

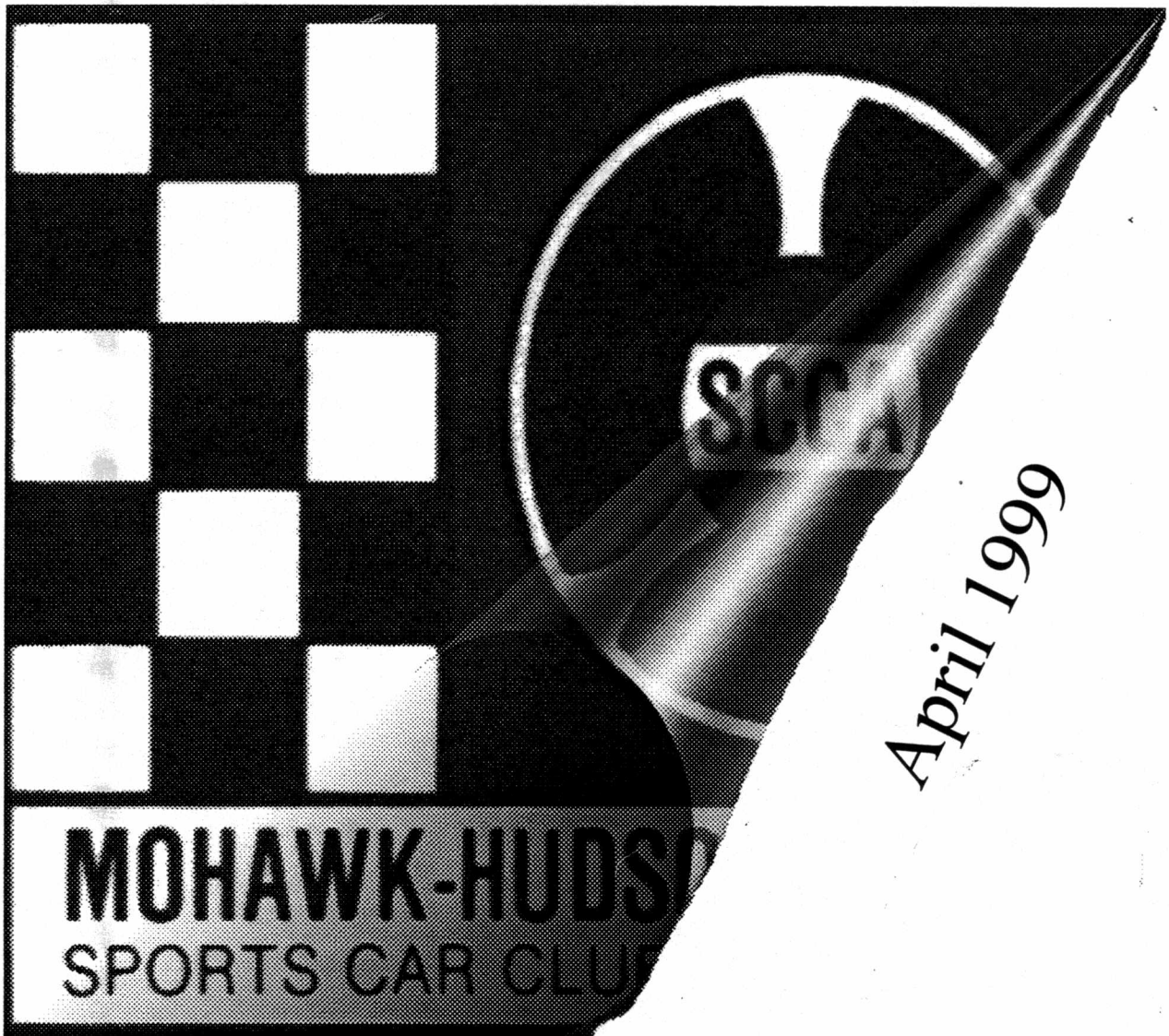


Knock



OFF

Official Publication of the Mohawk Hudson Region



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

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Half Page	5 x 7	\$15	\$75
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Quarter Page	5 x 3	\$10	\$50
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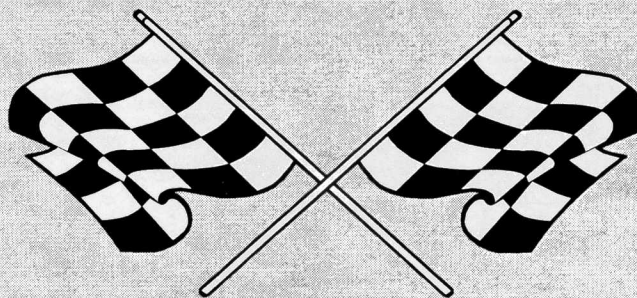
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Call the MoHud Hotline for the latest up to date information on racing, solo, rally and other club events

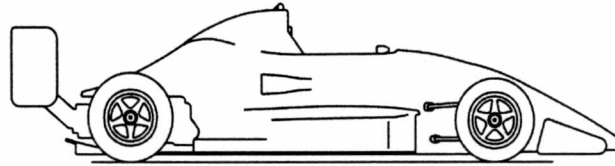
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WHAT: A new eight-race pro series (within-a-series) for all SCCA legal Formula Continentals 1996 and older, plus 1997 Van Diemens.

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CALL THE SERIES OFFICE TO RECEIVE FULL INFORMATION

SCHEDULE

<u>Race #</u>	<u>Date</u>	<u>Venue</u>	<u>With</u>
1&2	May 22/23	Mosport Park	Trans-Am
3	June 5	Mid-Ohio (club course)	Trans-Am
4&5	July 24/25	Road Atlanta	Trans-Am
6	August 14	Mid-Ohio (pro course)	CART



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Fairfield, NJ 07004
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973.244.0595 fax

The MacDave Report

So April is here, That means that spring is here and that means bringing the cars out of the barn for final sprucing up after all those winter demon tweaks have been installed. Or, it means thinking about doing all those demon tweaks that didn't get tweaked over the winter because you were trying to save money to pay for them or busy chipping ice off your driveway.

And, ice you say. How about this segue? The gala, annual Pittsfield Ice Trials did actually have enough ice to take place and, from all reports(at least one of which may be in this issue), they came off without a hitch--particularly if you don't consider getting out to the ice from shore via a ramp, or standing water on the ice, a hitch. Thanks to Dave Kosla, Clark Nicholls and all involved for making this event happen.

In March, Tom Campbell(wearer of both Mo-Hud and Area 10 hats, or would that be tams), Jack Hanifan and I wended our way to Youngstown, Ohio to represent your interests at the Northeast Division Round Table. Don't miss next month's exciting meeting when we tell you everything(that's not off the record) that we learned.

Hopefully in the next issue we will be able to report on the annual tech party, if we can get it organized. Finally, any Car Control Clinic interest out there? Let Chip VanSlyke know if you would like to put one on.

T.T.F.N.

Mr. Dave

The 1999 Mo-Hud Awards Banquet

Well, another year has passed, and it was time for another awards banquet. On January 16th, we met at the Le Caravelle restaurant (formerly the Italian-American Community Center) for another fun evening of bench racing and great food - I can personally vouch for the Top Round of beef.

Entertainment for the evening came in the form of Ron Hedger, who writes for the (Schenectady) Gazette and Open Wheel magazine, among others. Ron told stories of drivers he had met, both inspirational and humorous. We got to hear his thoughts on professional circle-track racing, both the sport and the drivers. In the end, we learned that we are all the same, and Ron learned a bit about what we do.

Awards time rolled around next. Chip Van Slyke carried out his final duties as Solo Chair and distributed the Solo awards. In Stock category, Russ Burkhard won 3rd, incoming Solo Chair Andrew Furlong won 2nd, and Michael McMullen took a commanding first place win. His dominance of the season also earned him the (Solo) Driver of the Year award. Way to go, Mike.

Street Prepared awards went to Gene Tricozzi - 3rd, Rich Wilder (who runs with us in the Trans-Am/Z28 club) - 2nd, and Arne Beebe in 1st. The Prepared/Modified winners were Jim Garry in 3rd, Eric Roscoe in 2nd (neatest sand buggy I've seen), and Chip Van Slyke in 1st. This year also saw T.J. Hanifan win the Rookie of the Year award; more on T.J. later.

For the Club Racing (and other) awards, we turned to the Jack (Hanifan) and John (Sheridan) show. This portion of the evening started with some less-than-serious awards, like the return of the Renault Sparking Wine bottle. Bob Bownes presented this dubious honor to Dave Riggi, for helping Dick Stewart fix his FVee, and then beating him later that weekend. The inaugural Golf Championship awards were also presented. Libby Alexander won the Under 18 division, Jill Stewart won the Ladies division, and Dick Stewart took the overall title. Dick and Jack Hanifan won the Team title, with Dave Canavan taking the 'Most Runs' award. (???) This was the first year we awarded regional driver's championships. Awards were given for GT1 (Tom Campbell - 1st, Jeanette Udway - 2nd), EP - Les Figarsky, ITB - Dave Reulet, ITC - T.J. Hanifan, FV (Dave Stewart - 1st, Dave Riggi - 2nd - close to how they ran all year) and Volvo Historic 2 - Jack Hanifan. If you think you should have been in this list, and should be on next year's, send in results to Jack - call him for more details.

This year's superlatives saw some oddities. We congratulated Co-Rookies of the Year - T.J. Hanifan, for outstanding drives in NARRC ITC events, and Jeanette Udway, for taking on GT1 (!), running every event possible, getting her National license, qualifying for the Runoffs, and then finishing her race! Whew! Congrats to both of you. Driver of the Year was awarded to Tom Campbell, for his GT1 championship in

NARRC. Dave Reulet won the Most Improved award, Best Single Performance went to Brian Blizzard, and the Great Season award went to Dave Stewart and Dave Riggi (see above).

At the end of the night, I presented the Worker awards. Third place went to Harry Adalian, who started autocrossing with us a few years ago, and then one day said those fateful words: "how can I help?" Since then, he's been a great help, and one of the people without whom, some events wouldn't happen. Chip Van Slyke, the 2nd place winner is another. The outgoing Solo Chair, Chip also takes on several jobs at every event - course design, T&S, safety to name a few. First place went to Jim Garry, another leader in the Solo community and the club in general. Jim was instrumental in bringing the McKamey Autocross School to the Albany area a couple of years ago, and it has been a huge success ever since. The Lewis Trophy was presented by Chip, last year's winner to our Knock-Off editor, Jim Bucci. We all thank Jim for his efforts as editor, a job Chip has said he "would not want". Jim has also been involved with the many racing promotional shows in the area and has coordinated Mo-Hud activity at them. Thanks Jim, and thanks everyone for the work.

As our R-E, Dave started last month, it's now time to answer...

Who am I?

I'm Eric Kroth, your Assistant Regional Executive for the third year now. I'm a chemist at the Stiefel Research Institute in Oak Hill, NY. I just turned 30 on Niki Lauda's birthday, and am married to Maria - also a member. We just bought a house in Delmar, and should have a garage-christening party at some point...

I've been involved in the club for 4 years, now. I was attracted to the club first, by seeing Trans-Am races on ESPN, like the Grand Prix of Des Moines - remember that? Then, a couple of years ago, after I did a Skip Barber School, Chip Van Slyke and I discovered autocrossing, and we've been hooked ever since. We eventually put together a Datsun 240Z (it passed two NYS Inspections!), and now I compete in my Saturn SL2.

How did I get on the Board? There was a position to be filled, an autocrosser (for different perspective) would be nice, and I wanted to learn more about the club - and here I am today. Do you have something to say? Think the club should be moving in a different direction? Let us know. We'd love to hear from you. Remember, this is your club, too.

**MINUTES OF THE MARCH 24, 1999 SOLO II ORGANIZATIONAL MEETING
(14 people present at the meeting)**

NEWS:

1. Griffiss AFB will not allow autocrossing between June 1 and August 14 due to Woodstock99 concert. It is possible there will be no events after August 14 if cleanup is slow. The NEDvi Solo II Championships, to be held at Griffiss in July, are now in limbo.
2. Eight new Solo Safety Stewards were classroom trained on March 10 and now need field training.
3. We will organize a Solo II for the 1999 American Tour De Sol (Sun Race) hosted by the Northeast Sustainable Energy Association, Friday May 28 at Lake George. This event will not be SCCA sanctioned; will use their insurance. Volunteers needed. Contact Jim Garry, 518 439-3107.

1999 SOLO II SCHEDULE:

- April 25 Brodie Mountain Ski Center, New Ashford, MA. (Points event #1).
- May 9 Peripheral Parking Lot, Washington Ave, Albany, NY. (Points event #2)
- May 22-23 McKamey Solo II School at Albany. (Pre-registration MANDATORY)
- June 6 BMW at SUNY Albany (open to all). Charity event. Non-points.
- June 12-13 NEDiv National Tour, Fort Devins, Ayer, MA. NOT A MoHud event;
hosted by New England Region.
- July 18 Peripheral Parking Lot, Washington Ave, Albany, NY. (Points event #3)
- August xx Trans Am/Z28 at Schenectady Airport. Tentative. Non-points.
- Sept 19 Peripheral Parking Lot, Washington Ave, Albany, NY. (Points event #4)
- Oct 17 Brodie Mountain Ski Center, New Ashford, MA. (Points event # 5).

*****NOTE: The July and September P-Lot dates listed above are new.*****

Several meeting attendees stated they would reconnoiter the former Caldors parking lot near Westgate Plaza off of Central Avenue in Albany.

EQUIPMENT

We will request the following purchases to the MoHud Board of Directors:
Electonic digital display, rolling floor jack, dollies.

ANNUAL TECH

Since this is specifically against the current Solo II rules, the proposal has been abandoned.

CHIEF POSITIONS

1999 MoHud Solo II Chairman: Andy Furlong

Equipment Chair: Chip Van Slyke

Registrar: DJ McArdle

Tech Chief: Harry Adalian

Points Keeper and Results: Clark Nicholls

Timing and Scoring: Chip Van Slyke; assistant will be Mike McMullen.

The Chief of Workers position still needs to be filled. If no one volunteers, the position will have to be filled on an event by event basis which will make achieving consistency more difficult. A trophy acquisition person needs to be found. Please volunteer for these positions.

The following people have volunteered to be event chiefs:

April 25 and October 17: Dave Kosla

May 9: Mike McMullen

July 18: Eric Kroth

September 19: Russ Burckhard

Thanks guys. Each event chief will choose an assistant who will aid in the work and will be trained to be a future event chief.

SAFETY

We will have a new position titled Coordinating Safety Steward. This is not an event task. The duties are to coordinate with the National Office and keep track of MoHud Solo Safety Stewards, ensuring that current safety stewards renew their licenses. Jim Garry accepted this task.

We will employ more safety stewards at each event (approximately 4 or 5). This will result in better safety coverage (both in overlapping time and physical area).

There will be a waiver station set up at all solo sites to ensure that everyone entering the site signs the insurance waiver and receives SCCA ID.

TIMING AND SCORING

MoHud will strive to be more efficient in posting times in a class by class listing during the event. Toward that end, we will either use a simple paper form to be filled out by someone in Timing and Scoring and posted during the event OR we will use a faster, simpler computer program. The problem with the previous program was that the computer was linked to the timer and if the computer and/or program experienced a problem, the event had to be temporarily halted. Therefore, the new program will not be linked to the timer. We will attempt to load all driver/car information into the computer during registration. This will

be helped by the pre-registration/permanent number system we started this year which will allow us to enter much of the data prior to the event. Chip Van Slyke will work to refine the timing and scoring system by the first event.

SPONSOR

We may have a sponsor. By the time these minutes come to print, Andy Furlong will have met with the potential sponsor (who has already expressed enthusiasm). This will pay for event trophies. We hope to offer a choice of "trophies" this year: either traditional trophies or coupons for parts/service from the sponsor. It will be the trophy winner's choice.

EVENT WORKER ASSIGNMENTS

We will employ a rolling change system. This is the system used at most MoHud events in the past. Although other systems have good points, the rolling change is the most time-efficient system requiring no shut down of the event to change workers, and it requires the least administrative effort. In order to minimize confusion among participants, we will use this system at all MoHud Solo II events in 1999.

SEASON SCORING SYSTEM

For the purposes of awarding season championship trophies, we will continue to use the system of the past several years in which all cars are combined into one of three categories via a factor system. Those categories are stock, street prepared, and prepared/modified. We will NOT change to a class-by-class system (although event trophies will continue to be determined class-by-class). Although a few classes have full subscription, the vast majority still do not.

Points for the season championship will be based on the same scoring system as in the past (20-18-16-15-14-13-12-11-10-etc). There will be five MoHud points events, only the top four will be counted toward each competitor's points totals, a competitor must compete in at least 3 MoHud points events in the same category to be considered eligible for the season championship. The top 1/3 of eligible drivers in each category, up to a maximum of 10 drivers, will receive some type of season championship award.

In a major shift from previous years, SCCA membership will be required to be eligible for the season championship. This change was made for several reasons, among them was 1) the desire to give members more value for their membership, 2) the fact that no motorsports sanctioning body in the world allows drivers to compete for a championship without membership in that sanctioning body, and 3) season championship trophies are extremely expensive. **IMPORTANT:** in keeping with the past policy,

SCCA membership will NOT be required to enter Solo II events or to win event trophies.

EVENT AWARDS

It is important enough to warrant repeating: SCCA membership will NOT be required to enter MoHud Solo II events or to win event trophies.

MoHud will discontinue the policy of awarding a Fastest Time of the Day award (FTD). Instead, the fastest factored time of the day will receive an award (FFTD). This will be based on the same factor system used in combining classes into their respective categories (Racers Theoretical Performace (RTP). Despite the reality that the factoring index is known to be biased toward some classes over others and is highly dependant upon course design and site restrictions, it was felt to be more appropriate than using a straight fastest time of day criteria.



Please fill out this form and send it to DJ today! It will make the event run more smoothly and quickly by saving you time while registering, saving the Registrar time, and saving time for Timing and Scoring

**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)

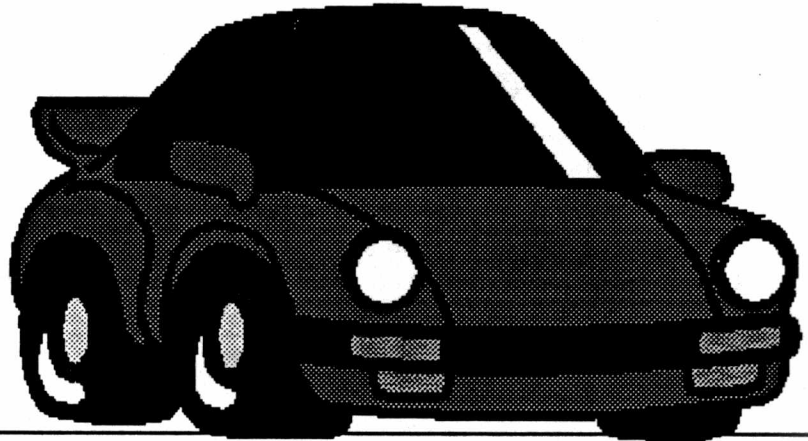
Number Preference (plus two alternatives) 1) _____ 2) _____ 3) _____

Send application to: D.J. McArdle, 26B Barry Court, Selkirk, N.Y. 12158

SO YOU THINK YOU CAN DRIVE?

Come to an autocross and find out!

A "Solo II" (or autocross) is a skill driving event in which one car at a time negotiates a prescribed course, usually set up in a large parking lot. Rubber cones (pylons) are used to define a variety of turns. The goal is to maneuver through the course in the lowest possible time. This means maintaining complete control while operating at the physical limits of both car and driver. High speed is not a factor. *Beginners are warmly welcomed.*



Most vehicles eligible

1999 Solo II Schedule Mohawk-Hudson Region, SCCA*

Sunday, April 25	Brodie Mountain Ski Center, New Ashford, MA.
Sunday, May 9	Peripheral Parking Lot, State Office Campus, Washington Avenue, Albany, NY.
Sunday, July 18	Peripheral Parking Lot, State Office Campus, Washington Avenue, Albany, NY.
Sunday, August xx	Site and date to be determined.
Sunday, September 19	Peripheral Parking Lot, State Office Campus, Washington Avenue, Albany, NY. Event is tentative - call to confirm.
Sunday, October 17	Brodie Mountain Ski Center, New Ashford, MA.

NOTES:

- 1) For more information or to confirm an event, call the Mohawk-Hudson Region "Hot Line" at 518 580-1830.
- 2) For a free Solo II Driver's Handbook, send a stamped, self addressed envelope to: "Handbook", 73 Pleasant View Ave, Albany, New York, 12203.
- 3) Registration for all autocross events is open from 9 am to 11 am. Competition begins at 11:30 am.
- 4) * SCCA = Sports Car Club of America. National office telephone number: 303 779-6622.

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.

ATTENTION FORMULA VEE DRIVERS **ANNOUNCEMENT from the Frosty North**

For anyone interested, the F1200 Drivers Association has finalized the tire specs for the 1999 Championship. This year we going to allow both the Yokohama 008RSII 185 60R14 radial tire and the KUMHO V700 185 60R14 radials to qualify for the Canadian ISSECO KUMHO F1200 Championship.

We are excited to announce that KUMHO Tires USA is supporting our series with a Contingency Prize Fund worth \$4800 USA Dollars . The Award will be based on a two part Formula. Part 1 will award competitors based on placement in the Series Championship, 1st through 20th. Part one will be paid to Competitors competing with either tire formula. Part 2 will be awarded to KUMHO shod competitors based on proportionate participation in the Series.

Our fondly remembered 008RSII Yokohama will be put to its final resting place at the end of this year.

In addition to KUMHO support of the Series, ISSECO Company has signed on to support the Series as well for 1999. The plan confirmed to date includes a scheme to pay all entry fees for the final race to all paid F1200 Members so long as that Member has competed in two or more of the F1200 Drivers Association races. Our entry fees are approximately \$240 CDN for about 1:40 of track time.

Our tentative 1999 Schedule looks like this;

April 9th	Shannonville	F1200 Only TEST DAY
May 1 / 2	Mosport	Race 1
May 29/30	Cayuga Speedway - 5/8 Oval	Race 2
June 26/27	Shannonville	Race 3
July 24/25	Mt.Tremblant, Quebec	Race 4
Aug 14/15	Mosport	Race 5
Oct 2/3	Mosport	Race 6

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	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

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Address _____


Phone # (day) _____ (eve.) _____

Date of Birth _____ Spouse coverage? Yes No

BLTerm Deluxe 10 15 20 Business partner coverage? Yes No

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BL-478 (11/98)

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

Pittsfield Winter Carnival Ice Trials

hosted by the Mohawk Hudson Region SCCA

Someone asked about writeups, here is one I did for our local sports car club (Fairfield County SCC in CT). This is from the view of autocrossers/road racers with limited experience on ice (over 15 years ago when I went to RPI in Troy, NY - you probably remember much of our old gang from RPI).

We try to run all sorts of events, did several drag races in my 911s and SE-R, hundreds of autocrosses (2 national championships), time trials, recently concentrating on road racing, and want to try rallycross, but it seems the NY events were cancelled last year.

Anyway here is the writeup :

I in my Nissan SE-R and John Manifold in his 924S went up to the Mohawk- Hudson Region SCCA Ice trials on Onota Lake in Pittsfield, Mass on Valentine's Day eve. Is was sanctioned as a "rallycross" as it was like a solo-II but on a non-paved surface. Rallycrosses are often timed as accumulative times of all runs, but this event was timed like an autocross- only the best run counted.

The ride up was extremely lousy, took over 2 hours and John's "Audi" 924S's broken windshield wipers (for the 2nd or 3rd time) caused him a lot of vision problems on the slushy roads. Of course he had no washers either as the tank was smashed on his last off-road adventure... (Anyone want a 924S cheap?).

There were all sorts of cars entered - a Skip Barber formula Dodge was the most out of

place. It was totally covered in ice after each run, as there were some serious puddles on the course. The ice was clogging the wheels, suspension, and worst of all the air intakes to the radiators in the side pods. Other unusual cars were Chuck Cox's DP (!) Miata, one of the few cars that John and I could keep up with. It was also one of the few cars that spun - it was very strange how few cars actually spun all the way around.

One spinner was another unusual car, a late 70s Camaro NHRA car with no hood. This was the only car that could get stuck on a flat sheet of ice. Even with studs, it took 3 people to get it going after he dug in after a spin. Clark Nicholls, who organized the event (actually Dave Kosla was the organizer, I helped - Clark), ran VERY well in his Jeep Grand Cherokee V-8, I should have brought mine in hindsight.

We got there late as usual, and only had one familiarization run. Others like BMW Jeff Denmeade, now with his lowered AWD Subaru RS, showed up early and had several practice runs. Luckily Jeff navigated with me to show me the course. John had no such help but found his way around, and as I waved him to go through the finish lights at the end of his run he nearly took an extra lap until someone chased him down and sent him back.

Other local autocrossers attending were Eric Parham with 2 others in a GTI, and Timothy Mathers, with the SE-R looking Sentra 1.6 "THAT CLIMBED MOUNT WASHINGTON".

I think you know this rally/DSP car with 100s

of stickers and more sponsors than Dale (or Dale). Diane D. drives it sometimes too but was not there.

Most of the cars entered were stock looking Saabs, VWs, Audis, etc. I think about half had studded tires, but some of the fastest cars did not. John's 924S had mismatched off-brand all season tires (hot setup) and I had half-bald off-brand snow tires (2nd best setup). One thing John did NOT have was a front sway bar, another casualty of his last excursion... good practice for when he gets his 911SC on the road. Did I ask if anyone wants a 924S cheap? My SE-R would accelerate quite well once it got moving but would NOT turn in the slow turns, of which there were many.

Just like autotox there was a "run killer" offset into a tight turn before the finish line. Many people plowed WIDE after this turn, a few spun, and some tried a rally-flick in the opposite direction, sometimes not working as the car did not swing back and sent them left when they meant to go right.

The ice was really slushy with several big puddles, which were pretty scary to drive into. The tight turns were often less slushy and had very little grip. John had me as a co-driver on most runs and he really needed it as we could only see out the side windows after hitting the first big puddle when his windshield was completely covered with water.

There were really no straights but there was a LONG fast right hander after the initial 3 WIDE offsets. I did that long right perfectly twice out of our 4 runs - the car was very neutral with some oversteer, accelerating throughout until the end where it tightened up. I lifted and feathered the throttle while adding steering until the rear end came out nicely and then I made it around the decreasing radius

end of the turn with good speed those two runs. Unfortunately I had so much speed that the first time I could not (or forgot to?) slow down for the next lefthander which caused me to plow about 20 yards deep around the outside of the turn (only the insides of turns had pylons - THANK GOD!). The SE-R just would not turn in the slow turns, even with the handbrake. Left foot braking just made it worse. I think some new Nokias or Bridgestones would have helped a lot.

John's car turned MUCH better than mine in the slow turns but would not accelerate out very well. He was sideways a few times but no spins.

Classes were simple and impossible to cheat: based on engine and drivewheel location, and studded or non-studded tires. My class (F engine F drive = FF non studded) was pretty big. I was about 30 (!) seconds behind the fastest cars (Neon, GTI, Saabs, etc) on a 2 and a half minute course. Eric Parham in the GTI won my class and was only about a second behind Jeff, who won the AWD non-studded class.

The fastest FF with studs was about 20 seconds faster than Eric, many studded cars used large bolts through their tires (with inner tubes I guess).

The Grand Cherokee was only about 5 seconds behind Jeff.

I was 2nd from last in FF (beat a Neon).

Chuck Cox in the Miata ended up winning< the 3 car FR class, beat me by a few seconds and left John in last place but pretty close. John did beat one RWD studded car so did not get DFL. The fastest formula Dodge run was not much faster than Jeff or Eric (but they were much colder!).

Regards, Mike
AnalogMike@aol.com

SATURDAY FEBRUARY 13, 1999 PITTSFIELD WINTER CARNIVAL ICE TRIALS RESULTS:									
POS	CAR#	CLASS	DRIVER	VEHICLE	RUN 1	RUN 2	RUN 3	RUN 4	BEST
1	8	4WD	Jeff Denmeade	Subaru Impreza 2.5RS	150.330	156.237	154.369	151.743	150.330
2	10	4WD	Michael Hurczyn	Subaru Impreza 2.5RS	152.354	166.339	158.374	161.449	152.354
3	9	4WD	Peter Nixon	Audi 4000 Quattro	153.693	159.951	159.599	157.614	153.693
4	6	4WD	Clark W. Nicholls	Jeep Grand Cherokee	154.740	162.358	155.864	158.045	154.740
5	28	4WD	Brian Jowett	VW Corrado	159.495				159.495
1	15	4WDB	Alex Arisoty	Audi 4000 Quattro	123.808	126.698	124.530	124.967	123.808
1	38	FF	Eric Parham	VW GTi	165.205	155.548	171.939	150.798	150.798
2	20	FF	Timothy Mather	Nissan Sentra	156.991	152.220	152.762	151.657	151.657
3	31	FF	Jeffrey Poor	VW GTi	192.784	156.117	153.815	151.684	151.684
4	2	FF	Ryan Rorabach	Dodge Neon R/T	154.080	165.577	163.504	159.575	154.080
5	27	FF	Roumiantsev Konstantin	VW Golf	165.380	157.886	154.987	157.195	154.987
6	29	FF	Michael Puntin	Honda Accord LX	164.905	160.013	162.628	159.951	159.951
7	30	FF	Patricia Krol	Honda Accord LX	170.934	164.814	167.003	164.211	164.211
8	40	FF	David McCarthy	VW GTi	170.032	166.309	166.905	165.277	165.277
9	39	FF	Rick McCarthy	VW GTi	166.560	171.022	173.764	218.915	166.560
10	25	FF	Brandon Bogart	Dodge Neon	178.028	183.301	170.896	171.930	170.896
11	33	FF	Mike Piera	Nissan Sentra	185.590	199.696	182.040	180.840	180.840
12	26	FF	Emily Kimball	Dodge Neon	191.242	187.301	182.681	192.641	182.681
1	5	FFB	Jim Moore	Honda Civic LX	127.106	132.267	130.750	132.154	127.106
2	44	FFB	Robert Moser	Saab 900	152.805	141.557	139.528	140.338	139.528
3	45	FFB	Nils Jacobson	Saab 900	149.152	143.960	140.475	141.994	140.475
4	12	FFB	Peter Breitmaier	VW Rabbit	152.780	153.700	154.861	154.845	152.780
5	17	FFB	Gunter Breitmaier	VW Rabbit	155.243	173.569	166.988	168.743	155.243
6	21	FFB	Mark Elworthy	Subaru	157.157	159.556	156.026	161.168	156.026
1	22	FFS	Timothy Mather	Nissan Sentra	151.887	151.383	150.302	150.094	150.094
2	16	FFS	Robert Lagere	Nissan Sentra	151.033	156.291	155.152	154.668	151.033
3	11	FFS	John Groo	Saab 900S	151.056	160.006	151.699	154.430	151.056
4	19	FFS	Ken Blanchard	Saab 900S	166.601	162.622	159.551		159.551
1	35	FR	Chuck Cox	Mazda Miata	208.909	248.561	178.379	194.486	178.379
2	1	FR	Ted Warner	Toyota Corolla	181.361	191.767	187.742	182.953	181.361
3	34	FR	John Manifold	Porsche 924	219.140	209.762	191.688	191.239	191.239
1	42	FRB	John Fairweather	Camaro	175.056	199.028	147.172	167.568	147.172
1	13	FRS	Chuck Larson	BMW	157.690	152.762	148.868	153.617	148.868
2	14	FRS	Anne O'Neil	BMW	158.383	159.160	159.340	161.364	158.383
3	32	FRS	Eric Curran	Volvo 240	167.083	177.113	173.134	162.861	162.861
4	37	FRS	David Fazzino	BMW 2002	181.120	181.388			181.120
5	36	FRS	Candace Cuniberti	BMW 2002	195.039	197.087			195.039
1	3	MB	Bob Green	SBR Formula Dodge	147.048	162.694	150.463		147.048
2	43	MB	Joe Plemons	SBR Formula Dodge	172.823	166.695	155.695	165.497	155.695
3	23	MB	Philip Williams	SBR Formula Dodge	160.585	167.048			160.585
4	41	MB	Matt Cleary	SBR Formula Dodge	164.077	161.043			161.043
5	46	MB	David Trimble	SBR Formula Dodge	163.089	171.560			163.089
6	4	MB	Alex Kramer	SBR Formula Dodge	169.821	366.292			169.821
1	24	RRB	Dave Kosla	Toyota MR2	158.438	170.024	146.232	140.624	140.624
2	18	RRB	Steve Scott	VW Bug	152.732	146.892	146.351	141.033	141.033

SUNDAY FEBRUARY 17, 1996 FIFTYFIVE WINTER CARNIVAL ICE TRIALS RESULTS:

POS	CAR#	CLASS	DRIVER	VEHICLE	RUN 1	RUN 2	RUN 3	RUN 4	RUN 5	RUN 6	BEST
1	8	4WD	Jeff Denmeade	Subaru Impreza 2.5RS	134.321	138.284	143.509	141.578	145.080	148.545	134.321
2	9	4WD	Peter Nixon	Audi 4000 Quattro	138.225	138.774	142.213	142.415	146.806		138.225
3	6	4WD	Clark W. Nicholls	Jeep Grand Cherokee	138.356	138.817	145.948	142.322	149.603	145.884	138.356
4	23	4WD	Chuck Larson	Ford Ranger	142.501	141.624	144.245	150.416	144.977	147.944	141.624
5	10	4WD	Michael Hurczyn	Subaru Impreza 2.5RS	143.101	145.673	142.452	146.248	147.902	144.498	142.452
6	5	4WD	Tim Murray	BMW 325	142.668	144.551					142.668
7	28	4WD	Brian Jowett	VW Corrado	150.742	153.805	163.546	162.736	159.454		150.742
8	4	4WD	Samantha Denmeade	Subaru Impreza 2.5RS	153.487	155.245	169.570	162.363	169.711	169.149	153.487
9	18	4WD	David Leblanc	Mitsubishi GSX	175.177						175.177
1	15	4WDB	Alex Erisoty	Audi 4000 Quattro	104.986	109.950	103.976	106.310	104.338	104.596	103.976
1	38	FF	Eric Parham	VW GTI	133.856	136.251	135.563	137.321	133.894	142.320	133.856
2	31	FF	Jeffrey Poor	VW	134.151	135.703	136.225	138.872			134.151
3	27	FF	Konstantin Roumiantsev	VW GOLF	138.135	139.807	139.855	141.370	141.990	145.503	138.135
4	40	FF	David McCarthy	VW GTI	142.365	144.593	143.681	145.364	147.140	150.834	142.365
5	3	FF	Rick McCarthy	VW GTI	147.228	146.947	143.100	150.589	157.253	165.485	143.100
6	14	FF	Chris Crawford	Subaru XT Turbo	165.326	156.726	161.530	163.124	161.727	194.014	156.726
7	19	FF	Scott Lelieure	Honda Civic	169.850	178.168	165.980	172.309	197.697	175.165	165.980
8	13	FF	Tom Mak	Mazda 626	169.169	174.207	175.634	174.366	176.280	182.464	169.169
9	20	FF	Robert Claffie	Honda CRX SI	175.669	176.885	189.834	178.747	180.342	182.697	175.669
10	2	FF	Alan Claffie	Honda CRX SI	179.423	178.474	179.080	181.119	181.261	181.186	178.474
1	26	FFB	Dave Kosla	Ford Escort	129.994	124.097	123.899	121.953			121.953
2	16	FFB	Peter Breitmaier	VW Fox Wagon	134.630	135.282	133.974	145.809			133.974
3	7	FFB	Mark Elworthy	Subaru	139.889	168.635	170.691	170.143	177.450	171.940	139.889
4	17	FFB	Gunter Breitmaier	VW Fox Wagon	145.094	147.321	145.298	148.621	151.088	152.724	145.094
1	25	FFS-1	Timothy Mather	Nissan Sentra	132.354	131.648	134.991	134.771			131.648
1	11	FFS	John Groo	Saab	135.927	135.966	137.283	136.978	138.941	142.160	135.927
2	12	FFS	Carl Li	Saab	148.584	155.269	151.552	150.889	159.386	153.710	148.584
1	35	FR	Chuck Cox	Mazda Miata	168.048	154.303	157.368	164.030	172.654	188.568	154.303
2	1	FR	Ted Warner	Toyota Corolla	161.464	161.781	164.747	164.996	170.229	168.891	161.464
1	22	FRB	John Fairweather	Chevy Camaro	134.810	139.837	166.774				134.810
1	24	FRS	Anne O'Neil	BMW	139.889	138.690	139.145	138.266	138.559	139.056	138.266
1	21	RRB	Steve Scott	VW Bug	125.431	127.066	124.756	119.334	120.591	124.148	119.334

**1999 Driving Ambitions
Performance Driving School**

1999 is the twelfth annual Shelby Club of Buffalo/Driving Ambitions Hi Performance Driving School event at Watkins Glen.

We are pleased to invite you and your friends and fellow enthusiasts to join us once again. We will be offering quality instruction both in-car and in the classroom to enhance your enjoyment and driving skills at this historic and magnificent facility.

Our event is a driving school – not a competitive event! You will be provided with a safe, controlled environment to allow you to enjoy your automobile at speed. Passing is NOT allowed in corners, and point-bys will be required in all designated passing areas.

This year Paul and I have enlisted the aid of Paul Levine, whom many of you may already know. We are all committed to making this year's events the best yet.

We have incorporated open track sessions into this year's schedule. Qualified advanced drivers will enjoy four open track sessions per day. Our instructors will be out with you in their cars, to keep everyone within their safety zone. This year there will be more track time for everyone!

Our event headquarters will once again be the Corning Radisson, and we will be offering everyone the chance to register and have their cars tech inspected Sunday evening from 6:30 to 8:30 p.m. Take advantage of this service, you will find us in the rear parking lot of the hotel. Those arriving Monday morning should be at the track as early as possible – the gates open at 6:30 a.m. Remember to bring your pre-event tech inspection form to registration along with your confirmation package.

This year garages will be available on a "first paid–first served basis."

Space for the event is limited, so make sure to register early to ensure that you get in. Confirmation packages will go out to you a month before the event.

If you have any questions, call us or Paul Levine at the numbers listed below and we will answer them for you.

Have a great year, we hope to see you at the track.

Your friend,
Lauren Fix

Call Lauren or Paul Fix at (716) 636-1128 or lfix @ aol.com

or Paul Levine (516) 724-7715 eve.
(516) 921-0040 day ext. 123
or no3mustang @ aol.com

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Performance Driving School
Watkins Glen International Road Course**

July 19 & 20 • Aug. 30 & 31 • Oct. 18 & 19 – Circle one

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Address: _____ City: _____ State _____ Zip _____
Day Phone: (____) _____-_____ Eve. Phone: (____) _____-_____ Shirt Size: _____

PLEASE INCLUDE COPY OF STATE DRIVER'S LICENSE!!!

Emergency contact: Name: _____ Relationship: _____
Day Phone: (____) _____-_____ Eve. Phone: (____) _____-_____

Medical Information: Please list any special conditions

Allergies: _____
Medications: _____ Blood Type: _____
General Health: _____
Other: _____

How did you hear about us? _____

Registration Information

Price: \$395 per two day event – check or money order payable to SAAC - BUFFALO
Pay early to get an assigned garage spot.

You may also purchase: DRIVING AMBITIONS – "The Book" for \$10.00
A Complete Guide to Amateur Auto Racing by Lauren Jonas Fix

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For questions, call Paul or Lauren Fix (716) 636-1128 or lfix@aol.com
or Paul Levine (516) 724-7715 eve. • (516) 921-0040 day ext. 123
no3mustang@aol.com

GARAGES WILL BE ASSIGNED ON A "FIRST PAID-FIRST SERVED BASIS"

Headquarters and pre-event tech inspection at : Corning Radisson (607) 962-5000; (800) 333-3333. You must mention Shelby Club-Buffalo for special room rates.

Your car must be inspected prior to event by a qualified mechanic of shop - Bring your pre-tech inspection form fully completed and signed to registration.

NO REFUNDS FOR NO-SHOWS
Call about group rates (minimum 10 Drivers)
Sign up and pay in full for all 3 events - 10% off

OFFICE USE – Do not write below this line

Dates: _____ Paid by: _____
Car number: _____ Run Group: _____ Instructor: _____

NESEA

Northeast Sustainable Energy Association

50 Miles Street • Greenfield, MA 01301 • Phone: 413-774-6051 • Fax: 6053

Date: 3/1/99	Pages including cover sheet:
To: Jim Garry	Fax: 518-485-7986
Company: Mohawk Hudson Region SCCA	Phone: 518-457-3142
From: Nancy Hazard ext 18	NESEA phone #: 413-774-6051

MESSAGE: Dear Jim:

Thank you for all your assistance to date in working with us to create an autocross event for the NESEA American Tour de Sol participants. I have good news! The NESEA liability insurance policy covers activities such as an autocross!

In order to assure that we each have the same expectations, following is a list of details about the timing of the event, who is responsible for what, and the benefits to the Mohawk Hudson Region SCCA.

The event will be held at Fort William Henry, Friday, May 28.

The "connector" lot can be used to stage the autocross and for the start/finish line.

The autocross will be mostly in the lot immediately in front of the Fort.

Sheilah Pierce of NESEA will be your on-site contact person, and site coordinator.

Sam Luciano is our contact at Fort William Henry.

We expect approximately 35-45 vehicles to participate in the event.

Each vehicle will have an opportunity to drive the course 3 times.

MHR SCCA will print out a report with vehicle # and 3 running times for NESEA.

The best score will be used by NESEA to calculate a score for our scoring system.

NESEA staff people (including Sheilah Pierce) will arrive between 7-8:00 am.

The course may be set up any time after 8:00 am.

The NESEA Tour participants will arrive starting at 10:45, and would be available to do walk-throughs and/or inspections starting at 11:30.

At 1:15 there will be a media event which will kick-off the start of the autocross event.

The NESEA American Tour de Sol is scheduled to close at 4:00 pm. If the autocross is not complete at that time, it can continue until completion.

Mohawk Hudson Region SCCA will bring a minimum of three people.

They will design and set up the course, and bring appropriate timing equipment. They will oversee the event, the timing, and any necessary technical testing, and work with NESEA staff and volunteers to create a fun and safe event. Prior to the event, NESEA will receive a tentative agenda, and an estimate of how many people you would like to have assisting with the event.

As our way of saying thank you, NESEA is offering up to four Mohawk Hudson Region SCCA members a stipend of \$50 for their assistance in organizing the autocross event. All club members assisting with the event will also receive a T-shirt. The club will be given a complimentary business card size ad and will be listed as a Donor of the event on the back cover of the on-site program. If we hold a hospitality event Friday evening, club members will be invited to attend.

If you have any questions, changes or additions to the above, please give me a call, or mark up this document and send

cc. Sheilah Pierce

Membership Report 03/03/99.
From: 01/01/99 to: 03/03/99.

Please welcome these new members to the region.

<u>Name</u>	<u>Joined</u>	<u>City</u>	<u>State</u>	<u>Comm.</u>
William Brockmann	01/29/99	Schenectady	NY	(518)355-8045 (H)
Dave Guerrieci	01/29/99	Gansevoort	NY	maggie.guerrieri@nysa.org
Maggie Guerrieci	02/01/99	Gansevoort	NY	maggie.guerrieri@nysa.org
Thomas Hansen	01/20/99	Clifton Park	NY	
Greg Holden	02/06/99	Schenectady	NY	
Jeffrey S. Kelley	01/01/99	Rensselaer	NY	(518) 436-8908 (H) jeffro@empireone.net
Howard LaVine	01/21/99	Clifton Park	NY	(518)383-0296 (H)
Karen LaVine	01/21/99	Clifton Park	NY	(518)383-0296 (H)
Rachel LaVine	01/21/99	Clifton Park	NY	(518)383-0296 (H)
John Maluccoro	01/04/99	Albany	NY	(518) 786-1200 (H)
Gene Tricozzi	01/29/99	Scotia	NY	(518)399-3522 (H)

There were 11 records printed.

Interests report generated on: 03/03/99.

Worker/Official

Dave Guerrieci	Gansevoort	NY	maggie.guerrieri@nysa.org
Maggie Guerrieci	Gansevoort	NY	maggie.guerrieri@nysa.org

There were 2 records printed.

Anniversary Report generated on: 03/03/99

<u>Name</u>	<u>Joined on</u>	<u>Years</u>
Richard Welty	01/12/84	15
William K. Grasso	01/16/89	10
Colin M. Zarzycki	01/06/94	5
Justin T. Zarzycki	01/06/94	5
Lynn M. Zarzycki	01/06/94	5
John M. Hanifan	02/01/74	25
Thomas Zabel	02/01/79	20
Daniel Boice	02/15/94	5
Jason Boice	02/15/94	5
Nancy Boice	02/15/94	5
Todd M. Boice	02/15/94	5
Harold H. Cameron	03/01/64	35
Robert B. Wright	03/01/74	25
Deborah Urschel	03/24/94	5
Stephen F. Urschel	03/24/94	5

There were 15 records printed.

There are 364 active members in the region.

The Ad Page

FOR SALE- 1982 Reynard Formula Ford 1600, Excellent condition, spare wheels, gears, and parts. New fuel cell and carb. New open trailer available. \$7200. **Jim Niles 518-371-3828**

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

Call before buying ITB: Trick Mazda 323, spares, trailer, new engine, MazdaSpeed LSD. Set-up options, engineering data. Never hit. Pictures available. **John Luetjen 978-692-7989**, Westford MA

FOR SALE- 1988JTJ trailer, 18ft. w/beavertail, tire rack, full steel deck, duel axle, electric brakes, brake-away setup, removable fenders, \$1200. **Dave Riggi 518-6547385 or email driggi@capital.net**

For Sale- 1997 tandem axle car trailer. Big Tex Road Runner, used 4 races. 15" wheels, elec. brakes w/box, 16x7 bobtail w/ramps. **Harold Cameron 518-797-3610(H), 518-478-7222(W)**

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