



Knock Off



Official Publication of the Mohawk Hudson Region



MOHAWK - HUDSON REGION SCCA**OFFICERS**

<p align="center">Regional Executive</p> <p>Dave McClumpha 43 Maple Ave. Selkirk NY 12158-9542 (518)767-2308 (H) macdave@juno.com</p>	<p align="center">Director</p> <p>John Sheridan Box 379, Leesome Lane Altamont NY 12009 (518)861-8389 (H)</p>	<p align="center">Solo Events Chairman</p> <p>Andy Furlong 135 E. State St Johnstown NY 12095 (518)762-8310 (H)</p>
<p align="center">Asst. Regional Executive</p> <p>Eric Kroth 540 Huron Rd. Delmar NY 12054 (518)439-8973 (H) axsaturn@albany.net</p>	<p align="center">Director</p> <p>Paul Tariello 601 Tedesco Ct. Schenectady, NY 12303 (518) 356-0568 (H) (518) 454-2435 (W)</p>	<p align="center">Activities Director</p> <p>Chip VanSlyke 73 Pleasantview Ave Albany NY 12203 (518) chipv@albany.net</p>
<p align="center">Treasurer</p> <p>Mike Larimer 4 Via DaVinci Clifton Park NY 12065-2908 (518)383-8051(H) mlari-fp83@juno.com</p>	<p align="center">Competition Chairman</p> <p>Jack Hanifan 39 Ramsey Place Albany, NY 12208 (518) 438-3754 (H)</p>	<p align="center">Race Official Licensing</p> <p>Clark Nicholls 65 Hartwood Road Lee, MA 01238 (413) 243-3433 (H) cwnicholls@aol.com</p>
<p align="center">Secretary/ Membership Chairman</p> <p>David Wachtel 1596 Best Rd Rensselaer, NY 12144 (518) 286-3589 (H) davewach@wizvax.net</p>	<p align="center">Rally Chairman</p> <p>Jim Bishop 326 Terrace Road Schenectady, NY 12306 (518) 346-8366 (H)</p>	<p align="center">Merchandise</p> <p>John Sheridan Box 379, Leesome Lane Altamont, NY 12009 (518) 861-8389 (H)</p>
<p align="center">Mo-Hud Hotline</p> <p align="center">(518) 580-1830</p>	<p align="center">Website Address</p> <p align="center">http://www.mohud-scca.org/</p>	<p align="center">Knockoff Editor</p> <p>Jim Bucci 6 Hunter Avenue Latham, NY 12110 (518) 782-0954 (H) (518) 485-5912 (W) jbbucci@aol.com</p>

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

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Full Page	10 x 7	\$20	\$100
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Half Page	10 x 3	\$15	\$75
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	Preferred Plus	Preferred	Preferred Plus	Preferred	Preferred Plus	Preferred
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20-year	475	550	715	810	1,720	2,010

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Age Plan	30		40		50	
	Preferred Plus	Preferred	Preferred Plus	Preferred	Preferred Plus	Preferred
10-year	\$270	\$305	\$365	\$415	\$725	\$840
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Date of Birth _____ Spouse coverage? Yes No

BLTerm Deluxe 10 15 20 Business partner coverage? Yes No

Amount Needed _____

BL-478 (11/98)

 **BANKERS LIFE** 65 Froehlich Farm Boulevard,
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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.

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). |

SOLO II Organizational Meeting

March 24

The Orchard Tavern

68 North Manning Blvd, Albany

7:00 P.M.

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.

There Is No Such Thing As A "Racing Incident"

There are today way too many cases of metal-to-metal contact in a typical SCCA weekend race meet. These result in tens of thousands of dollars in damage to our member's race cars, injuries (potentially very serious injuries) to our drivers, and unacceptable interruptions in the race schedule. The organizers and operators of our races must take action to correct this problem.

Frequently we hear someone dismiss a collision between racing cars as "just a racing incident". But there is no such thing as just a racing incident. SCCA racing is not a contact sport; every incident is somebody's fault. Sometimes it is not possible to determine whose fault it is; often even the drivers don't know. But frequently it is clear to a knowledgeable observer who caused the incident. In these situations we must discipline the guilty driver. Discipline must be swift and positive (a black flag and stop-and-go penalty would be appropriate). Otherwise the driver, when contemplating a dangerous maneuver will plan on talking his way out of any punishment if it results in a metal-to-metal.

We must teach our stewards, flaggers, and other operating personnel how to detect a driver causing an incident and to take the immediate action which results in a penalty. We can't continue to leave discipline up to driver protests; clearly, this is not working. Yes, the officials will occasionally make a mistake and penalize the wrong driver. But, certainly, in the long run, the typical driver would rather put up with the occasional unwarranted penalty if it means a drastic reduction in damage to his race car.

What we should do is clarify the rules of the road and use these rules to determine who caused each incident. There are really just four rules which cover almost every situation which results in, or could result in, a metal-to-metal incident:

- 1) The responsibility for a safe pass rests with the overtaking driver
- 2) The first car into a corner has the right to select whatever line he wants; he is under no obligation to leave room for a competitor to pass. However, he must not change his line during a corner for the purpose of blocking a competitor. Of course, it is always courteous to

make room for faster cars when being lapped.

- 3) On the straight, the first car can select whichever side of the road he wants, but he must not change from side to side for the purpose of blocking a competitor. It is generally considered OK to change sides once, but not twice, on the same straight. This does not apply to the normal outside-inside-out line in a corner
- 4) A driver must not block a faster car trying to overtake

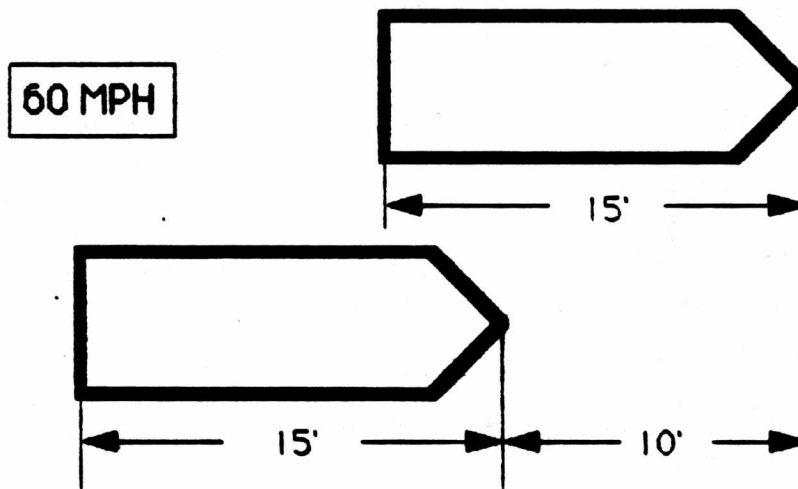
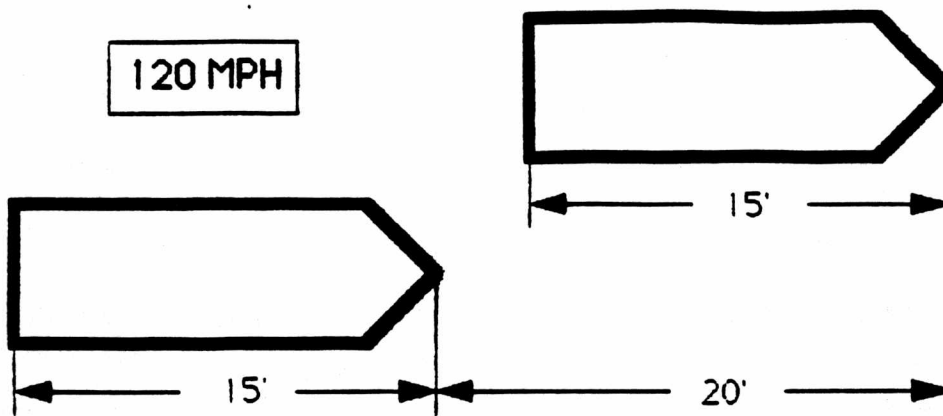
There a fifth rule, but it's so obvious that we really can't call it a rule. A driver must not force another car off the road.

The problem in understanding who is at fault in many incidents comes from the apparent contradiction between rules 1 and 4 when applied to cars entering a turn. If the following car is truly faster, and is able to pull along side the first car under braking and before they turn into the turn, then the first car must leave room. Otherwise, the first car can use his line (which normally would cut across to the apex). If then, the second car hits the inside rear of the first car, the second car is at fault. That's all there is to it!

Because race cars (even when they are running at the same speed) close up under braking, it is sometimes difficult to tell if the second car is truly faster, or if we are simply observing the natural effect of this closing. The following sketch illustrates this effect.

Let's assume that each car is 15 feet long and that they are identical in performance at all parts of the race track, i.e., they are doing exactly the same lap time. In this case, the time separating them (measured from the front of the first to the front of the second car) will be exactly the same at all points of the lap. We will call this time x one-hundredths of a second. Let's also assume that they are traveling down the straight at 120 mph and are 20 feet apart (measured from the front of the first car to the front of the following car). There will then be 5 feet between the cars.

Now let's slow the cars to 60 mph, exactly one-half the speed on the straight. Because the time separating the cars remains at x one-hundredths of a second, the distance spacing them will be one-half of what



it was at 120m mph, i.e., 10 feet (again measured from front to front) Notice that it appears that the second car is passing the first. But this cannot be so because we said the two cars were identical in performance. It is this effect that makes some people think that the second car is better under braking, and is capable of passing the first car. If this were true, the first car would be obligated to leave room for the second car to pass. But in our example, this is NOT the case; the first car need not leave room.

Keeping the above in mind, we can see that many times when a following

car appears to be better under braking and we assume, therefore, faster. It actually might not be, and the first car is under no obligation to move over to let him pass. If the second car fails to back off, and the cars collide, it is the second who is at fault.

To summarize all of this, if one car runs into the inside rear of another car, the second car is almost always at fault.

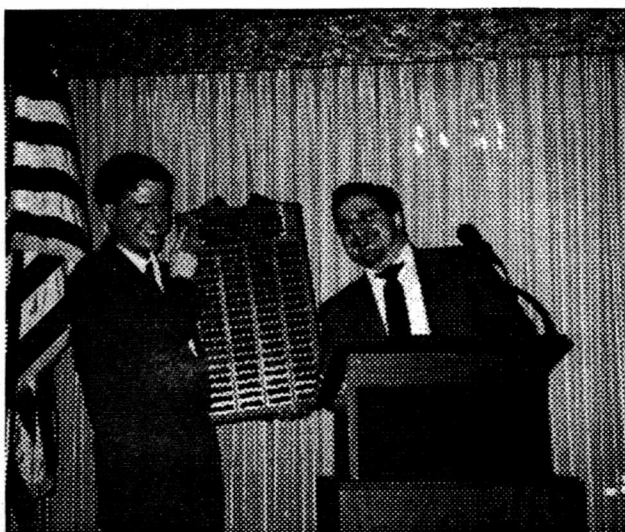
Back to the problem of too many metal-to-metal incidents. Is there anything NYSRRC can do?

Yes!

We should include as part of the NYSRRC Rules a statement defining how NYSRRC events will be conducted. This statement should include the following.

- 1) Corner workers will be directed to report all incidents of metal-to-metal contact, stating whether or not they are certain of the cars' identities and if they can identify which car was at fault (using the criteria of the above discussion).
- 2) Operating stewards will be directed to black flag the offending car for at least a stop-and-go penalty.
- 3) Operating stewards will be directed to black flag both cars for at least a stop-and-go penalty if the offending car cannot be identified by the corner workers. [This step is important because it will give the corner worker a strong incentive to determine which car is at fault; the worker certainly has no desire to cause a penalty to the innocent car.]
- 4) The finishing results of any driver competing while under probation for a previous offense will not be counted for the purpose of NYSRRC points, i.e., he will receive no points and it will be assumed that he had not even entered the event for the purpose of determining the finishing positions of the other cars.

Implementing these four rules is the first step in getting our races under control. Without this we will continue suffer unacceptable damage, all-course yellows, safety cars, and race schedule interruptions.

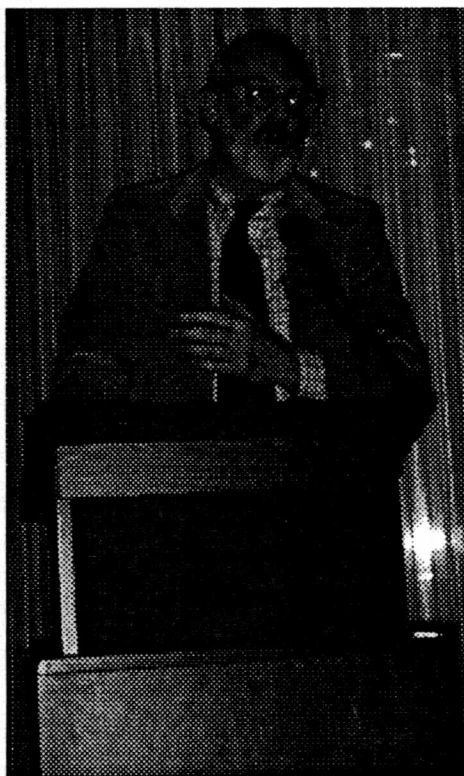


Chip VanSlyke presents The Lewis Award to Knockoff editor, Jim Bucci

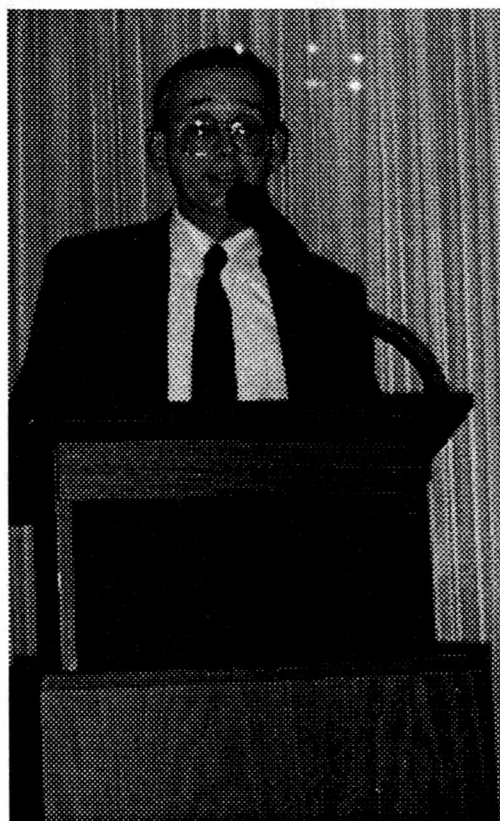
Mohawk-Hudson Awards Banquet

Saturday, January 16, 1999

LACARAVELLE RESTAURANT



Outgoing Regional Executive, Larry Morton. *Thank you Larry for all your hard work and dedication.*



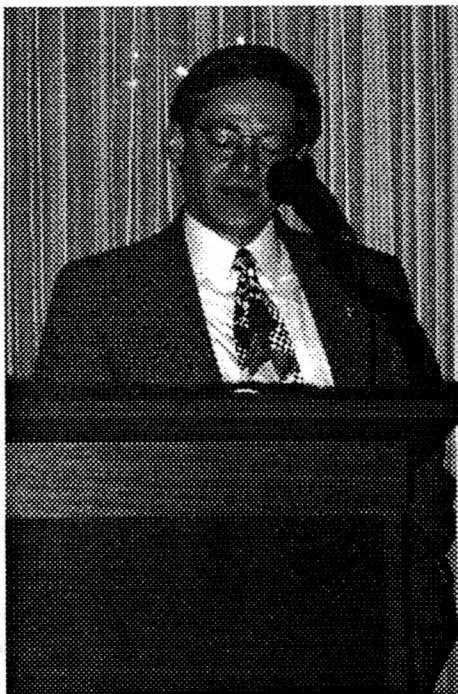
Guest Speaker for the awards banquet was Ron Hedger. Ron is a regular contributor to Circle Track and National SpeedSport News. Ron provided some great insight into motor racing and motor sports. Great job, Ron. Thank you.



GT-1 driver, Tom Campbell is presented with the MoHud "Driver of the Year" award by Jack Hanifan, Competition Chairman.



Larry Morton is presented with a "Golden Gavel" award by Assistant Regional Executive, Eric Kroth.



Tom Campbell has recently been elected as Area 10 Director. Congratulations, Tom.



CAN CHEATING BE STOPPED?

Talk to any IT category driver and he will probably tell you that everybody cheats. The attitude seems to be that everyone else is cheating, so I will too. The driver will probably also tell you that he would like it better if the rules were enforced.

Presently, the only way the car preparation rules are enforced is through driver-to-driver protests. But, IT drivers don't seem to like to file protests (the reason for this is another whole story). Whatever the reasons, the fact is that the present system is not working.

WHAT CAN NYSRRC DO?

In the absence of protests, the only way to enforce car preparation rules is by the race officials. What NYSRRC should do is put in place a stated rule that cars will be inspected. Here's how this could work:

1. At the conclusion of each IT race, one of the first three finishers in each IT class shall be selected by chance. In this way, drivers will not know before or during the race which cars will be inspected. This will prevent a driver who does not want to be inspected from deliberately finishing second because he knows that only the first place car will be checked.
2. Before each race the Tech team shall select one or two items to be checked, e.g., cam shafts. This will require establishing a data base of the correct parameter for each of the items to be checked for each type of car participating in IT (in this example, cam shaft part numbers). Although this would seem to be a formidable task, a check of the results for a number of races will show that only two or three car types ever finish in the top three.
3. If the data base does not contain the selected parameter (in this example, the cam shaft part number) for the car which

was selected, but does contain another parameter for the selected car, then this parameter shall be checked instead.

Although the above procedure would be an ideal way of policing car preparation rules, it does involve a high level of effort in generating and maintaining the necessary data base. As an alternative, NYSRRC could purchase a machine (sometimes referred to as "the whistler") for checking compression ratio. Why compression ratio? Because when a competitor decides to modify an engine, this is almost always increased (since it is so easy to do). Because when using this machine, compression ratio can be measured quickly, it would be practical to check each of the first three finishers. The disadvantage here is that once competitors realize that only compression ratio will be checked, they might feel free to modify their engines in many other ways.

RECOMMENDATION

Two proposals for policing car preparation rules are presented above, one more nearly ideal than the other. What NYSRRC should do is purchase the compression ratio machine now in time for use in the 1999 season while exploring the methodology for setting up the data base needed for more thorough rule checking.

FOR THE LONG TERM, SHOULD WE CHANGE THE RULES?

When the IT rules were originally set up, it was the intention to keep the cost of car preparation down by severely limiting the amount of modifications permitted, in effect, keeping the engines showroom stock. But we are now finding out that this kind of rule is not easy to police, as we also found out, years ago, when Production category rules were essentially showroom stock. At that time we thought we had a solution: permit any modification to any drive train part just so long as the part could clearly be identified as the original part. Some think this might be a solution to the current IT cheating problem.

But when we made this change to the Production category rules we discovered that competitors were making radical modifications to their engines which, while substantially increasing power output, seriously over-stressed many engine parts. The consequences: frequent catastrophic engine failures. This solution turned out not to be a low-cost one.

The next step, back then, was to allow the substitution of specially-made racing parts in place of the highly-modified original parts. While definitely not inexpensive, at least the engines would stay together long enough to finish a race. And so, we ended up with Production category engines that are very expensive compared to today's IT engines. We definitely do not this solution for IT.

What then?

There is a middle ground. Permit modification of any engine part provided it can still be identified as the stock part, except that the compression ratio must not exceed some specified modest value, e.g., 9.0:1, regardless what value the stock engine might have had. By limiting the compression ratio in this way, we will limit the stress which all the other modifications will put on the engine parts. How is that? Because it will be pointless to make some of those modifications which would over-stress the engine.

Stress on an engine is caused by the combination of high combustion pressure and high rpm. Mandating relatively low compression ratio will clearly keep combustion pressure down. If high rpm is desired it is necessary to use radical valve timing; long duration, large overlap, etc. But, radical valve timing will not result in high horsepower if the compression ratio is low, it might even reduce power.

Now it will be easy to check compliance. Just measure compression ratio. Clearly, NYSRRC cannot unilaterally make this kind of rules change; that will have to come from National.

NYSRRC, SOME OTHER THINGS TO CONSIDER

1. Revise the point system to place slightly more emphasis on performance instead of on just showing up, e.g., no points (except the one point for finishing) if you don't beat someone.
2. After each race make copies of the points standings, send them to the registrar for the next race of the series to be inserted in each driver's envelope. In this way, drivers who are not entered in the series will become aware of NYSRRC, and drivers who are entered will see their current standing.
3. After each race, send a copy of the points standings to the newsletter editor of each region participating.
4. Place a NYSRRC sign-up sheet in each driver's envelope at each NYSRRC race.
5. Count each driver's best 7 out of 8 races. This will make the series more attractive to drivers who find it difficult to attend all races, particularly those living at the edge of the region. For example, it is much harder for a driver from MoHud to go to Nelson than it is for a driver from FLR.
5. Anything else which would promote the NYSRRC series.

NEDiv Series Rules Summary For Contestants

Eligibility: Contestants must be a member of the SCCA or other club hosting NEDiv series rallies prior to their second series event. (In practice, eligibility will not be verified until the end of the season. Appearance of your name on mid-season standings does not necessarily mean that you are eligible for series points.)

Scoring: Series points will be awarded per the National Championship schedule, ie 10, 8, 6, 5, 4, 3, 2, 1.9, etc. Your final standing will be based on your best 4 out of 7 finishes. There is no work requirement but a rallymaster can designate up to 4 people to receive worker points. To be eligible for a series award or prize, contestants must accumulate more than 20 points.

Classes: Equipment classes will be E, L, and S as defined in the SCCA Road Rally Rules. Additional classes must be provided if the local classes differ significantly from these.

ALFA Rally Computers makes a variety of rally computers, odometers, clocks and accessories for every equipment class. Visit their web site to see descriptions and users manuals for all their products. Their phone number is 603 895-9429.

Gift certificate prizes from ALFA are good for one year and must be used on a single order.

Get a jump



***on YOUR competition
with ALFA Rally Computers***

Announcing more and better prizes in the NEDiv Road Rally Series.

Thanks to support from ALFA Rally Computers, we are offering additional series prizes. In each class, the first place team will have a choice of an entry and two nights lodging to a national rally or a \$200 gift certificate from ALFA. The second place teams each have a choice of an entry to a national or a \$100 gift certificate from ALFA. And a third prize in each class is added - a \$50 gift certificate from ALFA.

ALFA manufactures rally computers, odometers, clocks and accessories. Their web site is <http://www.rally.cc> and their phone number is 603 895-9429.

Schedule changes

In other news, due to a conflict with the Susquehannock Trail Pro Rally, Big Lap IV will not be a NEDiv event this year (it will still be run, just not a NEDiv series event). It will be replaced by Patti Mikkelsen's always very scenic and well-organized Lighthouse Depot IV on Sept 25.

The date for Sunsetter has been changed to March 27. The original date was on Easter weekend.

Surviving Drivers School

The following suggestions and information are offered in the hopes of helping your drivers' school to become a maximum learning experience with minimum confusion.

Paperwork

STUDENT LOG BOOK & NOVICE PERMIT-issued by our Competition Director, Jack Hanifan (518)438-3754

REGISTRATION FORMS-Mail them to the event's registrar well in advance; late entries are expensive! This will also "reserve" your place should the school be filled.

SCCA MEMBERSHIP CARD-Used to verify your membership in SCCA.

VEHICLE LOG BOOK-Race car should have had "Annual Tech" before you attend drivers' school with it.

GCR(General Competition Rules)-and specifications for you car type(Production, Formula, IT, etc. Improved Touring and Showroom Stock must also have a factory shop manual.

Equipment

UNIFORM-must be of GCR-approved fire-resistant material. One piece driver's suit preferred.

UNDERWEAR-Required under all single or double-layered driving suits. Must be Nomex.

HELMET-Snell SA 90 or later. The following medical information MUST be labeled on back of helmet: name, date of birth, blood type, date of last tetanus shot, allergies and any other important medical history or information.

SHOES/SOCKS-Nomex socks. Leather or Nomex shoes.

GLOVES-Nomex recommended.

Car

READY TO RUN-Before you bring it to the track

CAR NUMBER-Must be clearly visible. *A Car Number Checklist appears elsewhere in this issue*

SPARES-Hoses, oil, coolant, fluids, belts, spark plugs, cap, rotor.....

TIRES-At least one front and one rear mounted spare. Rain tires are required at Lime Rock if the DMV trooper officially declares the track wet.

Crew

A CREW MEMBER IS A NECESSITY-Bring at least one person with you to act as your "pit crew" Review with them their duties ahead of time so there is no confusion at the track. Let your crew refuel the car, change tires, check fluid levels and tire pressures. The less YOU have to worry about, the better your ability to concentrate on the driving school.

Final Notes

ASK QUESTIONS

BE ON TIME

LEAVE YOUR EGO AT HOME

HAVE FUN!

Niles Associates

Jim Niles

HEATING • AIR CONDITIONING • VENTILATION

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475 Grooms Road
Clifton Park, NY 12065


The following are examples of *Helvetica* style numbers.
Notice how these numbers are made..they are very easy to read and distinguish from one another.

1 2 3 4 5 6 7 8 9 0

CAR NUMBER CHECK LIST

- **MINIMUM OF 8" HIGH, 1.5 " STROKE WIDTH**
- **HELVETICA STYLE - UNIFORM STROKE WIDTH**
- **SIDE NUMBERS MIDWAY BETWEEN WHEELS
--ESPECIALLY IF OPEN WHEEL WITH NO WINGS**
- **MAXIMUM COLOR CONTRAST**
- **BLACK OR WHITE BEST CHOICES FOR MOST CONTRAST**
 - **TWO NUMBERS MUST BE SAME COLOR**
 - **TWO NUMBERS MUST BE SAME SIZE**
- **SPACE BETWEEN NUMBERS EQUAL TO ONE STROKE**
- **HAVE TAPE OF SAME COLOR FOR NUMBER CHANGES**
 - **LEAVE SPACE ON EITHER SIDE OF NUMBER FOR
NUMBER CHANGES**
 - **THICK & THIN STROKES NOT EASY TO RECOGNIZE**
- **IF STROKE WIDTH NOT UNIFORM, USE WIDEST STROKE**
 - **WHEN AT REGISTRATION - DOUBLE CHECK
CAR NUMBER ASSIGNMENT**

TUNED EXHAUST



The Knock Off editors have been very patient with this writer and have refrained from making threatening phone calls...despite the lateness of this column. Well, Marge and Joe, the racing season is over, and for the next several months we'll only have business travel to compete with for writing time.

My first US Grand Prix earned me a miserable cold, which will go away after awhile, but the memories and impressions and friendships I gained will last a good long while. These last have added even more fuel to the fire which began as a mild infatuation two years ago and is now a full blown love affair...my passion for motor racing. The one overriding impression is that it takes a lot of love to make a Grand Prix happen. Many, many people give of themselves far beyond any material compensation. Some are volunteer workers and others don't get paid very much for the time they spend out in all kinds of weather. The technicians and mechanics...well, they have to really care or a car will never get to the grid.

Not all was sunshine and roses, of course. My biggest disallusionment was in finding out that not everyone who comes to Watkins Glen loves... and respects...the sport as I do. If they did, I wouldn't have had to slug the drunken teenager who tried to tear my press credentials from my jacket on the main street of Watkins Glen. Nor would someone have broken into the Sprite and torn some dash plaques loose and stolen the only portable object in the car, my fire extinguisher.

I'm beginning to understand why the "in" crowd stays ever more in. It hurts to have a love violated.

There were 80,000 people at the Glen. Some of these wanted to learn what racing was all about and paid the extra fee for the Inside Track seminars. Others knew what racing is all about and availed themselves of the opportunity to visit the tech building and the pits. Too many others didn't really care about racing at all and danced around a tree decorated with beer cans. But even these have their place in the racing world...little do they realize that it is we, the interested enthusiasts, who reap the fruits of their financial support. We couldn't put on a GP all by ourselves...you guys in the Kaizer helmets...you've been had!

The Grand Prix, like any other race, has three parts. The start, the contest itself, and the finish. I chose to watch the start from the press building yard for many reasons, not the least of which was the preference not to be crushed to death among what I finally called the "Brownie Camera crowd." Somehow the grid marshalls and stewards managed to get the cars through the morass of people. I don't see how anyone could have taken a picture of anything but other people trying to take a picture.

TUNED EXHAUST continued

The start was orderly and fast. Unnoticed by anyone but Jimmy Clark, a rainbow formed over the valley just as the flag dropped. Clark did seem to know where the pot of gold was buried. After the first five laps, I hardly watched the race except to count the number of cars still running every once in a while. The mortality rate was 50% this year. Except for the interest generated when Surtees was trying to unlap himself and set the single lap record of 1:09:67, the race was lap after lap of consistently smooth driving. In the face of three days of pre-race preparation and activity, the race itself was almost anti-climactic.

The finish occasioned the reappearance of the "Brownie Camera crowd," and made it almost impossible to push Jimmy Clark into the winner's pen. The spectators were all over the place, chain link fence notwithstanding. Me? I went back up to the tech building and talked to Carroll Shelby. I like it there.

I shall probably go to the GP next year. But I won't stay anywhere near Watkins Glen and I'll be sure to pack a lunch every day. Any maybe I'll bake a batch of cookies for the tech building people.....

The Season ends...

The last race of the North East Division at Lime Rock on October 15 closed a very successful season for little Mohawk-Hudson Region. Two of its 7 licensed drivers have qualified for the Riverside run-offs... Bob Bailey, the Porsche-pusher, and Phil Groggins, Brabham-meister, are our local celebrities this year...not bad for a non-racing region (tee hee) and just great percentage-wise. "Flash! 28-1/2% of the drivers in Mohawk Hudson Region qualify for Riverside run-offs!" God Speed, you guys.

Four of the 7 were at Lime Rock on the 15th. Phil Raeder, Dave McClumpha, Bill Kane and, would you believe, Bruce Cargill, showed a good crowd of spectators what MO-HUD is all about. It sure was a beautiful day with lots of good racing. Now, thinking ahead to next year...which we had better do starting now...MO-HUD has three events coming up. Two races and a drivers' school. Wheeeee! The Mill Street gang, who have been shamefully neglected by yours truly (along with her family, the KO, and other friends) were at Lime Rock in force and it was great to see them looking so well. We must get to Hopedale sometime this winter and just chat and look at slides.....

Northeastern Racing Magazine...

What started out as a local publication just for Lime Rock has changed its name and its format and expanded its territory. The publication, known as the Northeastern Racing Magazine, was conceived by John Peckham and he, as publisher and art director, will ride herd on a staff with me as editor, Tony Muldoon as race reporter, David Nadig as staff photographer (altho' anyone is encouraged to send in photos.) The magazine will be sold at all three New England tracks and each issue will be different. Look for it when you go to a race.

Miscellany...

This is hardly miscellaneous, but it is important for the Region to know the great kind of people who work for it. As you all know by now, the American Standards Association has accepted the research and standards of the Snell foundation as the basis for its own standard for

TUNED EXHAUST continued

helmets. An article was being prepared on this subject to appear in the official magazine of the ASA, and Joe Corbett was asked for some pictures of racing scenes, drivers, etc. Joe submitted a few, which were accepted for publication. Joe insisted that any credit given him for the pictures must also mention Mohawk Hudson. And so, the cover photo for the September issue of the "Magazine of Standards" is of Ronnie Bucknam at last year's Grand Prix, taken by..."Joe Corbett, Editor of the Knock Off, a Mohawk Hudson Region SCCA publication."

Nice going, Joe. We like your movies, too.

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