throughout the season.

3. Solo Safety Seminar and Course Design Seminar

Jim Garry will present these seminars on *Wednesday, March 10 at 7pm at The Orchard Tavern, 68 North Manning Blvd, Albany*. The course design seminar not only helps you learn to design good, fun courses, but can help you better understand how to drive a Solo II course. The solo safety steward seminar is the first step toward becoming a licensed safety steward. The region needs more safety stewards. To attend, contact Jim at 518 439-3107. ***At least 3 attendees must call ahead of time for there to be a seminar.*** Free pizza and soda.

4. Workers

Andy Furlong is the new MoHud Solo II Chairman. We all welcome Andy to his new job and will do our best to help him out. Andy's telephone number is: 518 762-8310, email is: furlongs@superior.net. Other worker positions are:

Equipment: Chip Van Slyke	Points Keeper: Clark	Registrar: DJ McArdle.	Tech Chief: Harry Adalian
Timing and Scoring: Chip Van Slyke *	Timing and Scoring assistant: Mike McMullen	Chief of Workers: needs to be filled - contact Andy	Trophies: needs to be filled - contact Andy

* Chip would like a regular crew for all events. This is an interesting "insider" position. *Please volunteer.*

6. Tentative 1999 Solo II schedule – subject to modification.

- April 25 Brodie Mountain Ski Center, New Ashford, MA. (Points event #1).
- May 9 Peripheral Parking Lot, Washington Ave, Albany, NY. (Points event #2). This date most likely to be changed.
- May 22-23 McKamey Solo II School at Albany. (Pre-registration MANDATORY - Jim Fossum at 518 452-4989.)
- June 12-13 NEDiv National Tour, Fort Devins, Ayer, MA. (NOT A MoHud event; it is being hosted by New England Region).
- July 11 Peripheral Parking Lot, Washington Ave, Albany, NY. (Points event #3).
- July xx NEDiv Solo II Championships. Site TBD; possibly Griffiss AFB (NOT a MoHud hosted event).
- August xx Tentative; date and location TBD. It would be a points event.
- September 12 Peripheral Parking Lot, Washington Ave, Albany, NY. (Points event #4 or 5).
- October 17 Brodie Mountain Ski Center, New Ashford, MA. (Points event # 5 or 6).

5. Ice Trials

Date: Feb 13-14 (back up = Feb 27-28) Location: Lake Onota Contact: Clark Nichols 413 243-3433



Mohawk-Hudson Region SCCA
Solo II Pre-registration and Permanent Number Application

Name _____
 Telephone _____
 Address _____

 Car Make _____
 Car Model _____
 SCCA Car Class _____
 SCCA Member? YES NO (circle one)
 Number Preference (give three preferences) 1) _____ 2) _____ 3) _____

Send application no later than March 31, 1999 to:

D.J. McArdle
26B Barry Court
Selkirk, N.Y. 12158

The Pittsfield Winter Carnival, under the auspices of the
Pittsfield Department of Community Services, Parks and
Recreation, presents...

Saturday Feb. 13, 1999 - **ICE TRIALS** - Sunday Feb.
14, 1999

Backup weekend February 27+28, 1999 (if canceled on above dates)

Sanctioned by the Mohawk Hudson Region of the Sports Car Club of America as a Rally Cross on the frozen (12" minimum) surface of ONOTA LAKE, in PITTSFIELD Massachusetts

Runs start at 11:00 AM sharp! -- Be there early for drive around (9-10:30AM)

To be held on Onota Lake at the end of Lakeway Drive in Pittsfield Massachusetts. Registration & Headquarters at the Controy Pavilion on Lakeway Drive (click for a mapquest map)

That's right, it's another busy two-day, two events Ice Trials weekend. Classes for any type of 4 wheeled vehicle with any type of tires. Front engine Rear wheel drive, Front engine Front wheel drive, Rear engine Rear wheel drive, or Four-wheel drive. Whatever moves you. If you're in doubt, call me. Jeeps and dune buggies must have roll bars or hard tops. Open vehicles such as dune buggies must have a roll bar and may not carry a passenger on course. All classes are duplicated for studded snow tires (standard commercial studding). All vehicles **MUST** have and drivers **MUST** use **SEATBELTS!** Helmets are also required (per GCR's) and must have the proper SNELL 85+ certification. A small number of loaner helmets will be available.

While this event is designed for your everyday streetcar, a special class for modified vehicles also exists. This class is for any vehicle equipment such as ice racing vehicles, dune buggies, vehicles with locked differentials, and any vehicle with non-standard studs in the tires (such as longer than normal, more than normal or otherwise different than normal). Cars may be placed in this class at the decision of the event chairman or safety inspector. Go-carts, motorcycles and ATV's are **NOT** allowed to enter. Again, all vehicles **Must** have and drivers **must** use **SEATBELTS** and **HELMETS!**

The **ICE TRIALS** consists of a defined course on the surface of the frozen lake. The length of the course will be between 1 and 1.5 miles (depending on snow conditions) and cars will be a minimum of 1 minute apart to eliminate any risk of collision. The object of the event is to complete the course in the least amount of time. Runs will be timed to the nearest thousandth of a second. Penalties will be assessed (time added) for hitting course markers (pylons). Approximately one third of the entries in each vehicle class, as defined above, will be awarded trophies for their performance. A minimum of three (3) cars must enter any class for a trophy to be awarded in that class. Bring your friends to drive your car if it is an oddball. Special classes may be created if a large number of vehicles of any one type enter. This is at the discretion of the event chairmen.

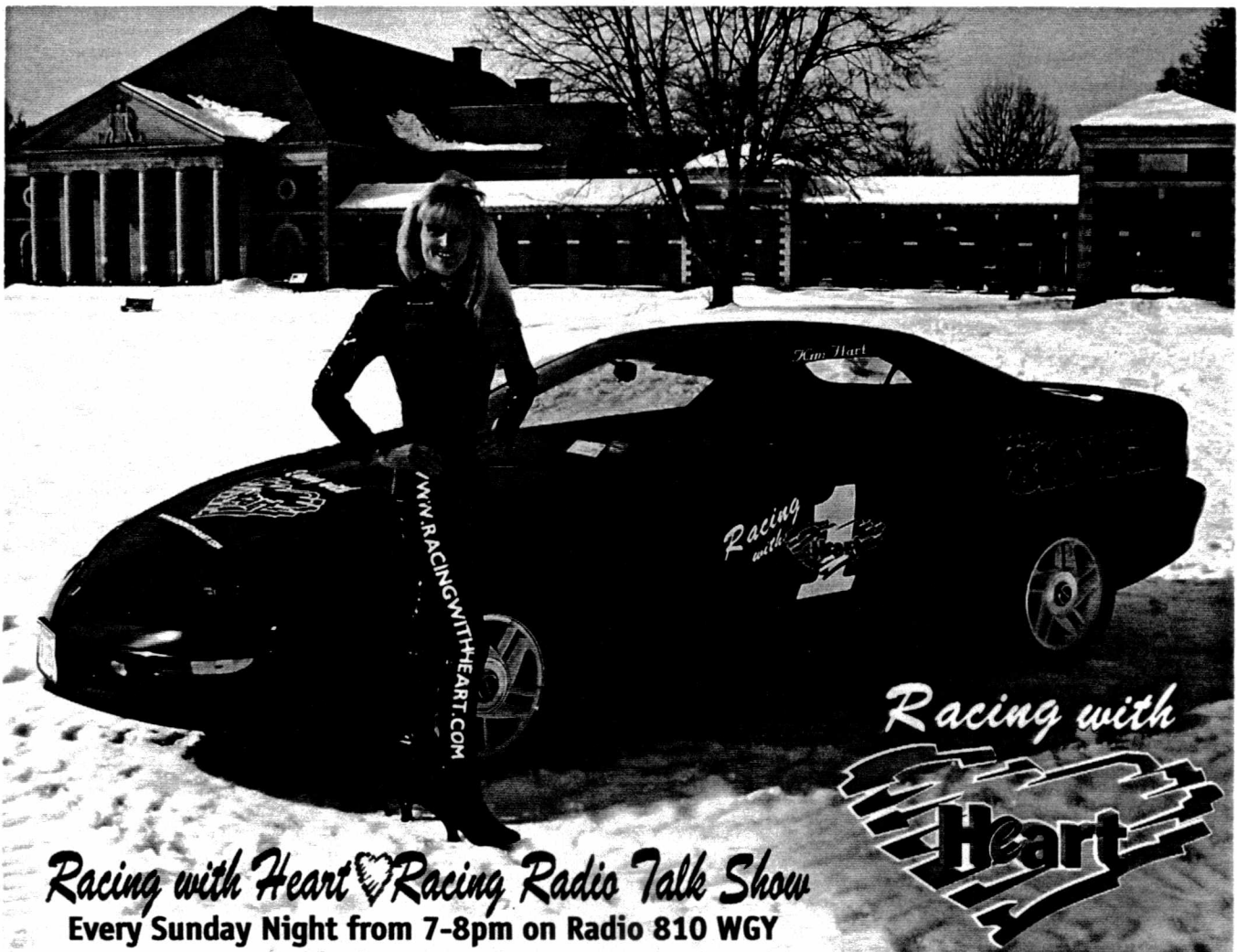
REGISTRATION: Saturday and Sunday opens at 9:00 AM (or maybe earlier) (along with familiarization runs?) and continues throughout the event. Missed runs will not be made up. Timed runs will start at 11:00 AM each day. Cars run in numerical order. Entrants may enter more than one

vehicle. The different vehicles may be in the same or different classes. It is the entrant's responsibility to have the cars ready to run in order. More than one driver may enter driving the same vehicle. Numbers for the same vehicle will be issued at least 4 apart to allow for driver changes. Event entry fee is \$20.00 per day per entrant.

Event status? PLEASE call Clark's answering machine Friday and Saturday nights immediately prior to events the following day to check status of that day's event. Each day when I leave for the lake (~7AM) I will update the message. Please be aware that we may need to postpone the event, for whatever reason. If you are traveling any distance to this event, please call the answering machine for an update. I will most likely NOT be able to return messages due to a busy schedule. E-mailers: Please subscribe to the Ice-Trials mailer for up to the minute updates prior to the event. (send a message "subscribe ice-trials" to majordomo@digest.net and read the instructions in the reply messages to authenticate your subscription!). Pictures from previous events.

PITTSFIELD WINTER CARNIVAL CHAIRMAN: Clark W. Nicholls CWNicholls@aol.com

ICE TRIALS EVENT CHAIRMAN: Dave Kosla mrkosla2@juno.com



A NOTE FROM MAUREEN HARRIS

The NARRC Series' newest victim (excuse me, volunteer) is Marilyn Freeman of New England Region. Marilyn contacted me today about her role and plan for next season - and had several questions too.

One question was: Who should she contact? That is why she is copied on this e-mail - so that she will get all your addresses for her records, and you will have hers. Marilyn is also looking for a 1998 preferred NARRC number list as a starting reference for her project. I don't have one; would someone send her one - please? (Thank You!)

Marilyn will also be putting together a request form for the regional newsletters, and a page on NEng's website with the number list. Until then, if you get any inquiries from drivers regarding 1999 NARRC preferred numbers, here's the details:

- All requests must include: driver's name, region, membership number, class, THREE (3) number choices, address, e-mail address, phone numbers (day and/or evening).
- Requests will be accepted by sending
E-MAIL PREFERRED to: NERregmsf@aol.com
Snail mail to: 60 Jarr Brook Road
Holliston, MA 01746
Phone Requests (daytime BEFORE 9pm) to: 508/429-1648
- Confirmations will be via e-mail, or COLLECT phone call if necessary
- Tentative Deadlines are: Now-2/1 for "repeat customers"
2/2-4/1 for all others, with updates possible during the season

Marilyn is welcoming all suggestions, comments, etc., and will be contacting you directly in the future. Please tell her (and me) if you no longer wish to be on this list -OR- if you have a successor who should be added to this distribution. THANK YOU ALL!

Maureen Harris
NARRC Points Keeper

P.S. - I will send out a draft of the 1999 NARRC rules and schedule for review before the holidays; I will also include a list of eligible classes, with their designations. Since I won't be traveling to Ohio for the 03/99 NEDiv/NARRC, please edit, comment, proof-read, etc. by the end of February 1999 so I can send a revised draft prior to that time.

Two more questions/requests:

- Is Driving Impressions still the sponsor of the NARRC series? I did not see them make an appearance at the 1998 awards and wondered.
- If the Watkins Glen race stays on the NARRC schedule, would someone please get the Finger Lakes event chair contact, or make sure that they get a copy of the rules and class designations before that event's entry form goes to press?

COMPANY CARS

1. They travel faster in all gears, especially reverse.
2. They accelerate at a phenomenal rate.
3. They enjoy a much shorter braking distance.
4. They can take bumps at twice the speed on private cars.
5. Oil, battery, tire pressures and fluid levels do not need to be checked nearly so often.
6. They have a much tighter turning radius.
7. The floor is shaped like an ashtray.
8. They only burn the cheapest gas available.
9. They do not have to be garaged at night.
10. They can be driven up to 100 miles with the oil warning light on.
11. They need cleaning less often, especially inside.
12. The suspension and trunk floor are reinforced to allow concrete slabs and other heavy building materials to be carried.
13. They are adapted to allow reverse to be engaged while the car is still in forward motion.
14. The tire side walls are designed for bumping into and over curbs.
15. Unusual and alarming engine noises are easily eliminated by the adjustment of the radio volume control.
16. No security is need. They may be left anywhere, unlocked, with the keys in the ignition.

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DECEMBER
1966

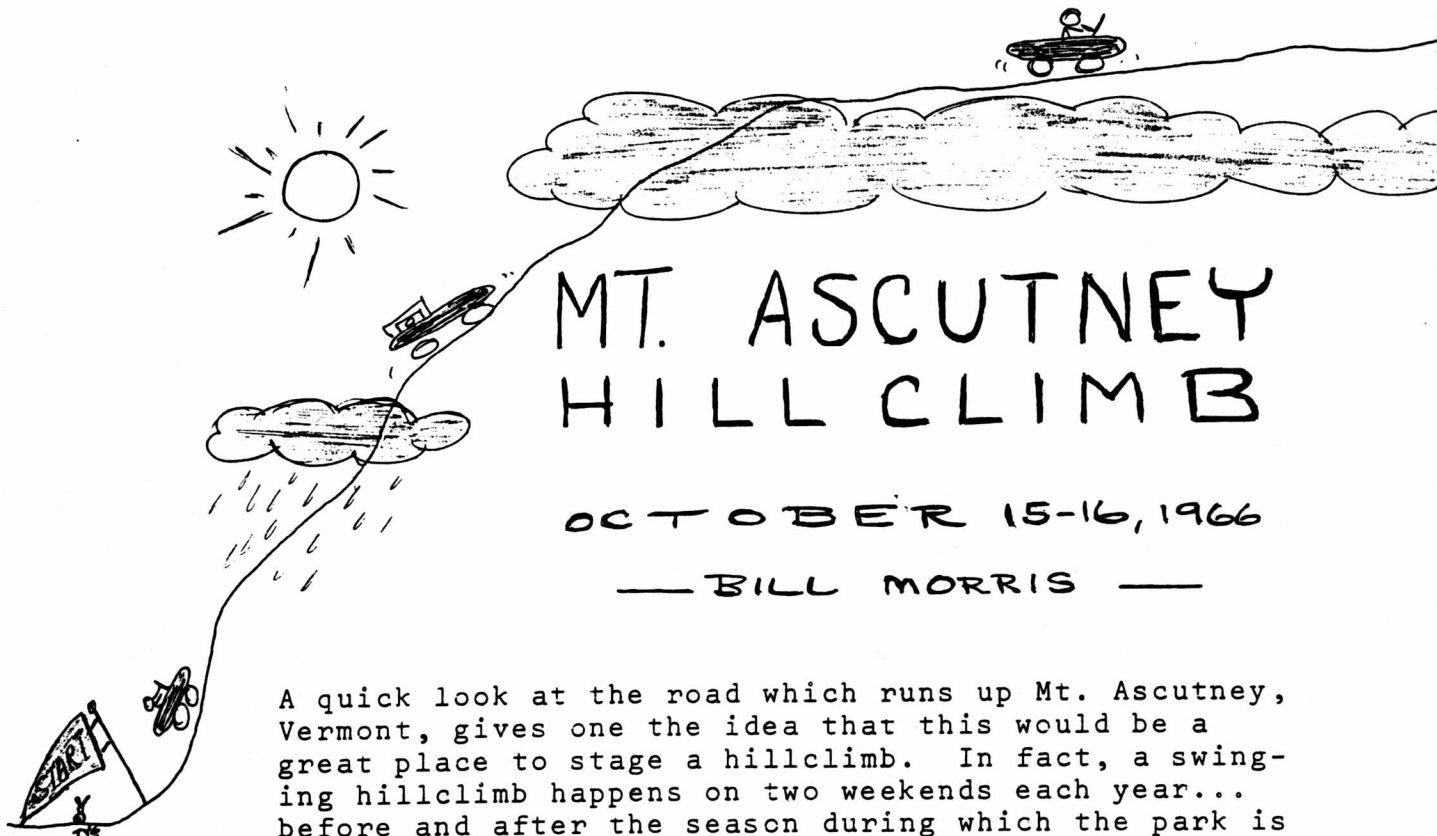


It is winter....

... IT IS WINTER

--Pete Fullam--

Under a leaden sky
The wind rustles the last
Of the dead leaves in
The pits at Watkins Glen.
It is winter.
The cars all are gone now
To gather dust
In thousands of garages
From LA to Westport.
It is winter.
The snow goes unplowed
On the straights
Of Road America;
The empty Brut stands
Stare blindly about
At silence.
It is winter.
The girls are gone
Pounding typewriters in New York
Chicago and Baltimore
Wearing woolen skirts and pattern stockings
Instead of stretch pants and halters.
It is winter.
The brave young men are gone too
Talking sales and production
And costs and income
Instead of lines and drifting and oil pressure.
It is winter.
The unnatural silence
In the paddocks of Lime Rock and Thompson
Is deafening.
The Firestone and Goodyear trucks
Have fled.
It is winter.
Gone are the acres of spectators
And tents dewy-wet in the morning.
Stilled is the shouting and singing
And clank of beer cans in the night.
It is winter.
The last race is long since over
The last car trailered away
The last flagman gone home
The last gate padlocked.
It is winter.
The PA speakers speak no more
But the wind howls as it drifts snow
Around the empty rest rooms
And shuttered tech buildings.
It is winter.
The time for auto shows and rugged rallies
New cars and parties
And watching movies and slides
Getting high at the SCCA meetings
And planning and building
And waiting for next season.



MT. ASCUTNEY HILL CLIMB

OCTOBER 15-16, 1966

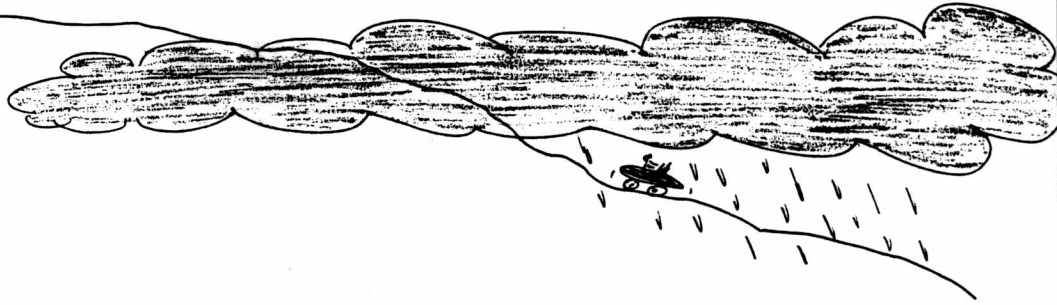
— BILL MORRIS —

A quick look at the road which runs up Mt. Ascutney, Vermont, gives one the idea that this would be a great place to stage a hillclimb. In fact, a swinging hillclimb happens on two weekends each year... before and after the season during which the park is open to the public. More than three miles of paved road, rather smooth, rather steep, with turns too numerous to count, and least of all remember, leads to a parking area near the summit. There was beautiful autumn scenery if you went slow; a challenging drive if you went fast.

Mohawk-Hudson Region was well represented by Chuck Schongar (modified Mini S.S.), Hans Flebbe (Saab, of course), Bob Volans (1100 Sprite), Ed Holeva (Mustang), Karl Scharl (Healey), and the Lotus contingent of Stan Bubar and Bill Morris. Headquarters for this group was the Windsor House, about which can be said: (1) it is far from the hill--5 miles; (2) the rooms vary from mediocre to poor; (3) the coffee shop borders on being tolerable, but expensive; (4) the dining room serves very good meals; and (5) the tavern plays tricks on people who try to sit down (right, Karl?).

Tech inspection was held Saturday morning (the usual, with roll bars, driving suits and fire extinguishers recommended but not mandatory) followed by familiarization runs up the hill. A local CB radio club mans 8 safety stations along the route and does a very good job with communications and keeping track of the cars on the course. Pylons mark the pavement edge at strategic locations, but hay bales are not used because virtually the whole course would have to be lined with them.

Saturday afternoon is set aside for timed practice runs, and this is the point when a newcomer begins to appreciate the challenge of this hill as well as the joy and excitement of rounding curves in a rapid manner. Sprite times run around 4 minutes; Healeys, 3:45; Lotuses and Mustangs, 3:30; all compared to an unofficial hill record of 3:09 (Cobra). One or two timed practice runs generated sufficient enthusiasm in our little group to get us all back there again.



The weather Sunday morning was hardly inviting. It had rained during the night, and the chilly and foggy air was beginning to dampen the enthusiasm. After late registration, all drivers toured to the top of the hill where they decided they didn't want the event cancelled. It was foggy on top, and the road was wet, but remarkably free of treacherous wet leaves.

As the cars came down to the start line a heavier fog began settling down so the start of timed runs was delayed. Eventually, the course was shortened to 1.3 miles to avoid the fog at the higher elevations.

The event finally got underway as the Flebbe Saab screamed its way up the hill. This was followed by a yellow Saab which skidded and rolled through the wet leaves near the finish and became indistinguishable from the surroundings. This was not an omen of things to come, for the rest of the event saw only a couple of minor excursions into the boondocks.

At the end of the first run, the fog suddenly lifted, but the second run also took place on the shortened course to facilitate timing and scoring. Car classification was a hotly debated topic centered about salient and subtle inequities ("No, we're not going to make McClean's Sprite run with the Cobras.") and a couple of outright goofs.

Class 1 was the hairy animals; Class 2, one hairy animal tossed in with an E-type, production small 'Vettes, Mustangs and Elans; Class 3, a German Racing Green 911 and six other misclassified cars; Classes 4-6, miscellaneous; and Class 7, the Saab drivers all hoping it would snow so they could beat the Spitfire and Alpine. FTD...a Cobra; STD...Schongar's Mini (he was awarded the timepiece used for his run---a sundial.)

Hans Flebbe brought home a third place trophy. Bob Volans took third in his class also, but some last minute manipulating stole his trophy. The Elans prevailed over the Mustangs with Morris and Bubar getting third and fourth respectively and separated by one-tenth second. Karl's Healey ran out of gas on the hill and he literally coasted into fifth in class.

In general, it was a successful weekend for the hardy band of veteran and novice hillclimbers. Mount Ascutey--it need not be dangerous to your health, but it is definitely habit forming!

The Ad Page

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