



*MoHud Secretary Geoff Stim tries out his newest method of transportation for the winter months.*

## KO has a new home!

The KnockOff will now reside out on our website, [www.mohud-scca.org](http://www.mohud-scca.org). The website should be full of all the information members need.

We are looking into the possibility of placing advertising on the website to generate additional income for the club. Many factors are involved and we need time to do some in-depth research for this endeavor to succeed using other regions and clubs for some valuable information. We will continue to keep all members informed of the ongoing issues and any decisions made in this regard. For the present, we will continue to keep advertising within the KO itself. If anyone has any input on this issue please bring it to our attention.

## REMINDER!

Our next membership meeting will be held  
Wed. Feb. 6th  
at the Orchard  
at 7:30pm  
**JOIN YOUR FRIENDS!**

## In This Month's KnockOff...

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SOLO News from Russ see page 6

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Car Lover's Valentine at SAM see page 10

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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 on the first Wednesday of every month at 7:30pm at The Orchard Tavern, 68 No. Manning Blvd., Albany, NY.

**SUBSCRIBE TO THE MO-HUD MAILING LIST:**  
Go to the MoHud web site (see below), click INFO, click ELECTRONIC MAILING LIST, click LWGATE, click Subscribe to Mo-Hud DIGEST, fill out form, click SUBSCRIBE.

<http://www.mohud-scca.org/>

## ADVERTISING RATES

Type	Size	1 Issue	6 Issues
Full Pg	10x7	\$20.00	\$100.00
Half Pg	5x7	\$15.00	\$75.00
Half Pg	10x3	\$15.00	\$75.00
Qtr Pg	5x3	\$10.00	\$50.00
Bus Crd	3x2	\$5.00	\$25.00

*All ads must be prepaid. Noncommercial classified ads run in three (3) consecutive issues and are FREE to MEMBERS*

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# RE JACK HANIFAN REPORT

## Feb 2008 RE Report

The members should know that your board has been hard at work planning the 2008 season. Russ and the Solo guys are working on the Solo season, if anyone has a lead on a new Solo site contact Russ or me. Bob Karl has, once again, graciously offered his dealership for our Annual Tech Party. Save the date April 6<sup>th</sup>, 2008. I will be attending the National Convention in San Antonio and will bring back all the information we need to start new programs and conduct business. Attending the Convention will force me to miss the February membership meeting. Roly Heacox, our Assistant RE, will run the meeting.

One important decision that we have to make soon is the Annual Meeting. Our By-laws call for the Annual Meeting to be held in December and it has been held in conjunction with our Annual Banquet. This past year, the board decided to raise the cost of the banquet to \$45 dollars. The inten-

tion was to break even but the region still lost about five dollars per attendee. If we stay at the same location we will probably have to raise the cost to Fifty or Fifty-five dollars.

Now I want to make it clear that no one is dissatisfied with either the service or food at Mallozzi's. I think we are all very pleased with both, it is simply a matter of club cost. Our other alternative is to move to a less expensive location. Of course, I would expect the quality of the food to diminish with the price but it would be more affordable for more of our members. Roly Heacox is contacting sites and will give a full report at the March Meeting. We will then put the choices up on the website and members will be able to vote for their choice.

Rallycross- As I stated last month, I would like to start a Rallycross program for the Region. If anyone has interest please contact me.

I'll see everyone at the March meeting!

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# Harmony PART 2

My trip to Kansas, 2007

By Jim Garry

## Part 2

Ken's second run put him into 4<sup>th</sup> place at that point. The drizzle had ended a while ago and the line was starting to dry out so we switched back to the slicks. With a two driver car there is a very limited period to make changes but Bill Smiley, gridded next to us, helped us out with his electric impact wrench. I buckled in and Ken adjusted the shocks to a dryer setting. I put the brake bias back to its dry setting (which would turn out to be a bit too optimistic). On my way from grid to the start line, a support vehicle driven by a panicked young woman blocked the road. I watched as a grid marshal tried to move her. Then her boyfriend screamed at the marshal. Then the marshal pushed him away. Hard. Was I in the middle of the SCCA National Championships? Or was I watching a bad episode of "Cops"? After sitting there for close to 2 minutes, and no cars proceeding to the start line, the incident was cleared up



*Jim Garry heads back to the paddock after the win!*

and I was set to go. I have no idea if the boyfriend and grid worker reconciled.

Nevertheless, I had a good run and came across the finish line hot, locking up my fronts (oops, shoulda just gone halfway with the bias setting), sliding into a pointer pylon. I found reverse (sometimes a real challenge on a FF) and backed off the cone. The corner worker raced up and set it in a standing position. Then I heard the crowd yelling and gesticulating for the guy to put the cone down into a pointer position. Obviously, a standing cone would be a 2 second penalty and a pointer would not. He eventually fixed it and I waved my gratitude to the crowd, which I noted had quite a few friends in it. Now I finally got to see my time on the display. Good for second place, and down to just a second off of Godula who had taken 1.8 seconds off his time. I was handed the timing slip before heading back to grid.

What I didn't know at the time was that the computers were down at that moment and someone in T&S mis-read the handwritten 45.8 as a 48.8. But that wasn't to surface for another hour yet.

Now it came down to the dreaded "one run autocross". The line was not yet dry, but it was the driest it had been all day. Ken went out on his third run, turned a 44.6 and moved into first

place! He was psyched! Gary's co-driver Greg Vincent turned a very nice 43.7 but went too fast, ran wide at a corner and barely hit a cone to stay on course. Gary spun. Running 3<sup>rd</sup> from last, I knew I was going to have pretty good conditions. And sure enough, I drove solidly and turned a 43.1 for first place. Running two cars after me, Barry Ott (another former CM National Champ) spun. "Wow, first place", I thought, nearly stunned. I pulled into the tech building to get in line to be weighed. Got weighed, got pushed out, and started to drive back to grid for our impound period when I saw Don Elzinga (a perennial CM contender) zip up

to the start line. He had been given a re-run when he came upon down cones during his nor-

mally scheduled run. "Uh oh", was all I could think as I motored back to grid/impound. Sure enough, Don turned a scorching time with a 42.3, eight tenths quicker than me.

"Oh well", I thought. "After all these years of mid-pack results, I'll take second place!" And I meant it. I was pretty happy until ... I found out that a friend was protesting my fast time. He thought that I had run out of order and gotten onto the track much later than I was supposed to, thus benefitting from a dryer line. But that wasn't the case. I had run in the order I was gridded; others had gone out after me. But it worried me. It was only later that I discovered that my 45.8 was posted as a 48.8 and it being over 30 minutes after impound when I discovered this meant I couldn't protest T&S. If I had to fall back on my second best run .... ouch!

Not to worry though. My trusty co-driver had engaged the protestor in deep conversation about the situation, thus delaying him until he was too late to file a protest. It never would have been found legitimate, but now I didn't have to deal with it and could focus on Wednesday's course.

Wednesday morning the skies were clear and sunny, although temperatures were only in the 60s (versus days in the 80s and 90s earlier). But the track was dry! And I had met ½ my goal of being within 1 second of the leader. That I was in second place was a huge bonus. Being 1.5 seconds clear of third place (held by my co-driver Ken), my goal was amended: in addition to being within 1 second of the day's leader, I wanted to hold second place.

My first run was only 0.3 off the day's leader putting me solidly into 4<sup>th</sup> for the day. Don, the day one leader, was only about 0.2 behind me in raw time but he caught a cone. So for the moment I was in first place overall with Ken dropping from 3<sup>rd</sup> to 5<sup>th</sup> when two drivers, right on his heels the day before, slotted into the order in front of him with solid runs. But Ken was only 0.7 off the day's pace.

On my second run, I moved into first for the day and held first overall as Don turned a clean, but slow time. "Hmmm, this CAN'T hold, all he needs is a decent third run", I thought. There was quite a wait to take third runs due to some timing issues. We all waited around, getting nervous. I found Mark Daddio looking at the unofficial results

sheets posted in grid. We discussed my strategy. With a 1.5 second lead over the next car behind me, it was highly unlikely anyone could swipe 2<sup>nd</sup> place from me; I couldn't control what Don would do; so he told me I had a "free run" and to just go for it. As I turned away, Don came up to the postings and I patted him on the shoulder and told him to "get onto his pony". He agreed. Finally, we could see the class in front of us in grid moving toward the start line. Time to go.

Last runs! Ken went slower. Gary went slower. Nearly everyone was going slower! Then it was time to belt into the car. As the grid worker waved me into the pattern, Ken yelled to me, "Don just hit a cone!". I drove through grid toward the start line knowing I was the National Champ but pushing it back down. I wanted to try to turn a really fast run. Entering the first real corner (followed by a long flat-out section), I reverted to my bad habit and broke too late. The car got loose and I couldn't put the throttle down nearly as early as I had on my prior runs. Like most of the others, I too ran slower on my last run. Looking at the DL1 trace a week later, I saw that I lost not ½ second in that section, not 1 second, but a full 1.5 seconds due to that one mistake. I think the Gods of Autocross were telling me something and giving me a final painless lesson.

Unexpectedly, as I pulled into line for the tech shed to get weighed, a small group of friends gathered around and gave me the gift of a light but sincere applause. I took off my helmet and looked around. Paul Kozlak began to laugh and said to the group, "he's in a daze". And I guess I was. I got out of the car and shook hands and got hugs. When I got to Mark Daddio I asked him how many National wins he had. He told me 7 (he was later to pick up his 8<sup>th</sup>). So I told him, holding back tears, that this was his 8<sup>th</sup> because without his help I wouldn't have won. Normally a reserved person, Mark stepped in and gave me a big hug.

Back in grid, I walked over to Don, who was standing near his car trying to keep a kind of smile on his face. We talked and I described to him how in 1985 I was over a second ahead in first place in C Stock but finished in second in amazingly similar fashion to what had just happened to him. Nothing will really help much, but I wanted to sympathize because I knew I would have appreciated it back then. Then John Sheridan came by and gave me a hug too.

So here I was, 23 years after my first National Championship, and I had finally picked up my second one. Back in 1984, in youthfully optimistic and overly assured thinking, it would never have occurred to me that it would take that long. Ironically, Jack Burns, running in H Stock in the same heat as me, also won his second national championship, 22 years after his first. Between us, it took 45 years to get our second championships. But it didn't matter. It felt great!

I had forgotten what a nice and special feeling it is to go to the awards banquet after doing well. After leaving C Stock at the end of 1989, I took trophies in C Mod in 1990 (borrowed car) and 1993. And that was it. Eight trophies in my first eight nationals and then it was all but dry after that. I attribute it mostly to a very, very long learning curve on car set-up, with a little bad luck.

For next year I'm enthusiastically looking forward to learning the car now that we've found the balance. This is when the sport gets really fun and I've missed out on it for too many years.

Of note, a month after nationals, one fellow C Mod competitor told me in an email that I change

the car too much. That was a dazzling comment given that I had just won the National Championship. But it is true that over the years I constantly changed the car. And many autocrossers would tell me to "leave the car alone and learn to drive it". I always responded the same. Why should I learn to drive a bad handling car? What will it teach me? How will it allow me to move towards my goal of driving a good handling car as fast as I can? It's not like I was trying to improve an already good handling car.

They always looked at me with blank stares.

No matter.

It'll be a pleasant winter as far as autocross is concerned. I'll do maintenance on the car, and repair some broken stuff. And I'll do some quiet basking. I think I can be excused that much.

Years ago, actor Cliff Robertson was narrating a special on racing (on PBS, believe it or not). The last line of that program seems a fitting last line to this story: "Racing is a passion that carries drivers beyond the boundaries of the physical world into a singular moment of harmony at the very limit of their potential."

## SOLO Report by Russ Burckhard

Looking ahead to this coming season, there is a lot of work to be done as we are in need of sites. We will have had our first Solo Advisory Committee meeting of the year by the time you read this and the topics include sites, a tentative schedule, and changes to the supplemental rules. Our plans are to have 7 events this season. We just need the sites to do it. I will report more on that next month.

We got a little more newspaper coverage when Eric Smith had a letter to the editor printed in the Times Union regarding a want to be speed record breaker was pulled over for no registration or insurance after bragging how he drives recklessly on the streets. See:

<http://timesunion.com/AspStories/story.asp?storyID=654585&category=LETTER&BCCCode=&newsdate=1/14/2008>

Eric did a wonderful job of putting our club in good light out of a bad situation and it never hurts to get some free press.

As we go forward into the new season, the key personnel from last year will be back again this year doing what they do that make the events go on so smoothly. This year we will have the added task of making sure that all non-members have filled out Temporary Memberships. We will have to come up with a way to do this that will not slow down the registration process. That may include having to make a worker position to cover the extra work involved. We will adapt to the changes and continue to put on some of the best events in the northeast.

Initial plans are in place to hold an autocross for the Pontiac GTO club this July 18<sup>th</sup>. The local GTO club is hosting a national event that will include an autocross, drag racing, car shows and other activities that will be going on at Lebanon Valley and in the Saratoga area.

That is about all I have for this month. Hopefully we will have some good news about sites. Till next month.

## COMPETITION CORNER...

*Jack Hanifan*, Chairman



### February Competition Report

It is time for most of us to plan our personal racing schedule for 2008.

Let's start with Tech; the Annual Tech Party is scheduled for Sunday April 6<sup>th</sup> at Bob Karl's Sales and Service in Troy. More details on time, etc. next month.

Remember the big change in the GCR, Annual Tech Inspection is no longer based on the calendar year but is now good for one year since the last Annual tech. This means if you had your last Annual at last year's party you are due in April. If you had your Annual at our race it is good until May 17<sup>th</sup>. I still suggest you attend the Tech Party. This will give you time to make any necessary fixes before your first race.

The next decision we all have to make is when and where we are going to race.

The MoHud Race, June 7<sup>th</sup> at Lime Rock is obviously a number one pick. We all have to support the region and secure the double points for the MoHud Regional Championship. Those of you who are going to run for a Regional Series Championship have to look at both the NYSRRC and NARRC schedules.

The **NARRC** series is composed of races sanctioned by the 4 Regions that race at LRP plus other races the NARRC committee selects. In the past, the series has consisted of all the races at LRP plus races at NHIS and Pocono. There has also been a race at WGI. This year the series consists of the 3 LRP races and races at NHIS, two doubles at Pocono,

the July Sprints at WGI and two races at our newest track—**New Jersey Motorsports Park**.

The **NYSRRC** series is composed of races sanctioned by the Area 10 Regions. Only four Area 10 regions currently hold races. They are MoHud, WNYR, FLR and the Glen Region. The NYSRRC committee does select other races for the series. This year the series consists of the MoHud race at LRP and races at Watkins Glen, Pocono, NHIS and Nelson Ledges.

The MoHud Race, the July Sprints at WGI and the NNJR double at Pocono are both NYSRRC and NARRC races, I would include them on my schedule.

Another race to consider is the NYR National at **Mosport**. Mosport is about a six hour tow but the track is very fast and challenging. Saturday night the track has fireworks and free admission to the paved Roundy-round races, about a mile away but on the same property. Pete Smith and I went last year and had a great time. I recommend it to anyone.

The entire NeDiv Schedule can be found on the **NESCCA** website. Just Google NESCCA. So, get a copy of the NeDiv Schedule, a calendar and start planning your 2008 racing season.

# Solo Award Winners at Year-end Dinner



*Jennifer Newport, Solo Novice  
Driver of the Year.*

*Alicia Sorrentino,  
Female Driver of the Year.*



*Bruce Kosakoski,  
Award of Excellence.*



*Jeff Kanetzky, this year's most improved  
driver accepts his award from Solo  
ChairRuss Burckhard.*



*DJ McArdle accepts his Cone Hunter Award rather  
dubiously.*



# General Meeting Minutes 1/2/08 *from Geoff Stim*

*Meeting brought to order by RE Jack Hanifan at 7:30pm*

Happy New Year! Newly elected officers:

Jack Hanifan – RE

Roly Heacox – Asst RE

Chip VanSlyke – Treasurer

Geoff Stim - Secretary

Solo Chair – Russ Burckhardt

Competition Chair – Jack Hanifan

Bruce Kosakoski – Director at Large

Dick Stewart – Director at Large

Membership – Dave Wachtel

**Treasurers Report** by Chip VanSlyke Not present  
**Membership Report / Web Report** – Dave Wachtel  
 Not present

## **KO Report by Lisa Hanifan**

First publication of EKO (Electronic Knock Off) was successful (Jan 1, 2008). Lisa discussed various optional formats for KO due to not having to print. Lisa mentioned trying to push advertising in KO or on Website.

General Discussion about adverting on the Web and in the KO. Tom Campbell suggested talking to other regions webmasters who have successful web based advertising programs

## **Solo Report by Russ Burckhart**

Nothing much new to report from last month. The place where the MoHud van was stored was sold and the van will now be stored at Kevin O'Connors house for this winter. A permanent storage site is being sought. Russ had to purchase a new battery for the van to move it to Kevin's house.  
**Competition Report** by Jack Hanifan

2008 GCR is now online. Competitors should be receiving them in the mail soon if they have already not. The price for a national license has gone up \$10 from last year. General discussion of changes at LRP – club membership pit lane entrance

## **Area Directors Report by John Sheridan**

John reports that nationally – all three club entities that make up the club are in the black. The surplus did not, however, meet expectations.

John mentioned that the club will try to maintain a \$350,000 surplus. They tried to do this by raising membership costs over the last year.

National license costs went up \$10. Vintage license costs went up

Other non-entry level costs were increased

There is a new spec miata compliance program which is \$10 per entry at all regional and national events this year. This will match what the SRF compliance cost.

For the first time in a long time membership is below 50,000.

John mentioned that in 1/3<sup>rd</sup> of the appeal cases SCCA is receiving videos. However there is not a standard format for the video. Because of this the appeal fee's will be raised to cover the added expenses of converting and distributing the different video formats.

Insurance: SCCA – nationally – is experiencing problems insuring the solo program vs insuring club racing. The board approved a \$1 per car / per entry increase for the solo program. There is a \$50 per sanction and \$1 per car increase for the club racing program.

Tina Reeves appointed chairman of the Solo events board.

Ed Zebroski appointed chairman of the National Driver Instruction board.

Runoffs 24 class rule (of 2004) has officially been rescinded. A motion was based by the board to investigate the consolidation of 4 least subscribed classes at the runoffs.

John Sheridan elected vice Chairman of the Board  
 Jack mentioned that there are 47 NARRC classes  
 Next board meeting Monday 1/28/08 at 7:00pm

## **Activities Report by Pete Smith (via Jack Hanifan)**

Planned activities this year,

Golf Outing

'Duck' trip

Go Kart Night (August Meeting)

## **Old Business:**

The banquet:

Plan was to charge \$45 per head and break even.

The region lost about \$5 per head. General question about alternate locations for a cheaper price. John Sheridan suggested moving the banquet back to January as it was in the past. Thank you for those who sponsored the T-Shirts  
No other old business

#### **New Business:**

Jack received an email from Ed Zebroski who is the RE for the Glen Region and the National administrator for driving schools asking for sponsorship for the breaks at the Round Table. General consensus

was to not volunteer for this sponsorship given our current financial position.

Jack would like to have a Rally-Cross event this year. Will discuss with board.

Jack also received an email requesting sweatshirts for the workers instead of T-Shirts Will discuss with board.

Jack mentioned that the club's last audit was in 2003 and that the club should perform a 'self' audit once again this year.

Meeting adjourned.

## **A VALENTINE FOR CAR LOVERS - SARATOGA AUTOMOBILE MUSEUM PRESENTS ITS NEWEST EXHIBIT, "ROMANCE OF THE ROADSTER"**

Two people, two seats, unbridled horsepower to burn and a winding road ahead. What better way to escape life's petty annoyances than by taking a great drive with a lovely companion, the car top down, in a perfectly-tuned sports roadster?

The Saratoga Automobile Museum's newest exhibit, "Romance of the Roadster" opening February 9, 2008, is comprised of seductive models of autos. All convertibles, open cars have always been the definitive sports cars—and hot rods, too. The greatest ones are supremely capable, fast, flashy, packed with performance and highly desirable. Roadsters have long been the choice of celebrities for their personal cars.

"Sure, a two-passenger car is selfish, but it's eternally sexy," Says Ken Gross, curator for the exhibit, and internationally renowned automotive journalist. "Roadsters like these help us relive our favorite memories. They complete our four-wheeled fantasies. They're universally admired, and as investments, they may just appreciate in value. Let's face it, you can't take a preferred stock or a bond out for a glorious Sunday drive. That's why we want these cars, and we always will."

The Saratoga Automobile Museum has chosen fifteen red-hot roadsters - so come out of the cold and snow and enjoy the dreams of summer.

They're all cars that represent improvement in the breed, and each comprises a noteworthy step in the evolution of sporting automobiles. These two-seaters all bowed in an innovative period in motoring, and they have an indefinable appeal, even years after they ceased production.

The exhibit runs from February 9 - June 1, 2008.

Here are the "Dreams Come True" that will be on display:

- 1916 Stanley Steamer 726 Roadster
- 1926 Packard 326 Roadster
- 1931 Alfa Romeo 6C 1750 Gran Sport Zagato
- 1932 Auburn 12-160A Speedster
- 1932 Ford Roadster - Driven by Ricky Nelson from the "Ozzie and Harriet" TV show
- 1938 Jaguar SS100
- 1939 Ford Convertible Coupe
- 1956 Austin Healey 100M
- 1956 Jaguar XK 140 MC
- 1956 Lancia B24 Aurelia
- 1960 Porsche Super 90 356B Roadster
- 1961 Daimler SP250
- 1961 Mercedes Benz 300SL Roadster
- 1964 Corvette 427 Sting Ray
- 1973 Ferrari 365 GTS/4 Daytona Spyder



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**ITA ITA**  
*David Smith*

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*Calvin Alvin*

**Package #2 - Club Racer**

- Three 10" Numbers (2 Digit Max)
- One 5" Number (2 Digit Max)
- Two Sets 5" Class Letters (3 Digit Max)
- One 2" Driver's Name (15 Digit Max)
- Option A Only
- Any Typeface, Color and Style

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**GT1 GT1**  
*Hurricane Harry*

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- Two Sets 5" 2-Color Class Letters (3 Digit Max)
- One 2" Driver's Name 1-Color (15 Digit Max)
- Option C & Option A for the Name
- Any Typeface, Color and Style

**Price:** \$44.95

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**Pkg #2 - Add on Special**

- Three 18" Vinyl Rondelles **Add'l** \$40.00

**Add a Trim Ring to Rondelles**

- Rings Same Color as Number **Add'l** \$6.00

**338866**  
**FS FS**

**Package #3 - Autocrosser**

- Choice of background Magnet in White or Static Cling in White or Clear
- Two Sets of Three 10" Numbers
- Two Sets of 5" Class Letters (3 Digit Max)
- Option A Only
- Any Typeface Color or Style

**Price:** \$44.95

**1 2 3 4 5**  
**6 7 8 9 0**

**Package #4 - Solo Two Set**

- 2 Sets of Magnetic Numbers 0-9
- 8" Black Numbers in Typestyle Gothic No. 13
- Pre-spaced on White Background
- No Substitutions

**Special Price:** \$75.00

- **Modified Pkg #4** - Black Background with White Numbers

**Special Price:** \$90.00

**5 5 5 5**  
**SSM SSM**  
*Chloe Shepherd*

**Package #5 - Road Racer Deluxe**

- Three 12" 2-Color Numbers (2 Digit Max)
- One 5" 2-Color Number (2 Digit Max)
- Two Sets 5" 2-Color Class Letters (3 Digit Max)
- One 2" Driver's Name 1-Color (15 Digit Max)
- Option C & Option A for the Name
- Any Typeface, Position or Style

**Price:** \$53.95

**6 6 6 6**  
**SM SM**  
*Lizzie McGee*

**Package #6 - Road Racer**

- Three 12" Numbers (2 Digit Max)
- One 5" Number (2 Digit Max)
- Two Sets 5" Class Letters (3 Digit Max)
- One 2" Drivers Name (15 Digit Max)
- Option A Only
- Any Typeface, Color or Style

**Price:** \$29.95

**4**  
 Crew:  
 Tom O'Brian  
 Tommy Brown  
 Zippy Taylor  
 Lisa Gray  
 Glenn Davis  
*Brian Cooper*

**Package #7 - Basic Stock**

- Three 20" Numbers (2 Digit Max)
- One 3" Driver's Name (15 Digit Max)
- Five 1" Crew Names Plus Heading
- Option A Only
- Any Typeface, Color or Style

**Price:** \$59.95

**8**  
 Crew:  
 Tom O'Brian  
 Tommy Brown  
 Zippy Taylor  
 Lisa Gray  
 Glenn Davis  
*Jimmy Douglas*

**Package #8 - Deluxe Stock**

- Three 2-Color 20" Numbers (2 Digit Max)
- One 3" Driver's Name (15 Digit Max)
- Five 1" Crew Names Plus Heading
- Option C on Number
- Option A on Driver & Crew Names
- Any Typeface, Color or Style

**Price:** \$95.00