



# THE KNOCK OFF

**October 1999**

Original October 1969 cover of The Knockoff  
-Courtesy of Carlton Foster

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 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

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# McDave Report

Well, boys and girls, the summer of 1999 (the next-to-last summer of the millennium) is over and quite a one it has been for the Mohawk-Hudson Region. A very successful race at Lime Rock Park followed by some outstanding Solo II events at both the P-lot at the State Office Campus in Albany and the Stratton AFB in Scotia. Membership has continued to grow also. The fall should go so well.

I wound down my summer activities as a guest of Greg Rickes, the voice of Lime Rock Park, at the 13th Annual Fall Vintage Festival at LRP. While I was only able to view Saturday's events, it was very enjoyable (after a few year's absence) to see some wonderful machinery --and drivers--some of whom you only get to read about. Peter Giddings of Alamo, CA brought the famous Whitney Straight Maserati 8CM Grand Prix car, William Binnie of Rye, NH drove the 1955 LeMans winning Jaguar D type, and the Keno brothers (of PBS' Antiques Road Show fame) were entered -- but only Leslie, in a lovely Lotus Mk XI, ran on Saturday. Just a great scene. If you haven't caught this event in the past, or the Watkins Glen vintage gathering which takes place the following weekend, I recommend either very highly.

As you also may know, with fall upon us, it's time to start thinking about a nominating committee and a slate of candidates for the region for the upcoming year. I haven't asked any of the current roster what their interests are for 2000, but we are always looking for new faces/new blood/new enthusiasm, etc. I don't know if you recall what I told the nominating committee last year but I indicated that I would serve as RE for basically one year -- sort of a caretaker until someone younger steps forward. As we heard from Tom Campbell, our Area 10 Director, at the last meeting there will be changes soon in the leadership in Denver. You will be reading about them in Sports Car as well (although I think that Nick Craw's October column muddies the waters as much as it clears the air). In any event, SCCA and th Mo-Hud Region are still membership organizations, run by and for the members. Don't be afraid to do your part for the future of the sport.

Regards,  
Mr. Dave

# 11 months, 28 days

(A Mystery Solved)

By Jim Garry

The first thing I'll do is get the news of my finishing position out of the way: I finished in 22<sup>nd</sup> place. It would have been a bit better if my fastest run on the South course didn't include a pylon and my last run on the North didn't include a spin within spitting distance of the finish. But even with those "what-ifs", my finishing position would still be no higher than the mid teens. Contrary to how you might otherwise think I'd feel about a mediocre finishing position, I left Topeka in high spirits and feeling my effort at this year's Solo II National Championship had been amazingly productive.

So there's more to this story beyond finishing position. The much more interesting story is how Chip and I finally uncovered the mystery of the ill handling Citation. As many of you might know, in September of 1997 we purchased our car (a 1985 Citation FF1600) from Josh Sirota, who had purchased it a couple of years earlier from Peter Raymond (both former National Champs in that car). The reason for spending a little extra for this car was because of its pedigree. If I was going to go slow, I didn't want to have to wonder whether it was due to the car or my driving. As it turned out, this strategy was spoiled by the events that unfolded.

In the Spring of 1998, on a hunch we decided to have the shock absorbers dynoed. The results showed that a significant rebuild was necessary. The first event I competed in after getting the shocks back was the Griffiss National Tour in June of that year (it also was the first event on fresh tires). The car had so little compliance due to excessive shock bump valving that we couldn't push down on either end of the car ... a definite no-no for Solo II suspensions. The car's preferred mode of driving was sideways. So we had the shocks revalved, and then revalved again. The car never felt good. At the National Championships that year Chip finished poorly and I didn't get to compete

due to a family emergency that had me on a flight home just hours before C Mod was due to run. Chip reported that the car was still oversteering badly.

In 1999, we tried a lot of things to get the car working well. But we couldn't quite get the tail happiness out of the rear or a sense of vagueness out of the front. All along we had been extremely hesitant to make changes to this car because of its fine competitive Solo II history. So we left the car alone and decided to try revalving the shocks again in late August. After all, that was the only change we had made to the car, or so we thought. The shocks came back in time for an event on the concrete at Griffiss Air Force Base. Chip drove first and it was plain to see at the first corner that the car was turning better than it ever had, at least while in our possession. The front end looked like it was just getting sucked into the turns and slaloms. The shock change at the front really worked out well. But Chip spun out. On my first run I was thrilled at the feel of the front end. However, I too spun. Now that the front end was sticking so well, what had formerly been moderate looseness was now a major "hang on for dear life" sideways problem. We spent the rest of the day making adjustments on the car (between us we had 15 runs) but all we accomplished was to make the front end feel lousy. The rear kept getting away.

We considered revalving the rear shocks again as the rear bump was still relatively firm even with the bump setting set at full soft (of course, that adjustment is for high speed bump and we really needed a low speed adjustment). I considered not going to Topeka since the rear was so bad but that evening it occurred to me that the looseness was coming in turns that required braking. In the two evenly spaced slaloms and in the high speed, flat out kinks of the Griffiss course the car was rock solid. So I figured it must be brake bias and felt confident that we'd fix the problem during



the warm up event in Topeka by adjusting the brake bias. Chip was skeptical.

Our trip west went very smoothly. We left Albany at a little after 8 am on Friday, stopped at around midnight in the St. Louis area, and arrived in Topeka at about 11am. The only incident occurred at about 6:30 am just outside of St. Louis when a pick up truck passed us on the right (we were in the middle lane) and mercilessly tail gated a car in the right lane. He violently pulled out to pass and then mercilessly tailgated another right lane driver. We could only conclude that he was drunk and was confusing the right lane for the left lane. The pick up was about 200 feet in front of us when the driver pulled another violent lane change. This time he clipped the left rear of the sedan in front of him and turned it into the concrete barrier. The car slammed into the concrete and hopped and danced its way along the wall, sparks and body pieces flying. But the driver did a good job in keeping the car on the wall and not veering into other lanes. We steered around the mess and noticed that the pickup slowed to about 50 mph to contemplate things. After about 5 seconds, he took off at high speed. We called the police on the cell phone but could only give a physical description of the vehicle since license plates are useless at anything over 100 feet. I'm sure they never caught the guy. By the way, we think he had a number "3" on his rear window. Another Dale Earnhardt fan.

In Topeka, the weather was beautiful. However, at the warmup event we could not get the oversteer out of the car simply by adjusting our brakes. The brake bias hypothesis turned out to be a dud and Chip's skepticism over this proposed fix proved correct. I can only surmise that I thought it was a bias problem because it's easier to get to the limit in a corner you brake into and those are the corners that gave us the most trouble at the Griffiss event. So we tried a variety of adjustments but they merely made the front end worse instead of improving the rear. Of course, a not so good front end is what made the car drive-able in '98 and '99. Once we fixed the front end, we were more easily able to feel

the problem in the rear due to the huge differences between the two. The two days of warmup ended and we weren't any closer to making the car stable. At some point I briefly thought about trying to find some lower rate springs for the rear but decided there were a few more adjustments to try and didn't really like making that radical a change a day prior to competition at the National Championship.

On Tuesday, the first day of competition, we were extremely lucky. C Modified ran first heat which was the only dry heat of the day. If it had rained on us, we very well might not have been able to discern the difference between rain induced problems and the car's inherent instability. But after the heat was over, it was clear there were major changes required. None of our attempts to stabilize the rear were successful. I was mired in 23<sup>rd</sup> place and displeased with myself that I hadn't gone to look at my times during the event. If I had, I would have seen the pylon penalty on my fast second run and held back a bit on my third run, thus preventing my near spins and not losing valuable time. However, the poor placings for both Chip and I were a blessing in disguise since it meant that we could approach day two as a test day and not worry about our position in class.

In between days, I talked to a lot of people: other C Mod competitors, vendors, and other highly reliable competitors. As most racers know, it's important to pick as many brains as possible, collect as much information as you can, skim out the wacko ideas, and then synthesize a reasonable course of action. What I learned is that more changes had been made to our car than just the shock rebuild! And, it appears I knew about this change for awhile but had somehow filed it into the unobtainable reaches of what passes for my brain!! What follows is the explanation to our mystery.

At the same time that we rebuilt our shocks, Hoosier had changed the construction of the rear tires for Formula Fords (winter 1997 - spring 1998). Well duh, this ought to be something that could change the handling characteristics of a car. As

mentioned, however, this news never made it to the front of my brain. There were a variety of opinions from my fellow C Mod drivers about the effect of this change on their cars. But the tire change was real and it turned our Citation into a tail happy, nervous car. The key in all of this is that the timing of the shock rebuild unfortunately ***misdirected*** our efforts in 1998 and 1999 causing us to concentrate primarily on adjusting the shocks instead of being open to other possibilities. Because we thought the change was restricted to just the shocks, we felt we shouldn't consider making other changes given the car's excellent history.

For Wednesday, we asked Mark Daddio to watch and evaluate our runs and he graciously agreed. Mark has a finely tuned ability to observe what is going on with the car and the driver and we felt his input would be very helpful. The first thing he did was to have us remove the extra rear toe-in we had been using in an ill-conceived attempt to increase stability in the rear. All it was doing was making the car push. That done, the car turned in fine again. But of course, in driving up to the capability of the front end, the poor rear end was overwhelmed and I spun twice on my first run. Actually that was good because in previous year's I would have adapted, slowed down, and masked the problem. I was amazed at Mark's powers of observation from as far away as 300 feet and more. He could see what I was doing to the suspension. On what turned out to be my best run of the day, I had just barely turned into the corner leading into the fastest stretch on the course, then subtly turned back out when I felt (anticipated?) the oversteer starting, and then had to turn very gently back in and accelerate gingerly when those maneuvers caused me to drive through the marbles. Without me telling him about this, Mark told me exactly what I had done. He also is very good at debriefing the driver and determining the next reasonable adjustment to attempt.

Then we began making sway bar changes. We had tried this before but each time it was only after making other changes that masked what the bar was doing. In

retrospect we had only ever made one change at a time (just like the book says) but a few times we didn't always return to baseline when a change didn't have the effect of limiting oversteer. For instance, we left the extra toe-in at the rear because we assumed it could only help the rear instability problem. When we made subsequent sway bar changes, the front end was already pushing. Had we returned to baseline first, it might have aided us in finding the true culprit earlier because the anti-sway bars would have shown a positive change.

By the end of the second day we had gone full stiff on the front bar and had disconnected the rear bar. The car still was oversteering but had improved slightly. And it was still turning in fine. My last run of the day seemed reasonably fast (but who knows for sure). However when I went fast through the last corner before the finish lights, I spun the car. I didn't think my speed was excessive and actually was proud that for once I didn't simply adapt to the car but was able to maintain what I believed to be an appropriate speed. Maybe I'll become a reasonable test driver yet.

Since the anti-sway bars on this Citation are very light, we could not achieve enough adjustment to remove the oversteer. But we now know which way to go. We'll borrow an assortment of springs, set the car back to baseline, and go test. I feel confident that this will finally bring the car back up to its former level of potential. But Chip insists only on saying "this is the next thing we'll try". And he may be right. After all, every time we went out to try something new to fix the problem with the car, I'd say "this is it, it'll be great after this", and of course it never was.

But it sure would be nice if next year I'll get to actually be in the hunt and mix it up with the top finishers. That's where the main title for this article came from. When the C Mod battle was over on Wednesday and I was sitting in 22<sup>nd</sup> place, the first thing I thought was, "oh man, now I have to wait 11 months and 28 days until getting to try this again!"



## Minutes of August 1999 Solo II Organizational Meeting (Approx. one dozen attendees)

Recent MoHud Solo II events have been conducted much more efficiently than in the past. After the Stratton Solo II event, an organizational meeting was held in order to generate additional ideas to continue the recent trend of making our events more efficient. The following topics were discussed.

### Registration

- ◆ At each event we will designate someone or some people to serve as experts in classing cars. Jeff Tyburski, others. This is supposed to be a competitor responsibility but registration has always helped out. With larger turn-outs registrar does not have the time for this.
- ◆ Discussed setting up pre-event registration as cheaper than normal registration to speed up process but decided that once someone has been to an event, s/he is already on a season registration card (or in a computer database if we go that way).
- ◆ Discussed instituting a financial tie to renting a helmet but decided it is more of an administrative burden than it is worth.

### Tech

- ◆ Use colored dots on windshields to show that cars have been teched. Starter will have to look for these before releasing car from line.
- ◆ Mark class letters and car numbers better (clearer and larger)! Ask Mike Squier to come to events to sell numbers. Sell numbers (MHR will subsidize at selected events?) at first event of season and at Sept 19 event.

### Workers

- ◆ At next meeting (at close of season) make the proposal to switch to a heat format a major topic. Also discuss whether to assign worker positions at registration.
- ◆ Track drivers down during event if they are shown as having missed a work assignment.
- ◆ New Worker Positions
  - Car classification specialist at registration or available on call.
  - Helmet retrieval - stationed near finish line.
  - Grid Chief - makes sure grid is laid out and that workers are doing their jobs correctly. Use lime to make several lanes for cars. Take enough space early in AM to accomplish this. Use yellow tape to denote no parking areas. New chiefs are Eric, Jim, Jeff Tyburski; they will rotate position.
  - Grid workers - needs 2 workers at a time rather than current one.
- ◆ DJ will create worker forms (include a column for time assigned to job); we will use stickers to track workers (hand them out at registration and have them turn them in each time they report). Move worker chief away from crowd so he can ensure they walk to their assigned station instead of back into the crowd.
- ◆ Starter
  - Must check for tech sticker, helmets on and fastened, belts on, no passengers.
  - No radio assigned here unless we want to use the little FM ones we already have.
- ◆ Event chief communication with SSS's - need some radio shack radios.
- ◆ Pair novices with experienced workers only. NOVICES-ONLY AT A COURSE STATION IS TABOO.
- ◆ Assign one person to use the radio, one or two others to fetch cones. One always holds an unfurled flag.
- ◆ Timing and Scoring workers must always be trained at the beginning of their work session .... this makes the chief of timing job difficult and slows the event down. Given that we are not going to get a dedicated crew, these workers will not move in and out of worker duties as part of normal rotation; instead use 45 minute rotation for special T&S workers (unless we go to heat format, in which case it won't be a problem anymore).
- ◆ Chip will call Howard regarding how National Tour deals with cars moving in and out of start line just prior to start.
- ◆ Use lime to write large numbers at course stations; this will reduce confusion about where workers are to go.

Or use 5 gallon buckets with numbers painted on them and equipment inside them.

- ◆ Need more fire extinguishers.
- ◆ Need more red flags; put station number on each flag.
- ◆ Buy special "ID" hats for officials/sss

**Drivers Meeting**

- ◆ PA System or bullhorn for drivers meeting. Elevate the person speaking so all can see.
- ◆ Continue to warn about safety (walking to station, etc).
- ◆ Be aware of option to call another drivers meeting during running of event to get things straight, if necessary.
- ◆ Announce no excessive speed near event site - it reflects on us all and could result in loss of site.
- ◆ Develop list for event chiefs to follow at drivers meetings.

**Safety**

- ◆ SSS's must wear ID (hats or armbands)
- ◆ Waiver station at site entry!!!! Two people at a station like Stratton where some people might just drive by when there is a line.
- ◆ Buy speed limit sign (5MPH). Post near entrance to site at waiver station.
- ◆ Be aware of option to call another drivers meeting during running of event to get things straight.

**Novices**

- ◆ JG to do info sheet for mailing.
- ◆ Continue novice walk-throughs during morning.

**Proposed Purchases For 2000:**

- ◆ Loaner helmets must be upgraded according to the rule book;
- ◆ Buy or make red flags (DJ);
- ◆ Buy hats for officials/sss;
- ◆ Buy inexpensive radios for event chief to SSS communication (JG);
- ◆ Buy new batteries for the expensive radios. (Keep useable old ones as backup.)
- ◆ Buy electronic display;
- ◆ Buy T&S software from National (\$160);
- ◆ Last year the idea of a van was dropped due to high insurance costs. However, CNYR has inexpensive insurance. Will look into this again using their agent;
- ◆ Buy more fire extinguishers (Chip).

\*\*\* \*\*

# COVER

Tom Dutton on his way to 5th place at Mosport. Photo by Lyn Rexford--

Glen Region.

Watch for a feature on Tom in a later issue.



# Watkins Glen Motor Racing Research Library

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27 August 1999

## Mohawk-Hudson Region SCCA

Dear friends,

I have wanted for a long while to establish contact with you, to be sure that Mohawk-Hudson Region feels most especially welcome at the Watkins Glen Motor Racing Research Library. Since our opening in June we have been, as you can imagine, terrifically busy arranging and cataloguing our holdings, which now consist of over 2000 rare and reference volumes, films, periodicals, manuscript collections, photographs, and fine art. We have been fortunate that our friends have allowed us to create the state-of-the-art research facility and archives the sport deserves. This summer several hundred fans and researchers have enjoyed and used the library.

We now have a staff of three: in addition to myself, there is a reference librarian, and a director of publicity and public relations. Now we may develop the library in new ways. I have always regarded this library as a resource for the racing and local communities, and I invite you to visit the library. We would be pleased to provide members of the Mohawk-Hudson Region with a tour; we have meeting spaces available here; we would be glad to hold receptions, lectures, or rally checkpoints. I have had catered receptions here for as many as eighty people, and our film room has twenty-five chairs for meetings. I am sure you can imagine other possibilities, and I will be very happy to discuss them with you.

The Library can serve another function, and that is to be the archival repository for club records. We presently have the IMSA records (65 cubic feet and over 1000 films); and soon the American Bugatti Club records will arrive. Moreover, we now have several personal collections that have fallen to the heirs of those active in motorsports. They may not themselves want them but they knew these materials were emotionally valuable to their parents and they can have historical significance. Here books, films, photographs, and papers can be preserved, catalogued, stored in acid-free boxes, and made available to fans and historians. We are also building our club newsletter collection, and I would appreciate the opportunity to preserve the history of the Mohawk-Hudson Region here.

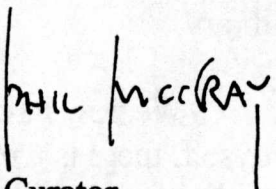
This brochure will describe our library, and our website, [www.racingarchives.org](http://www.racingarchives.org) includes additional images and information.

I hope members of the Mohawk-Hudson Region will visit the library soon. If I may be of any assistance, please feel free to let me know. I do look forward to seeing you here.

Best wishes,

Phil McCray  
Director and Curator

Watkins Glen Motor Racing Research Library

A handwritten signature in black ink that reads "PHIL MCCRAY". The signature is written in a cursive style with some capital letters. It is positioned to the right of the typed name "Phil McCray".



## Minutes of the September 1999 general membership meeting.

The general membership meeting for September, held at The Orchard Restaurant, was called to order by Dave McClumpha, R.E., on 09/01/99 at 7:30 PM.

### Reports from Officers, committees

#### Membership

Dave Wachtel reported the regional membership stands at 372.

#### Secretary Report

Dave Wachtel received a folder from the Watkins Glen Motor Racing Research Library containing informative brochures, press handouts and a letter thanking the region for our support and donation. (The letter can be found elsewhere in this months KO). The Library is located at 610 South Decatur Street, Watkins Glen, NY, 14891-1613. They can be contacted at 607-535-9044 (voice), 607-535-9039 (fax), [research@racingarchives.org](mailto:research@racingarchives.org). They have a web site at [www.racingarchives.org](http://www.racingarchives.org).

Greg Rickes described in some detail the material contained within the library. The library is soliciting for materials that have historic interest such as complete publication runs of magazines, correspondence and so on. Contact the library if you have materials you think may be of interest. Greg has a number of folders from the library that contain the press releases and brochures that are available to the membership. Contact Greg if interested.

#### Treasurers Report

Treasurer Mike Larimar reviewed the financial state of the region. Mike believes that the race will return a surplus when all of the bills are settled.

Without including the McKamie Solo School in the Solo finances, the program currently has a net surplus.

#### Merchandise

John Sheridan announced that he has rule books, patches and other merchandise available. Big bargains can be had on rule books at the October meeting.

#### Knock Off

"Knock Off" editor, Jim Bucci reminded the members that the deadline for articles of the fifteenth of each month.

Dave McClumpha requested that the region's drivers submit articles describing their exploits to the Knock Off.

#### Solo

D. J. McArdle reported that there were one hundred and forty one cars competing in the last autocross at the peripheral parking lot on mother's day.

Jim Garry gave a summary of the "debriefing" meeting held after the first Stratton Air National Guard event. The command was "happy" with the event. The command issued a "Base Challenge" for the base personnel running the autocross.

Many competitors came a long distance to attend the Stratton event. Drivers that were going to the national solo runoffs attended in order to get some practice on long courses laid out on smooth concrete. There was a large contingent from the New York City area present.

### New Business

#### Stratton Solo event

Eric Kroth proposed making a donation to Stratton Air Base fund for spouses of military personal away on postings.

After some discussion, Greg Rickes proposed a **motion to wit:**

**That the sum of \$350.00 be donated to the "fund for spouses" at the Stratton Air base.**

**The motion was Seconded by Mike Larimer.**

**Dave McClumpha called for a vote on the motion by the members in attendance, approval signified by saying "eye" opposition signified by saying "no".**

**The motion was passed without dissent.**

#### Solo II national runoffs

Eric Kroth proposed a **motion to wit:**

**that a \$200.00 tow fund for each competitor from the region bringing their car to the Solo II runoffs this year be. There will probably be two regional members competing this year at the event pending the publication of an article in the Knock Off on the event by the competitor.**

**The motion was seconded by Dave McClumpha (and others)**

**Dave McClumpha called for a vote on the motion by the members in attendance, approval signified by saying "eye" opposition signified by saying "no".**

**The motion was passed without dissent.**

### **Membership Directory**

Since a membership directory has not been published "in awhile" the board has discussed doing so soon. The matter was brought up before the members for discussion. The primary issue was whether the directory should be published as a part of a regular Knock Off issue or separately. The consensus was that the new membership directory be published separately. The cost of publication was discussed and a figure arrived at.

Jim Bucci therefore propose a motion to wit:

**that the sum of \$400.00 be allocated for the purpose of publishing and mailing a directory of the membership of the Mohawk Hudson Region to be produced before December of 1999.**

**The motion was seconded by Dave Wachtel (and others)**

**Dave McClumpha called for a vote on the motion by the members in attendance, approval signified by saying "eye" opposition signified by saying "no".**

**The motion was passed without dissent.**

### **National Board Business**

Director Tom Campbell reported on the last national board meeting. Nick Crow, President of SCCA and the board are planning for the succession to the presidency should Nick Crow not continue after his term is over.

The solo board has done a lot of work to organize the program over the last few years that has contributed to making the program the success it is today.

Pro Racing is negotiating with other bodies to divest itself of the American Road Race Of Champions program. There was some discussion of how the series was capitalized and whether the program will result in a net loss or gain for the club.

Tom reported that the National Headquarters building has been sold at a profit. The Club has a five year lease back agreement on the building at a favorable rate.

Production car classification realignment has been approved by the board. Chrysler Corporation has not agreed with the reclassification and will be withdrawing sponsorship in SCCA activities at the end of the year. Chrysler was concerned with the new status of so called "trunk kits" for Neons.

Race drivers will soon no longer be required to carry their personal race gear through tech inspection at each event.

Due to the shortage of Formula Ford 1600cc and 2000cc parts, the Competition Board is investigating other motor options for these classes. The aim is to have any new motor be comparable in performance to the current Ford motors now used in both classes.

Redistricting of SCCA is currently still off the table. The thirteenth board seat allowed by the bylaws is still vacant.

Dick Stewart mentioned some problems with formula car racing in the rain. Tom reported that the Club is looking at measures to improve safety such as dash mounted remote control yellow warning lights among others.

The Competition Board is also looking at race transponders and will be guided by the Divisions and regions that have experience with such devices. No decision regarding which transponder system will be used has been made.

### **Adirondack International Racetrack**

Several members announced that this new track near Lowville, NY, may have a working road course up and running by 2001. (stay tuned)

### **Announcements**

Harold and Mary Cameron celebrated their twenty-fifth anniversary recently. Congratulations Harold and Mary.

Press credentials are available for regional representatives for the National Run Offs. Contact Dave McClumpha for details.

Workers are needed for the runoffs, so it's never too late to volunteer.

New England Region is working on a site for a new, regionally sponsored race venue.

Tom Campbell announced that his son Jeff is now a Hogan Racing Team member (way to go!)

Submitted by David G. Wachtel, Secretary



## **Minutes of the September 1999 board meeting.**

### **Attendance**

Dave McClumpha RE, Eric Kroth Asst. RE, Mike Larimar Treasurer and Dave Wachtel Secretary were in attendance.

### **Reports**

#### **Membership**

Dave Wachtel reported that the membership stands at 375 members.

#### **Treasurer**

Mike Larimer reported that the bill for catering services at the race has not been submitted to him yet. Other race bills have been paid.

The income for the last N.Y.S. Peripheral Parking Lot autocross have not been posted yet.

A motion was made by Mike Larimer to wit:

Resolved that the amount of \$600.00 be donated to the Dave Reggi Memorial fund in, that amount being the amount that would have normally be spent on worker and driver giveaways at this years regional race.

Seconded by Eric Kroth.

A vote was taken and the motion passed unanimously.

The financial status of the region is "in good shape".

#### **Solo**

Eric Kroth gave the solo report.

Eric reported that the P. Lot Solo event went smoothly and included a "class by class grid" that facilitated running the classes in sequence. There were many new autocrossers attending this event.

The upcoming Brodie Mountain Ski Area Autocross will be limited to the first fifty entrants due to the lack of space in the parking lot.

### **New Business**

#### **Radios**

Rich Welty sent e-mail to Dave Wachtel which he forwarded to the board regarding the possibility of purchasing used Motorola radios from local volunteer fire companies who are upgrading to new radios. The board determined that the Solo and Racing administrators should review their requirements to determine if the number of radios owned by the region should be increased. Board members and interested members should contact their local volunteer fire departments to determine the availability of used radios.

Eric Kroth opined that the solo program could use more radios.

#### **Race**

There was discussion regarding the date for next year's regional race. Regional officials are coordinating with Northern New Jersey region regarding the fourth of July weekend.

Mike Rand's replacement as manager of Lime Rock Park is Garret Mudd.

#### **Election of officers**

At the October meeting a nominating committee will be chosen to coordinate candidate selection for club officers for 2000. The board encourages the membership to become involved in the nominating process as either a member of the committee or as a candidate for office.

#### **Web Page**

The board has given approval to posting the MS Word format membership application form on our web site in for download by prospective members. To use it, download the form, print it out , fill in the appropriate information and send it to Denver. The form should be available by the end of the week.

### **Misc.**

#### **Next Board Meeting**

The next board meeting is scheduled for the Orchard on Monday, October 25 at 7:30 PM. All interested members are welcome.

Dave McClumpha adjourned the meeting at PM

**Membership Report from 05/01/99 to 09/27/99.**

Please welcome these new members to the region.

<u>Name</u>	<u>Joined</u>	<u>City</u>	<u>State</u>	<u>Comm.</u>
Mark S. Ambuhl	06/03/99	Troy	NY	(518) 235-6219 (H)
Matthew Connor	05/20/99	Charlton	NY	(518) 399-8017 (H)
Kellyanne Dohan	07/20/99	Woodbury	CT	(203) 263-0678 (H)
Michael H. Francett	05/02/99	Queensbury	NY	(518) 792-0378 (H)
Morgan Goddard	05/13/99	Rhinebeck	NY	(914) 876-2886 (H)
Michael S. Goodspeed	08/10/99	Middle Grove	NY	(518) 583-9716 (H)
Patricia A. Jones	08/10/99	Kirkwood	NY	(607) 775-1438 (H)
Corine Kling	08/04/99	Galway	NY	(518) 882-1494 (H)
Kevin Kling	08/04/99	Galway	NY	(518) 882-1494 (H)
Timothy P. Kowalzyk	07/15/99	Scotia	NY	(518) 374-5619 (H)
Josh T. Lique	05/12/99	Ballston Lake	NY	(518) 399-2814 (H)
Kristine Myers	07/27/99	Latham	NY	(518) 785-0554 (H)
Joe Parisi	06/03/99	Coxsackle	NY	(518) 731-8304 (H)
Adam Pollock	06/21/99	Poestenkill	NY	(518) 283-1722 (H)
Patricia A. Pusateri	08/03/99	Albany	NY	(518) 869-2160 (H)
Robert Pusateri	08/03/99	Albany	NY	(518) 869-2160 (H)
Alissa M. Quinn	06/09/99	Slingerlands	NY	(518) 452-3331 (H)
John W. Quinn	06/09/99	Slingerlands	NY	(518) 452-3331 (H)
Rachel Quinn	06/09/99	Slingerlands	NY	(518) 452-3331 (H)
David Raway	05/20/99	Ballston Spa	NY	(518) 857-8262 (H)
Raymond StAmour	05/31/99	Scotia	NY	(518) 346-0767 (H)
Van Svenson	06/07/99	Cohoes	NY	(518) 233-0264 (H)
Paul Turnbull	08/12/99	Mechanicville	NY	(518) 664-1627 (H)
Chris VanDoren	07/08/99	Slingerlands	NY	(518) 869-9135 (H)
Linda J. Vanlenti	06/24/99	Ballston Spa	NY	(315) 637-2812 (H)
Alex Weller	07/15/99	Pottstown	PA	(610) 469-0920 (H)

There were 27 records printed.

**Interests report generated on: 09/27/99.****Club Racing**

Michael H. Francett (518) 792-0378 (H)	Queensbury	NY
Michael S. Goodspeed (518) 583-9716 (H)	Middle Grove	NY
Patricia A. Jones (607) 775-1438 (H)	Kirkwood	NY
Josh T. Lique (518) 399-2814 (H)	Ballston Lake	NY
Kristine Myers (518) 785-0554 (H)	Latham	NY
Adam Pollock (518) 283-1722 (H)	Poestenkill	NY
Robert Pusateri (518) 869-2160 (H)	Albany	NY
Van Svenson (518) 233-0264 (H)	Cohoes	NY



**Pro Racing**

Robert Pusateri Albany NY  
(518) 869-2160 (H)

**Road Rally**

Michael H. Francett Queensbury NY  
(518) 792-0378 (H)

**Solo**

Mark S. Ambuhl Troy NY  
(518) 235-6219 (H)

Raymond StAmour Scotia NY  
(518) 346-0767 (H)

Van Svenson Cohoes NY  
(518) 233-0264 (H)

There were 13 records printed.

**Anniversary Report generated on: 09/27/99**

<u>Name</u>	<u>Joined</u>	<u>Years</u>
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
Philip Pizzoferrato	06/21/89	10
Fil L. Fina III	07/01/79	20
Thom O'Connor	07/01/79	20
Cathleen M. Bucci	07/25/89	10
Dermot J. McArdle	08/04/89	10
Darryl F. Carl	08/10/94	5
Ann Gelber	09/28/89	10
Ira Gelber	09/28/89	10
Donald M. Jurusik Jr	09/29/89	10
Raymond J. Gilman	09/14/94	5
Brian J. Tyburski	09/20/94	5
Jean Tyburski	09/20/94	5
Jeffrey R. Tyburski	09/20/94	5
Michael E. Tyburski	09/20/94	5
Richard G. Stewart	10/18/84	15

There were 21 records printed.

There are 375 members in the region.

Submitted by Dave Wachtel  
Secretary/Membership Chair.

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The Philadelphia Region invites you to the  
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November 12 - 13- 14, 1999  
at The Desmond, Great Valley Hotel in Malvern, PA.  
Exit Rt. 29N at Rt. 202

Scheduling for 2000 \* NEDiv and NESCCA awards \* NEDiv Council Meeting \* Town Meeting with National Directors \* Seminars for Solo and Club Racing Drivers, F & C, T & S, Registration, Stewards, Tech, Starters, etc. \* Meetings for Regional Administrators, SOLO Rally, Regional Racing Series, NESCCA \* More to come!

Hotel reservations must be made directly with The Desmond 1-800-575-1776 at a Rate of \$79.00 (plus tax) \* Includes Continental Breakfast. Please mention that you are with SCCA and **Make Reservations before October 10, 1999 to guarantee this rate.**

All reservations for the mini-convention must be received by November 1, 1999. Everyone must be pre-registered for the banquet; **no banquet tickets will be available at door.**

Full registration includes Friday night hospitality, all seminars, lunch, breaks, Saturday Night Banquet, and meeting on Sunday.

Tentative Schedule:

Friday:	Registration 7:00 PM - 10:00 PM	Saturday:	Registration 7:30 AM - 9:30 AM	Sunday:	Meeting with Directors 8:30 AM
	Closed Scheduling Meeting 4:00 PM		Seminars begin at 8:30 AM		Followed by NEDiv Council Meeting
	Hospitality Party 8:00 PM - 10:00 PM		Cocktail Party at 6:00 PM		
			Awards Banquet 7:00 PM		

To Register for any part of the MINI Convention, please fill out and mail the following form.

\*\*If you have any questions: Connie Sweigart at 215-249-9138 or Marge lochum 215-338-5478, E-Mail, miochum@aol.com

Name(s) \_\_\_\_\_ Tel# \_\_\_\_\_

Address: \_\_\_\_\_ City \_\_\_\_\_ St \_\_\_\_\_ Zip \_\_\_\_\_

Region: \_\_\_\_\_ Any SCCA Offices Held: \_\_\_\_\_

Name(s) as you like to appear on badge: \_\_\_\_\_

E-Mail Address: \_\_\_\_\_

Check One:

- |  |         |   |
|--|---------|---|
| <input type="checkbox"/> Full Registration     | \$95.00 | <i>Make checks payable to: Philadelphia Region SCCA, Inc.</i><br>Deadline for registration is 11/01/99<br>Deadline for guaranteed rates at Hotel is 10/10/99<br>No Banquet tickets available at the door. |
| <input type="checkbox"/> Seminars/Breaks only  | \$35.00 |   |
| <input type="checkbox"/> Seminars/Breaks/Lunch | \$45.00 |   |
| <input type="checkbox"/> Banquet only          | \$55.00 |   |

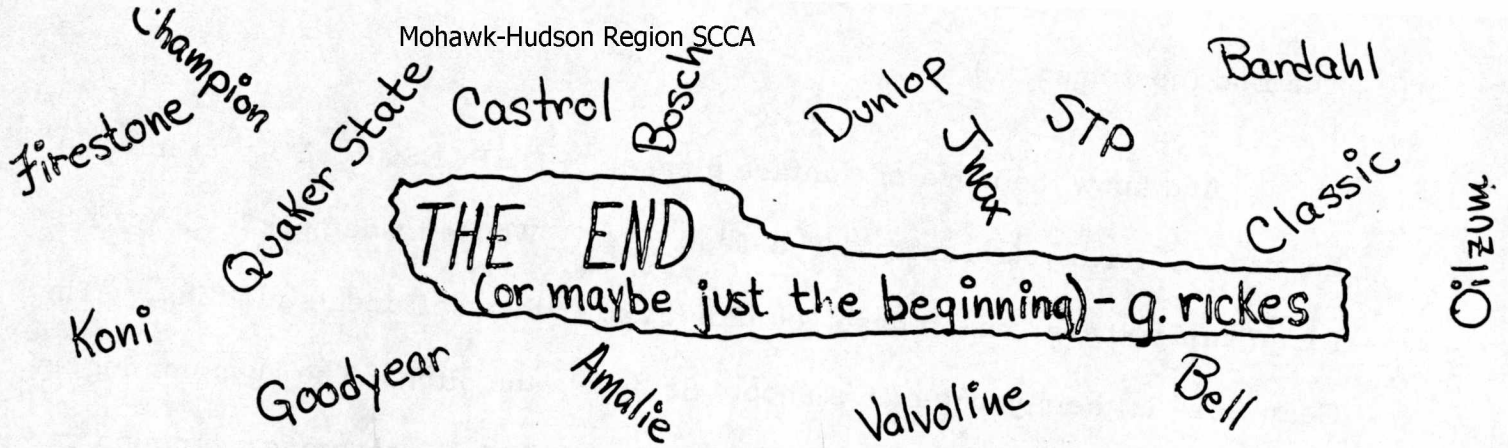
Total Enclosed \_\_\_\_\_

Banquet Choice:

- Beef
- Chicken

**Philadelphia Region Registrar**  
Mail to: Eunice Gerstein, PO Box 7, Center Valley, PA. 18034





Okay, so you read my thing last month, and you've been anxiously awaiting the name of the ultimate sugar daddy for a whole month, all tense like, with your dime ready to ring him up on the Alexander Graham. Standby five, we've got some little things to cover first. Okay, first comes paint. How ya gonna paint the car. No, I don't mean with a brush, what color scheme. Scheme you say, what scheme; it's gonna be appliance white. Oh, yes. Well, say goodbye to the sponsor then. Yor need something that stands out: look at the trademark Penske Blue, or the super-pop Javelins. Colors make it, which is what the sponsor wants. If you can't come up with a good combo--get in good with a commercial artist, it will be worth it. Okay, next don't cover it with decals. A few are okay, but don't turn it into a billboard, especially if you don't get bucks for it. But by all means carry any that offer contingency awards, and finally (though I trust, if you are going pro, you'll know better) don't carry decals that conflict (like Goodyear vs. Firestone, or Quaker State vs. Valvoline), and if you carry a decal, use the stuff. If it's no good, don't use it, but don't carry the decal either. Play fair and you'll come out ahead. Finally don't forget your friends, like people who have helped with construction, etc. For more on this type thing, go back to Car Craft and the Junior Stocker series "Sex Appeal and the Stockers". Oh, one more thing to read: Super Stock and Drag Illustrated, October 1969, has a good article on towing, trailer vs. van, etc.--valuable in outfitting the team.

And know the name of (fanfare please) THE SPONSOR Do you listen to the radio? Have you heard of "The Gear Box"? Whose trademark? Okay, it's Richman Brothers, and in case you didn't know, they sell men's clothing. "The Gear Box" is their young men's shop. So here's the pitch. The guys coming up know cars, like racing. Why not make the motif fit by sponsoring a formula car in the professional series. After all the gear box is right there where you can see it! The gear box is where changes take place, why not change up to "now" at "The Gear Box"? At any track the right gear is important, so if you want the right gear, shift to "The Gear Box". Does it make more sense now? The idea would be worth getting a nearly full sponsorship in the Formula B + C pro series with a fairly up to date car, running as many races as possible, filling in with national races for a possible ARRC invite, and doing weekday promo work in the form of appearing, with car, at Richman Brothers' Stores for pictures etc. More gimmicks, you say. How about giving away (or rather picking up) a "lucky winner" from each store to be part of your crew at each race. And the young ladies you'll meet. But that's another story. So there it is, the whole thing. Will it work? If you want to give it a try, it could be a worthwhile trip. As Terri said a while back, "It's a tough ride, but the view is great". If it's your thing, do it.

Good luck.

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1 pair MGA side curtains, 1 MGA windshield, 1 MGA vinyl hardtop, 1-1588 cc MGA engine - 60 lb. oil pressure - 15,000 miles on Castrol 20w-50, 4-15" MGA wire wheels. Contact Ron Mc Lagan, 2328 Troy Rd., Schenectady, N. Y. 12309; Phone

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\*\*\*\*\*

Anyone with a 16mm movie camera (100 Roll - NOT Magazine) interested in providing TV news footage of auto racing (Regionals - Nationals) and making some extra money. Contact Jack La Bounty,

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**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- 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**

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

**For Sale 1973 Porsche 914**. All there but rough. Needs master cylinder, pedal assembly and driver's side floor fixes. New tires and exhaust. Twin Solexes. \$1,500 OBO. **David McClumpha. 518-767-2308.**

**FOR SALE- VW wheels** Sets of 4, all 6"x14". 85 Golf GTI-\$75, 83/4 GTI-\$75, Mille Miglia Alloys, like new-\$250, Ronal Stars, like new-\$250. **Thom O'Connor 518-765-2206**

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**FOR SALE- 1990 Honda CRX SI** Bilsteins, Eibachs, bushings, new rotors, Hawk pads, 2 1/4" Eurosport exh., roll bar, Sabelts, DC intake, new sport clutch & pp, fresh head, oe mags, 14x6" American Racing mags, 205/55-14 auto-x tires. Excellent condition and quick. \$3500  
**Thom O'Connor 518-765-2206**

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