



# Knock Off



Official Publication of the Mohawk Hudson Region



*May 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**

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# The MacDave Report

Hooray, hooray, the first of May. Outdoor racing starts today. [Or something like that.]

Actually, while we know that the racing season has already started, the weather in the Northeast before May is fraught with cool weather problems. But with May upon us, our loyal Mo-Hud solo II crew is ready to go. By the time you read this our first P-lot event should have taken place with the world famous McKamey School just around the corner. On Memorial Day weekend comes the solar car event at Lake George. While we're not putting this one on, we have been asked to help. Contact Jim Garry if you are interested in assisting in this special undertaking.

On the racing side of the ledger, we've signed (Mike Larimer and I) and returned our race contract to Lime Rock Park for our July 5 regional race. Unfortunately, the track rental, medical services, etc. fee has risen substantially since we were last there in 1997. Thus, it looks like our \$150 entry fee is a thing of the past.>

Also regarding our regional race, anything that you can do to assist in helping put on this grand affair -- from registration to grid to sound control or whatever -- would be greatly appreciated. Please contact Jack Hanifan and offer your services.

Finally, let me report to you on the last trip I took to Lime Rock Park this spring. On Good Friday afternoon, Greg Rickes (the voice of LRP) and I motored on down to the Road Racing Center of the Northeast to bid a fond farewell to General Manager Mike Rand. Joined by ace photog and friend of Mo-Hud Joe Corbett and many others, we did quite a bit of bench racing and shop talk and learned much more about Mike's new venture as G.M. of the reborn Virginia International Raceway. Since only three of the attendees at said gathering had ever raced at VIR (located in Milton, NC, outside of Danville, VA) -- those three being Mr. Rand, Fred Stevenson and yours truly -- for a while I was almost as busy as Mike in describing the track layout. While it was an enjoyable afternoon, it was a bit melancholic. Mike was a true supporter of amateur road racing at LRP and he will be missed. Good luck to Linda Snyder, his replacement, in filling his shoes.

Well, that's about enough for now. 'Til we meet again.

Regards,  
Mr. Dave

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

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Day Phone: (\_\_\_\_) \_\_\_\_\_-\_\_\_\_\_ Eve. Phone: (\_\_\_\_) \_\_\_\_\_-\_\_\_\_\_

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Allergies: \_\_\_\_\_

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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.**

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**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)  
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**OFFICE USE – Do not write below this line**

Dates: \_\_\_\_\_ Paid by: \_\_\_\_\_

Car number: \_\_\_\_\_ Run Group: \_\_\_\_\_ Instructor: \_\_\_\_\_

## **BREAK YOUR MOTHER'S HEART P-LOT AUTOCROSS,**

May 9

By Jim Garry

Not only did the sixty-four entrants to MoHud's first Solo II of the year have to brave early morning rain and threatening skies, they also had to incur the possible wrath of their mothers. Some competitors overcame the conflict of having an autocross on Mother's Day by coming up with a creative solution: they brought their mom's along, at least one of whom competed.

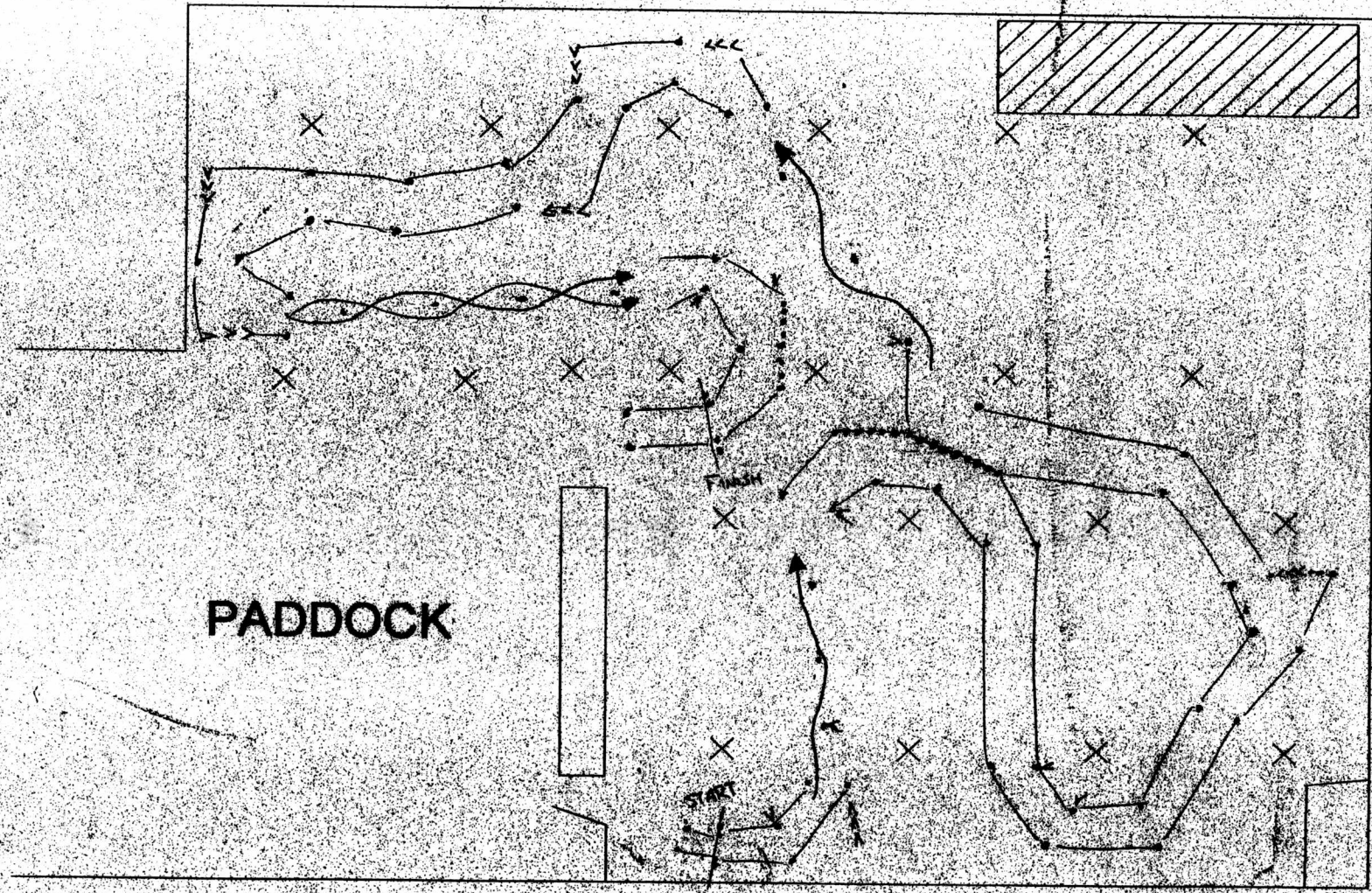
The day was a success as all but the last four cars received dry runs despite the dark clouds that scudded overhead nearly all day long. Jim Fossum had an incredible break through run to demolish his class and take fastest factor of the day.

Eric Kroth designed another easy to follow, open, flowing course that was a lot of fun but had its challenges too. Eric opened with his usual start leading to a corner in order to minimize potential wear and tear on vehicles since it also minimizes the usefulness of a perfect launch. A slalom early in the course led to a long and tight corner that offered a number of lines. Did you drive in deep, stand on the brakes, try to turn the car and take a late apex? Or did you slow down earlier, stay tight all the way around before accelerating out thereby saving precious distance? It was a toss up. I tried it both ways and still am not sure which was better. After accelerating up the hill to a medium speed sweeper, you drove back down the hill and had to keep an eye on the apex cone because if instead you picked up the back side of the corner for your braking cue you'd drive in too deep and have to shed a lot of speed in this fairly quick corner that led to the fastest part of the course ... a definite time killer. This fast part of the course consisted of a left-right-left-brake-right, the first three of which could be taken flat out if you took the right line and treated the steering wheel gently but firmly. After a light brake for the last right, it was a brief blast to a medium left hand sweeper. You wanted to late apex in order to exit on the left side so that you could take the ensuing right hand kink flat out. A short straight led to a long 180 degree left that seemed simple except that the exit was complicated by the entry to a slalom. The slalom could be taken quite fast despite the fact that the last 3 cones were a lot more tightly spaced than the first two ... of course, the right line was required. This led to a long increasing radius right hander and the finish line. It seemed natural to go in a bit deep, carrying some speed, and then try to find the apex. But this didn't seem to allow the application of much throttle to the finish, at least it seemed that way to me. But by braking a b! it earlier, turning sooner and holding a tight line, the increasing radius allowed some throttle to be applied all the way through to the finish. A challenging course for MoHudders!

Special thanks to all the chiefs of specialty: DJ McArdle who ran registration, Harry Adalian in tech, Chip VanSlyke in timing and scoring)also the equipt chair), Andy Furlong who was chief of workers, Jim Garry chief safety steward, and again, Eric Kroth for a great course. And the guy who brought it all together was Mike McMullen, the event chairman.

## 1999 Mohawk-Hudson Region Solll Championship Event 1 P-Lot 5-9-99

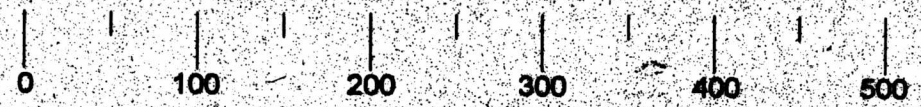
Class	Car #	Name	Car #	Best Run	Index	Factored Time	Points
DSP	5	Jerry Bowden	70 Ford Cortina GT	48.557	0.820	39.81674	20
DSP	10	T J Hanifan	VW Rabbit	48.649	0.820	39.89218	18
DSP	35	Jason Page	92 VW Jetta	48.964	0.820	40.15048	16
ESP	50	Arn Beebe	87 Ford Mustang	49.298	0.823	40.57225	15
CSP	18	Gene Tricozzi	Mazda Miata	49.008	0.838	41.0687	14
ESP	26	Randy Giaquinto	96 Mustang Cobra	49.967	0.823	41.12284	13
CSP	22	Brian Blizzard	92 Mazda Miata	49.579	0.838	41.5472	12
CSP	36	Joshua Hicks	87 Audi 4000Q	49.758	0.838	41.6972	11
DSP	37	Nicholas Piazza	84 VW Rabbit GTI	50.886	0.820	41.72652	10
ESP	27	D J McArdle	88 Merkur XR4TI	50.951	0.823	41.93267	9
DSP	54	Nancy Bowden	70 Ford Cortina GT	51.356	0.820	42.11192	8
DSP	55	Jack Hanifan	VW Rabbit	51.766	0.820	42.44812	7
ESP	20	John Aulisio	86 Camaro IROC	52.048	0.823	42.8355	6
ESP	48	Don Harris	86 Ford T-bird	52.193	0.823	42.95484	5
BSP - ASP	8	Chris Holmes	76 Datsun 280Z	52.006	0.835	43.42501	4
ASP	14	Bob Prescott	65 Lotus Elan	52.553	0.842	44.24963	3
DSP	4	Paul Turnbull	86 VW Scirocco	54.010	0.820	44.2882	2
ESP	12	Matt Runyon	84 VW GTI	55.120	0.823	45.36376	1
ASP	31	Alex Guenthal	75 Ferrari Dino 308	55.634	0.842	46.84383	1
ESP	60	Joe Parisi	86 Ford T-bird	56.990	0.823	46.90277	1
ASP	952	Willard Bridgham 3	88 Porsche 952	58.464	0.842	49.22669	1
ESP	25	Courtney Aulisio	86 Camaro IROC	60.915	0.823	50.13305	1
CM	134	Jim Garry	85 Citation FF	41.643	0.917	38.18663	20
CM	34	Chip VanSlyke	85 Citation FF	44.754	0.917	41.03942	18
CP - CM	47	Richard Wilder	94 Camaro	49.571	0.850	42.13535	16
EP	11	Kurt Miller	87 VW Scirocco	52.356	0.865	45.28794	15
DP - EP	118	Clayton Fonda	62 A/H Sprite	53.990	0.852	45.99948	14
EP	53	Mark Fontanilles	84 VW Rabbit	54.098	0.865	46.79477	13



**Paddock**

Finish

START



**NYS OFFICE CAMPUS  
PERIPHERAL LOT  
WASHINGTON AVE  
ALBANY, NY**

## ***BREAKING NEWS***

Through the efforts of Drew Henry, MoHud has secured the Air National Guard Base in Schenectady for a SOLO II event. The date will either be August 8<sup>th</sup> or August 15<sup>th</sup>, depending on the Air Guard schedule.

The base is being extremely helpful and enthusiastic about our use of the site. We are hopeful that next year we will be invited back for two or perhaps three events. The area of apron that we will be using is approximately 550 ft. by 800-900ft. The surface is one year old concrete. Paddock space will be in an adjacent parking area.

Stay tuned for more information. In the meantime, if you see Drew, shake his hand and slap him on the back. Thanks Drew!



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### **C.A. FOSTER**

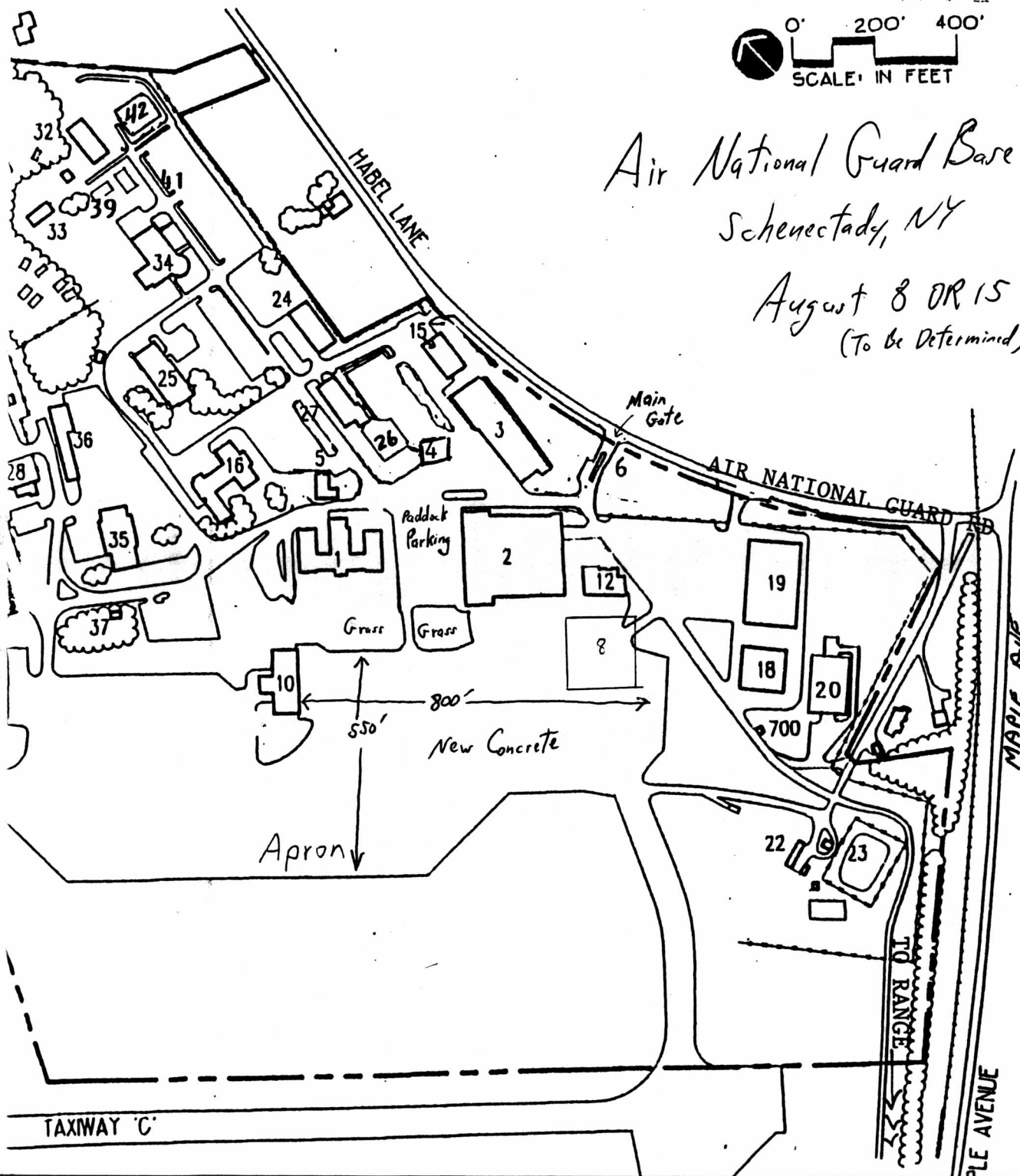
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Air National Guard Base  
Schenectady, NY

August 8 OR 15  
(To be Determined)



BLDG #	NAME
1	GROUP OPS & TRAINING
2	MAIN HANGAR
2A	SQUADRON OPERATIONS
3	BASE SUPPLY
4	SURV/PAR.
5	SAFETY/BIOENVIRONMENTAL
6	TRAFFIC CHECK HOUSE
10	NOSE DOCK #1
11	NOSE DOCK #2
12	A.G.E.
15	ABR/LGX COUNTER DRUG
16	DINING HALL/PHOTO LAB
18	AIRCRAFT PROPULSION
19	COMPOSITE MAINT SHOP
20	AERIAL PORT FACILITY
22	DRUM STORAGE
23	WASTE TREATMENT PLANT
24	MOBILITY BLDG #1
25	BASE ENGINEERING
26	SECURITY POLICE
27	TELECOMMUNICATIONS
28	JET FUEL OPERATIONS
29	JET FUEL PUMP HOUSE
30	JET FUEL CONTROL HOUSE
31	FIRE STATION
32	MOBILITY BUILDING #2
33	PAVILION
34	AEROMEDICAL EVAC BLDG.
35	VEHICLE MAINTENANCE
36	COVERED STORAGE
37	WATER PUMP HOUSE
38	LATRINES
39	CO - OFFICE/STORAGE
40	TRAINING AREA OUTDOOR 1-10'
41	RECREATION BUILDING
42	MOBILITY BUILDING #3
109TH AIRLIFT GROUP	
1 AIR NATIONAL GUARD RD SCOTIA NY	

From I 890  
 Erie Blvd to Freemans Bridge Rd  
 Turn left & cross the Mohawk R  
 Go 1/2 mile & turn right onto Maple Ave  
 Turn left onto Air National Guard Road  
 Stop at Guard House

## Mo-Hud Member Profile

### Dave Wachtel - Biography, May 15, 1999

In the immortal words of the Who: "Who am I, who, who, who who.. do you really wanna know?"...

My name is Dave Wachtel and as you know, I am the Secretary and Membership Chairman for the region. I've been a member since September 1967, when a friend introduced me to the "Secret Car Club of America".

I had been interested in racing since seeing my first event at Watkins Glen in 1965. During the winter of 66-67 I competed in some ice races with a 1962 Corvair, finishing second in class my first time out at Lake George. When I learned of the club in '67 I immediately joined. My goal was to get a competition license and go formula car racing.. Since funds were scarce, I worked as a flagger and scrutineer for several years while I accumulated funds to buy a race car.

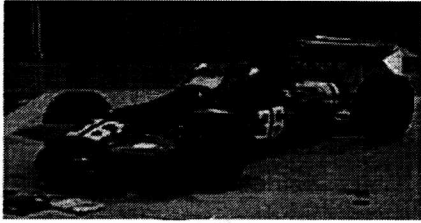
In 1968 (I think it was) I attempted to race a rather dilapidated Cooper FC car. The first time I ran the car under it's own power a half shaft yoke failed. I eventually had to design new pieces and get them made at a local machine shop. I thought I was ready to go, but after a single driver's school, I realized that I wouldn't have the resources to get the car in shape to really race for the foreseeable future. I put the car in the garage and left it there until 1997 when so I finally sold it for restoration. Recently, the car is being run in vintage events by a guy in Texas.

My first driver's school was memorable for another reason besides a bad race car. At the beginning of the school, the chief steward gave us a big spiel announcing that there was a famous celebrity taking the school and he was not to be badgered, etc. etc., As if on cue, none other than Paul Newman made a grand entrance, looking every inch the movie star. Between sessions there was a lot of good natured and not so good natured comments about the "star" being exchanged by the novice drivers. Most considered the morning bit of theatrics to have been a bit much. But this was a two day school and by Sunday evening, when PL figured out that the drivers basically didn't give a hoot about his "celebrity" status, he loosened up and was just as disheveled as the rest of us and was sucking up the beers and schmoosing at the party like a normal human being! Turns out the PL is a pretty good guy and was really just worried about being swamped by "fans". I think he discovered that day that SCCA is probably one of the few "places" where he could be just a regular guy.

PL had to borrow the chief stewards formula ford for the school as his rented Datsun had failed to start on Saturday morning. For the school race he was gridded right in front of me and at the start he disappeared into the distance at a rapid rate, foreshadowing the excellent driving ability that Newman was to exhibit throughout the rest of his racing career.

Since 1968 I had been working nearly full time at the Dudley Observatory, working my way up from basically a flunky gofer to staff photographer and to an odd staff position that was higher than a technician, but lower than a staff scientist. From 1969 to '72 I was going to SUNYA half time, playing lead guitar in a quasi successful local rock and roll band while trying to go racing. After I left the rock band in '72 I slept for nearly an entire week straight!

Around 1973, I had the opportunity to purchase and import a three year old Brabham BT28/35 FC car direct from England. This was a very good handling car. I won one preliminary race with it and had a bunch of seconds and thirds. The SCCA made the BDA motors legal in FC in 1974 (I think) and any car using an MAE pushrod motor was rendered instantly wildly uncompetitive, having about a twenty horse power deficit. SOHC motors faired better, but were still uncompetitive. The BDA variant for FC was also about three to four time more expensive than the MAE and SOHC motors, priced completely out of my reach at about \$5000 assembled and \$3000 for a kit purchased directly from Cosworth.



In 1974, I returned to college full time and in order to keep up, I had to curtail my racing a bit. In 1976 I stopped racing the Brabham entirely. BTW - I just sold this car last year for a lot more than I paid for it.

I did some autocrosses during this period, both as a "pylon chaser" and competitor. I shared a Corvair powered dune buggy for which I built a "hot rod" motor with former member and friend Joe Erkes. I was more consistent than Joe, but he generally beat me as the one run where he missed the pylons was usually a few hundredths to a tenth or so faster than my fastest run of the day. Eventually Joe had a couple of big crashes while competing, one ice racing and another during an autocross on the Malta Speedway paved oval and left the sport entirely.

In '75 I was one of Skip Barber's first students. I was kind of awed at actually holding a conversation with a genuine F1 driver. It was a big moment for me. (I've become rather more jaded with time though). Skip had three Lola FF's and three Alpha's, including his personal Berlinetta for student use. At over six feet, I was too tall to fit into the Alpha Spyderys so I got to drive Skip's personal car during the school. It was really fun circulating the old Thompson road course with the air conditioning blasting while my fellow students were baking in the sun; it was a really hot weekend. I didn't take Skip's advice to play the radio though, too distracting. Oddly enough I fit into the Lola really well with the seat removed with the aid of instructor Bill Prout's little racing cushion thing that he used in FB (now Atlantic)

The school was very entertaining. I was the fastest in the class by a lot, much to my surprise and delight. One of the students was timing maven Judy Stropus who had just published the definitive work on race timing and scoring and was something of a celebrity. Her weekend nearly ended really badly when an out of gas light airplane just missed landing on top of Stropus' Lola when the pilot had to dead stick the thing down on the back straight! It all worked out fine though, and I was three seconds per lap faster in the Brabham the next time I raced at Lime Rock.

The winter of '76 was my last ice racing season in which. That year I ran a highly modified Fiat 850 Spyder. This was a great car in which I had three firsts, two seconds and a third. Unfortunately, cramming for the occasional Monday morning Calculus exam took precedence and I wasn't able to run every event during the season. The Corvair drivers were really irritated when they were beaten by that little bitty Italian car. The secret: aerodynamics (ask Jack Hanifan).

After a long hiatus while I finished my degree and established some financial viability working for GE Consulting Services at the R&D center, I returned to racing with a Crossle' 45 F. Before I got the 45 F, Bruce McGinnis talked me into taking the Skip Barber Advanced Drivers School at Lime Rock rather than redoing the beginners class.

One of my classmates was Wally "I never met a race car I didn't like" Dallenback and another was IMSA and Trans Am driver Joe Pezza. Dallenback wasn't the fastest but Pezza was quite quick and also a fun guy to hang around with.

I was really rusty and managed to scare myself pretty good, but vowed to continue despite the adrenaline overload. After the school, I ran a Skip Barber series race. Competitors in the race (at the front part of the

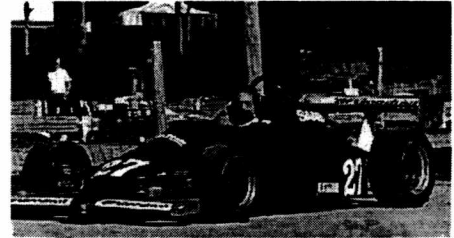
grid, I was at the back) were Jeff and John Andretti. I got a chance from the drivers seat to see what real talent looks like. John in particular was terrific, finding holes in traffic and exploiting them instantly. Later on, I got to know Jeff a little when we were both racing Nationals and found him to be a really nice guy who despite being a member of a famous racing dynasty and a fair talent in his own right, was an affable and humble guy. Unfortunately for me, we were still at the opposite ends of the grid. Until recently, Jeff and his wife were Mo-Hud members.

That year I bought a used Crossle 45F from Skip at a good price. The car was a disaster. It had unremitting understeer no matter what springs, sway bar or shock settings were used. In three years I never did figure out what was wrong.

In 1986, I traded the 45F back to Skip for a brand new Crossle' 62F. After running the car in late 1986 and for the '87 and '88 seasons I was completely discouraged with my lack of results. My confidence was shot as I seemed to be unable to do a decent lap anywhere. Racing was no longer fun. It became simply a question of "how badly am I going to do this weekend?" I desperately needed to find out if it was the car or me.



To find out, I decided to purchase a test day in a Barber SAAB pro car. It was sink or swim, put up or shut up. It was walk the walk time! It was with EXTREME trepidation that I showed up at LRP that Tuesday. I was determined that by noon, I would know whether to walk away from racing or continue with it. (Read the whole story at My web site). If by noon I was still bog slow, I determined that I would pay my fee and simply walk away.



First the bad news, the other guy testing that day was quicker than me (I think he was running less downforce); the good news: I was fast enough by the end of the day to have qualified fifth on the grid at the previous pro event at LRP. Even better, each lap was quicker than the last, and I was having fun in a race car again. A mathematical extrapolation indicated that I would have been very close to the lap record after another day of testing. As a bonus I was able to get reacquainted with Mike Rand my old FC acquaintance from years back.. Mike was heading up the Pro Series at the time. I consider Mike one of the good guys in the sport and will miss the good natured banter we engaged in at Lime Rock during recent events.

The Pro Car test indicated that there was indeed something seriously wrong with the Crossle' and that without doing some serious development, it was basically a waste of time and money racing the car. I had left GE and started my own business just in time to see the stock market crash and the economy go down the tubes. I found myself competing with a rapidly shrinking budget. In early 1990, instead of racing, I went testing. I borrowed a whole bunch of springs from Rick LaPierre and hied myself on down to LRP to do some serious work. It took three test days over four weeks of executing on a pre-defined plan that encompassed some twenty seven different combinations of springs and suspension settings to sort out the car. It was money and time well spent.

I had long suspected that there was a geometry problem at the back of the car and was determined to verify my suspicions and to find a some kind of work around for the flaw. On the third day of testing, I finally got it right. Radical static camber settings, much higher spring rates (from my already high rates) and careful damper bump and rebound settings did it! This was confirmation that there was indeed a camber curve problem in the rear that made the car subtly unstable when under the highest load in a corner. After the change the car was terrific. The best race car I have ever driven. Flat through the esses, through the up hill and flat out even in West Bend and the car was stable as a rock, cornering as if "on rails"!

Now that the car handled, I found that there was another serious problem. On hot days, the rear suspension failed to work. The test days were cool, in the mid sixties, this flaw never showed up until the first race when the temperature was in the low nineties. By swapping dampers side to side, I was able to trace the problem down to a failure of the rear damper on the side near the exhaust pipe. Since LRP is mostly right hand corners, swapping the dampers alleviated the problem for the next event, except in the down hill and the left hander. Frank Burnstein, the Crossle' importer, later allowed as to how there was a heat related valve problem in the dampers that came with the car. Frank also told me that Crossle' had acknowledged the rear suspension geometry problem and had issued an upgrade kit to fix it. I never got a chance to upgrade the car.

Unfortunately, I was again nearly out of money. I needed new or rebuilt dampers and the price was on the order of one thousand dollars. To make matters worse, I also needed to replace the motor as it comprehensively blew up due to a faulty small end rod bearing that caused the rod to fail catastrophically while going full chat down the straight at LRP. I only got one race in the car when it was working properly.

My second race that year, our own John Stim Memorial regional at LRP, started badly for me. In qualifying I had a gearbox oil leak and got it hot enough to crack the gear lube. Because of this, I decided to take it very easy the first part of the race until I was sure that the GB was OK and holding oil, losing several positions early on. When the GB failed to make any serious noises, I turned up the wick for the last half of the race. I was having serious fun catching and passing folks and had made up three or four positions in just a few laps. I was hoping to catch and pass fifth place guy before the end when suddenly the motor went brrrrrrit, at the start finish line during the penultimate lap and that was that. I was out of funds and out of racing.

For three years around this time, I was coordinating Mo-Hud participation in the Saratoga Race Car show. Jim Bucci has been coordinating car show for the last few year and doing a great job!

In 1992, my old friend Greg Rickes was R.E. and needed a volunteer to be Membership Chairman. He volunteered me. Actually I had been considering getting more involved in the region administration as I had some time on my hands since I wasn't racing and my business was basically lacking business.

In 1996 I became acting secretary when the current secretary became unavailable and have held that office since. No one had to volunteer me this time, as I was eager to put more effort into the region that had supplied me with many good times and fine company through the years. I have also recently taken on the task of maintaining the Mo-Hud web site.

For the last few years I have been spending a lot of time developing software to manage SCCA regions and am using "Member View" to manage the region's membership information. The Atlanta Region is also using Member View to manage their regional membership records. An advantage of the software is that it will intelligently update member records from the disks furnished to the regions from National Headquarters. I am also working on a race registrations program that will work with Member View and will be capable of handling the registration needs of both amateur and professional events while also doing some part time consulting.

Soon I hope to have the funds to be able to get the Crossle' back together and do some dicing with my buddy and fellow board member Paul Tariello. It will take awhile to get used to racing yet again so I wouldn't expect to be at Paul's end of the grid for awhile.

In conclusion, the thing I've really liked (besides the racing) about my involvement in the SCCA is the opportunity to meet and occasionally develop friendships with interesting people from different walks of life and circumstances who all share at least one thing in common, a passion for the sport and SCCA.

Dave Wachtel

# Z\*A\*P

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## The NORTH ATLANTIC ROAD-RACING CHAMPIONSHIP SERIES SCHEDULE for 1999

EVENT #	CIRCUIT	MONTH	DATE(s)	DAY(s)	REGION
1	New Hampshire Int'l Speedway	APR	24 - 25	Saturday - Sunday	New England
2 + 3	Pocono, PA	MAY	8 + 9	Saturday + Sunday	Northern New Jersey
4	N. H. I. S.		22 - 23	Saturday - Sunday	New England
5	Lime Rock, CT	JUN	12	Saturday	New York
6	Watkins Glen, NY		19 - 20	Saturday - Sunday	Glen
7	Lime Rock	JUL	5	Monday	Mohawk-Hudson
8	Lime Rock		16 - 17	Friday - Saturday	New England
9 + 10	N. H. I. S.		24 + 25	Saturday + Sunday	New England
11	Lime Rock	AUG	13 - 14	Friday - Saturday	Northern New Jersey
12 + 13	N. H. I. S.	SEP	11 + 12	Saturday + Sunday	New England
14	Lime Rock (RunOffs)		24 - 25	Friday - Saturday	New York

### The 1999 N.A.R.R.C. COMMITTEE MEMBERS & OFFICIALS

**VOTING COMMITTEE MEMBERS:**

<b>Chairman Emeritus:</b>	Henryk Szamota	(718) 229-2696	<b>Driver Representatives:</b>
<b>Regional Executives:</b>	Dave McClumpha	(518) 767-2308	MoHu..... Rick Pocock (413) 499-7577
	Richard Patullo	(413) 566-3643	NEng..... John Merriman (203) 387-3328
	Christopher Morales	(516) 674-9106	NY..... David Lapham (914) 337-1827
	Dave Panas	(201) 337-6454	NNJ..... Jon Mohr (973) 239-7674

<b>1999 Officials (non-voting):</b>	Series Coordinator/Secretary	Dave Panas	(201) 337-6454
	Treasurer	Stephanie Weiss	(518) 733-6499
	Points Keeper	Maureen Harris	(973) 325-3512
	Preferred Numbers	Marilyn Freeman	(508) 429-1648 BEFORE 9:00 p.m.

**>>> ATTENTION DRIVERS! <<<<**

At any time during the season, you can get the most recent points standings for your class by mailing a **SASE** (Self-Addressed, Stamped Envelope) to the NARRC Points Keeper:

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

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

**The 1999 N.A.R.R.C. CHAMPIONSHIP AWARDS CEREMONY**  
will be hosted by the Northern New Jersey Region  
(date and location to be announced)

## The 1999 N.A.R.R.C. (North Atlantic Road-Racing Championship) SERIES - RULES

**The SERIES** includes designated SCCA-NARRC races at **four (4)** circuits: Pocono/PA, Lime Rock Park/CT, Watkins Glen/NY and New Hampshire International Speedway. **NOTE:** The NARRC series decal, to be available at all NARRC events, should be prominently displayed on each side of all competing vehicles.

**ELIGIBILITY - Drivers:** Any drivers holding valid SCCA Regional/National Competition Licenses or certain drivers with Novice Permits, and others - all per GCR Section 3.1.2, SCCA Events ~ Regional Events.

**Classes:** All GCR-recognized regional classes **plus** NARRC Club Ford (NCF), Club Formula Vee (CFV) and Improved Touring Enduro (ITE). NARRC-specific rules for these classes appear later in these pages.

**POINTS** are awarded for the **top ten** positions to all NARRC-eligible finishers as follows:

**Regular Events** = 12-9-7-6-5-4-3-2-1-0      **Runoffs (double points)** = 24-18-14-12-10-8-6-4-2-1

**TOTALS = Finishing points earned in the best eight (8) class finishes of all NARRC races held**

+ **plus one (1) extra point for each race start** per the final, official Timing & Scoring results.

+ **plus four (4) bonus points for one start per circuit** (4 points X 4 tracks = 16 bonus points possible).

*[Example: A driver competes in all 14 races & wins the maximum 8 allowed. Multiply 12 points per win by 8 wins = 96; NARRC Runoffs Win = 24; 14 starts = 14; all four tracks = 16 bonus points.*

*The maximum points possible for each class champion will be: 96 + 24 + 14 + 16 = 150 ]*

**DRIVERS!** Check the accuracy of your results for correct class, position, DNF versus DNS, etc. Unless it's a points keeping error, **no** changes will be made without **official, revised T & S** results. *If you wish to waive (not be awarded) NARRC points for a particular event, you must deliver a written notice the Chief of Timing & Scoring before your race at that event, so that the waiver can be noted in the results.*

**The SCCA NARRC RUNOFFS (double points)** 09/24-25 at Lime Rock is the last chance to determine class champions and is open to all drivers. **NOTE:** If the NARRC Runoffs is a driver's **first** NARRC race of the season, s/he may compete for an event trophy but will earn **no** NARRC series points.

**CLASS CHAMPIONSHIPS** are decided by total points accumulated in a class per the current scoring rules; a driver must accumulate a minimum of **50** points to be eligible. Also, for a champion to be declared, a class must have a minimum of two (2) starters during the season.

**The MONEY FUND** receives \$5.00 of each entry fee from each NARRC race. Distribution is based on drivers' accumulated series points, number of participating cars per class, plus the following conditions:

1. A class must have at least a 1.50 average participation during the current season
2. Each class' top three finishers will share 80% [1<sup>st</sup> = 40%, 2<sup>nd</sup> = 24%, 3<sup>rd</sup> = 16%] of the Money Fund "account" for that class, regardless of final points totals; the remaining 20% of the class account will be distributed among all eligible drivers accumulating a minimum of **50 points** during the season.

**Exceptions:** **2a.)** *If any of the top three finishers are ineligible, money for each affected position will not be distributed; instead, it will be returned to NARRC's administrative fund.*

**2b.)** *If no drivers in a class (including any of the top three) meet the 50-point minimum, the remaining 20% of that class' account will also not be distributed and will be returned to the NARRC administrative fund as well.*

**2c.)** *Money will only be distributed to the top 4 in class that are otherwise eligible*

**Note:** *Money returned to the NARRC administrative fund may be used to upgrade championship trophies, defray banquet costs, etc. - as decided by the committee.*

**>>- For money due from prior years, contact Stephanie Weiss, NARRC Treasurer, @ 518-733-6499 -<<**

**OTHER ITEMS:** Tie-breakers, points loss from exclusions, disqualifications, protests, etc. may parallel GCR National event rules; the voting NARRC Committee Members will rule on situations not in the GCR.



## The 1999 N.A.R.R.C. (North Atlantic Road-Racing Championship) SERIES RULES for NARRC-specific CHAMPIONSHIPS

### CLUB FORMULA VEE (Class Designation = CFV)

The purpose of Club Formula Vee is to trim the typical FV budget by restricting the money spent on shock development and by not allowing the highest-wearing tires; all other Formula Vee rules apply. Competitors must declare their intention to run Club Formula Vee **prior to** registration, and must run the allowed tires during all qualifying and race sessions.

WHEELS and TIRES - The following Formula Vee tire compounds are allowed:  
Hoosier 60, Hoosier VROC, and Goodyear 600. Rain tires are free.

ADDITIONAL WHEEL & TIRE COMBINATIONS eligible for CLUB FORMULA VEE are:

1. 13" steel wheels by 5.5" front (3.25bf) with Toyo Proxes 185/60-13; rear 7" width (3.75bf), Toyo Proxes 205/60-13 -OR-
  2. 14" steel wheels by 6.0" width (3.50bf) with Toyo Proxes 185/60-14 -OR- Kumho V700 185/65R14
- Steel wheels must mount directly to the drums with no spacers and are available from FAST Wheels (918-599-9022)

SHOCKS: Front - **A.** Transporter steering damper or stock VW -AND- **B.** May not be moved from factory position  
Rear - Free within FV rules

MARKINGS - The class letters "CFV" must be prominently displayed on both sides. In addition, the rear axle tubes or leading arms must be marked with yellow paint or tape so as to be visible to cars behind. Tire compound indicator must be highlighted on the side of the tire in yellow.

### IMPROVED TOURING ENDURO (Class Designation = ITE)

The purpose of the NARRC ITE class is to allow vehicles from professional race series, Pro-Rally, Showroom Stock (not otherwise eligible for IT or SS) and equivalent marque club classes to compete at a regional level. No guarantee of competitiveness or equality is expressed or implied.

To that end, the ITE rules and guidelines are that ALL VEHICLES MUST:

- meet (at minimum) current Improved Touring safety specification.
- must run on DOT approved street radials. Tire brand is free; however, wheel and tire specification must be per original series rules. Original series (except Pro-Rally) must have run exclusively on DOT tires.
- compete in their declared series specification, except for tire brand & modifications to meet SCCA safety specs.
- display current SCCA Club Racing decals; all other sanctioning bodies' identification must be removed or covered.
- possess an SCCA (only) vehicle logbook and rollcage number.
- meet the current SCCA sound requirements.

ALL COMPETITORS MUST conform to current SCCA General Competition Rules.

ALL ENTRANTS MUST have in their possession, and available to tech personnel or the Chief Steward, the "Series Rulebooks and specification sheets" (IMSA Rulebook, SCCA Pro-Racing rulebook, Pro Rally rulebook, etc.) and an official manufacturer's shop manual(s) to authenticate the vehicle in its state/condition of preparation.

### N.A.R.R.C. CLUB FORDS (Class Designation = NCF)

**NOTE: Class & score all other CF as FF, except NYSRRC Fords=CF, MARRS=CFM in specified events.**

Compliance is the responsibility of the class competitors.

Cars must conform to all specifications and rules applicable to regular Formula Fords per the current SCCA General Competition Rules (GCR). NEDiv Club Ford rules apply - with these exceptions:

1. The 50% suspension rule: shocks and springs for either the front -OR- the rear must be outboard; there is no chassis and/or model year cutoff; no back-dating and/or up-dating is permitted.
- 2-a. Racing slick options are: Goodyear 600; Hoosier 60; M&H 24.

[NOTE: For NARRC points purposes, Club Fords without spec tires should be classed & scored as FF.]

- b. Rain tires are free; there are no spec rain tires.
3. Bodywork is free, provided it conforms to the GCR specifications for Formula Fords.

## Minutes of the April 26, 1999 executive board meeting.

The executive board meeting, held at The Orchard Restaurant, was called to order by Dave McClumpha, R.E., on 04/26/99 at 7:43 PM.

### Reports from Officers, committees

#### Membership

Dave Wachtel reported that the region has 360 paid up members.

#### Treasurers Report

The region had not been charged the \$2.00 per entry assessment that is to go to the NYSRRC for sanctioning last years Pocono regional race. The bill has just arrived.

Pursuant to this a motion was put forward by Mike Larimar to wit:

**Motion:** That the treasurer be authorized to pay the NYSRRC the sanction assessment fee for last years Pocono race, of \$2.00 per entry. At 107 entries, the amount authorized will be \$214.

**Second:** Eric Kroth

**Vote:** A voice vote of the membership in attendance was taken and the motion was carried without dissent.

Tax reports are due on the fifteenth of May. Mike Larimar is working on them and he is confident that they will be completed in time.

The amount of interest that the Mo-Hud savings account could be generating could possibly be greater if the money were invested in another financial instrument. Mike is arranging an appointment with a financial adviser at Marine Midland Bank to explore the alternatives.

#### Solo

The first event at Brodie has been canceled by the solo committee due to the poor condition of the parking lot pavement. There may be an event held at the site later in the year, perhaps this autumn, , provided that the parking lot is resurfaced.

The arrangements for the McKamie solo school are being made and are on schedule. Jim Garry stated that they have enough licensed solo safety stewards to cover the entire event. He has four stewards each of whom will serve for a half day.

The solo committee has prepared a budget for the year.

Chip VanSlyke opined that too much money was spent for trophies last year. The reason for this was that the depth of the field receiving trophies was too deep. Statistics have shown that there are three first place trophies to be given for each third place trophy. The distribution of trophies will be altered for this season accordingly.

After reviewing the proposed solo budget, treasurer Mike Larimar said that it was "in sync" with his overall regional budget.

There was additional general discussion regarding allowing non members to accrue points, the chance to gain a new venue at the Schenectady County Airport and the possible re-use of our many undistributed trophies.

#### Competition

Competition Directory Jack Hanifan reported on the new drivers in the region

He reminded the board that there New England Region will hold a driver's school on May 22 at New Hampshire International Speedway with a regional race to follow on May 23.

Jack announced that he has an e-mail address at: jackHanifan@compuserve.com.

## **Old Business**

### **John Stim Memorial Race**

The contract for the July 5 regional has been signed and sent back to Lime Rock.

The proposed increase in entry fees to reflect the increase in track rental price was discussed. The final amount the board will recommend to the membership is \$170 per entry.

Stewards are still needed for the race, according to Jack.

### **New Drivers Car Control Clinic**

Dave Wachtel will give a "pitch" at the next membership meeting in order to try to get a new coordinator. A written plea was circulated for possible submission to the KO.

### **Business Cards**

Jim Garry investigated the cost of obtaining business cards for Mo-Hud members. The rate he had obtained is \$50 per 1000 cards for two colors on white stock. The board is not keen to supply business cards to the membership.

### **Announcements**

The next Executive Board meeting will be held at The Orchard at 7:30 PM on May 24.

The meeting was adjourned at 9:20 PM.

Submitted by David G. Wachtel, Secretary

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# **Executive Board Meeting**

**May 24, 7:30PM**  
**The Orchard Tavern**

All members are welcome to attend the board meetings



**Membership Report from 04/14/99 to 05/14/99.****Please welcome these new members to the region.**

<u>Name</u>	<u>Joined</u>	<u>City</u>	<u>State</u>	<u>Comm.</u>
Jesse Adams	04/15/99	Chathan	NY	(518) 392-6038 (H)
Zachary DeGraff	03/25/99	Scotia	NY	(518) 887-2987 (H)
Joseph A. Genovese Jr	03/24/99	E Greenbush	NY	(518) 479-0536 (H)
Francis I. Haines	03/25/99	High Falls	NY	(914) 687-7527 (H)
Kevin Knight	04/15/99	Kirkwood	NY	(607) 775-1326 (H)
Wayne Martin	04/15/99	Quebec	PQ (CAN)	(514) 762-1174 (H)
Richard G. Riano	03/30/99	Troy	NY	(518) 235-2451 (H)
David Ury	03/25/99	Big Indian	NY	(914) 382-2825 (H)

**Interests report generated on: 05/14/99.****Club Racing**

Zachary DeGraff	Scotia	NY	(518) 887-2987 (H)
Richard G. Riano	Troy	NY	(518) 235-2451 (H)

**Road Rally**

Zachary DeGraff	Scotia	NY	(518) 887-2987 (H)
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**Solo**

Zachary DeGraff	Scotia	NY	(518) 887-2987 (H)
Richard G. Riano	Troy	NY	(518) 235-2451 (H)

**Worker/Official**

Zachary DeGraff	Scotia	NY	(518) 887-2987 (H)
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**Anniversary report for April and May 1999**

<u>Name</u>	<u>Joined on</u>	<u>Years</u>
Eric Weiss	04/01/79	20
Tom Dolin Jr	04/27/89	10
W. Scott Stickle	04/12/94	5
Lawrence Leung	05/31/88	11
Robert M. Bownes III	05/16/89	10
Greg Rickes	05/16/89	10
Giovanni Greco	05/05/94	5
Jason W. Smith	05/12/94	5
Michael C. Squier	05/18/94	5

**There are 367 members in the region.**

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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

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Phone # (day) \_\_\_\_\_ (eve.) \_\_\_\_\_

Date of Birth \_\_\_\_\_ Spouse coverage?  Yes  No

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# **Problems and Solutions**



Never let it be said that airplane ground crews and engineers lack a Sense of humor! Here are some actual maintenance complaints, generally known as squawks or problems, submitted recently by Qantas pilots to maintenance engineers to fix prior to the aircraft's next flight. After attending to the squawks, the maintenance crews are required to log the details of action taken as a solution to the pilot's squawks. The following are some recent squawks and subsequent responses by Maintenance Crews.

**KEY:**

**(P) = The problem logged by the pilot.**

**(S) = The solution and action taken by maintenance engineers.**

(P) Left inside main tyre almost needs replacement.

(S) Almost replaced left inside main tyre.

(P) Test flight OK, except autoland very rough.

(S) Autoland not installed on this aircraft.

(P) #2 propeller seeping prop fluid.

(S) #2 propeller seepage normal - #1 #3 and #4 propellers lack normal seepage.

(P) Something loose in cockpit.

(S) Something tightened in cockpit.

(P) Evidence of leak on right main landing gear.

(S) Evidence removed.

(P) DME volume unbelievably loud.

(S) Volume set to more believable level.

(P) Dead bugs on windshield.

(S) Live bugs on backorder.

(P) Autopilot in altitude hold mode produces a 200 fpm descent.

(S) Cannot reproduce problem on ground.

(P) IFF inoperative.

(S) IFF always inoperative in OFF mode.

(P) Friction locks cause throttle levers to stick.

(S) That's what they're there for!!

(P) Number three engine missing.

(S) Engine found on right wing after brief search.

(P) Aircraft handles funny.

(S) Aircraft warned to straighten up, "fly right" and be serious!!

(P) Target radar hums.

(S) Reprogrammed Target Radar with the words.

## 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)**

**FOR SALE- 4 Nokia Hakkapeliita 10** 175/65R14 snow tires \$75. 1 Bridgestone Potenza RE 71 195/55R14 \$35. **Jim Leonard 518-439-4440**

**For Sale- "The Sexy European" 1973 Mercury Capri**. One owner, 38,000 miles, two liter, four speed. Grey w/black interior. Some rust, some Bondo. Runs great. Asking \$2,500. **Dave McClumpha 518-767-2308**

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