



SCCA National News from San Antonio Convention via RE Jack Hanifan



BREAKING NEWS!
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A Legend Leaves Our Company **BRUCE CARGILL**

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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.

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

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Half Pg	10x3	\$15.00	\$75.00
Qtr Pg	5x3	\$10.00	\$50.00
Bus Crd	3x2	\$5.00	\$25.00

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RE JACK HANIFAN REPORT

March RE Report

I have just returned from the National Convention. My only regret is that we did not have more attendees at the Convention. John Sheridan, our Area 10 Director, was our only other Region of Record Member in attendance. Dave & Lenore Panas and Walt & Nancy Huber from NNJR who are associate members of MoHud were also there. I will write a separate article on the convention which will appear elsewhere in the KO.

It appears that **Lime Rock Park** will be repaved in June; I will have much more information on how it affects our June 7th

race in a few days-as soon as I know more I will have it up on the MoHud website.

Speaking of websites, the NESCCA website has moved. The new address is **www.nescca.com**. It is a much friendlier address and is easy to remember. If you have not visited **[nescca.com](http://www.nescca.com)**, I suggest you go there and see all the useful information available on Club Racing, Solo, Rallycross and Rally.

Lastly, I'd like to personally thank Greg Rickes for the article on Bruce Cargill, a truly great MoHud legend.

Breaking News!

From: RE Jack Hanifan

Lime Rock Park will start moving earth on May 27th and about 7 days later workers will start paving. The plan is to repave the existing track and add two more configurations. The timeline is weather dependent and rain could change the schedule. The paving is expected to be completed during the first week in June and will need a three to four week curing time. The MoHud race scheduled for June 7th and the NER race scheduled for June 21st have both been cancelled. The track has offered us other dates including July 4th and August 23rd; however these are not good dates because they conflict with other NARRC events. ***Come to the March 5th MoHud membership meeting for more information.***

A Legend Leaves Our Company : Bruce Cargill 1937 – 2008

By Greg Rickes

The name Bruce Cargill may not register with many MoHud members, but for those whose history goes back to earlier decades Bruce was a name writ large.

Growing up in Guilderland Bruce displayed his mechanical aptitude early, and on returning from a tour in the Marine Corps he developed the urge to go road racing. In those simpler times he set about the task and picked a car that matched his powerful stature, a Jaguar XK120.



While pursuing his budding racing career Bruce also took an active role in regional activities. Following some potentially untoward incidents he was named Mohawk-Hudson Region's first safety steward. This was in the late 1950s, decades before the national organization would formalize same idea.

Most of SCCA racing in those days was centered on the Production classes, and Bruce made the somewhat unusual move from the high-powered Jaguar to a four-cylinder Alfa Romeo. Among his successes with this car was a class win at Mo-Hud's first "speed" event, the 1964 Whiteface Mountain hillclimb.

So deep was Bruce's enthusiasm for racing that for many years he made the daily commute from Voorheesville to Millerton where he worked for Lotus/East and later its competition branch Lotus Racing/East. In conjunction with that Bruce made the unlikely switch to open-wheel formula car racing. The reason this move was unlikely didn't have anything to do with his talent, but more his stature. Bruce stood six feet tall, and broad of shoulder. It was Houdini-like how he could fold his formidable frame through what appeared to be a letter-box size cockpit opening and literally wear the tiny car.

Not widely recognized is the pioneering role Bruce played in establishing Formula Ford in the U.S. The category was started in England in the mid 1960s, but SCCA was reluctant to add another class (!). Undeterred Bruce campaigned a Lotus 51 (the original Formula Ford) against more powerful Formula B class cars in 1968. Based on a groundswell of interest once racers actually got to see the cars, the Formula Ford class was officially recognized in 1969. That year Bruce moved up to the next iteration of Colin Chapman's creativity, the wedge-shaped Lotus 61, racing not only in amateur events but also the fledgling Continental Championship.

In common with many racers of the era Bruce soon found costs accelerating beyond his reach as technology and speed advanced in lockstep. He focused his mechanical skill on establishing the local Lotus distributorship, Lotus/Northeast.

It seemed as though road-racing and Bruce Cargill would go their separate ways until a new concept drew him back into the game. In 1972 SCCA went back to basics when it introduced a class called Showroom Stock Sedan. The cars were the econo-boxes of their day, nameplates that may not hold much significance today: Ford Pinto, Chevrolet Vega, Opel, FIAT. Bruce teamed up with an intrepid Dodge dealer named Ken Goewey to enter the fray with a Colt. Driving these cars was only for the adventurous. They heaved and bucked, leaned and swayed, looking all the while like they were ready to topple over.



The tires, the first generation of street radials, screamed, smoked, and blew apart. About the only saving grace was that the cars weren't very fast. But a funny thing happened. After a slow acceptance these ungainly steeds started to produce good, and soon great, racing. The folks at Car & Driver (magazine) got so fired up they brazenly challenged their readers to a showdown, a race. For money, no less. On that fateful day in October 1972, at Lime Rock Park, Bruce Cargill had one of his finest racing moments, besting one and all, including formerly inflated magazine editors, to become The Showroom Stock Champion. The exact numbers have been lost over time, but recollections are that Bruce and Ken paid for the car, and their season of racing, with the money won that day. How times have changed.



Coming off that success new opportunities came Bruce's way. A rival to SCCA, the International Motor Sports Association, launched a professional racing program, which included a class for modified sedans called the RS Series. Bruce and Ken Goewey parlayed their success in Showroom Stock into some modest support from Chrysler Corporation to propel Bruce into the thick of the action at high-visibility venues like Sebring, Riverside, and Daytona, as well as the well-known local circuits.



Bruce relished the "ask no quarter, give no quarter" atmosphere. He acquitted himself well, scoring several victories as well as consistent placings in the season long championships. He campaigned the IMSA circuit from 1973 to the latter years of that decade, as well as making the occasional foray back into SCCA Showroom Stock. Along the way he always had the time to offer counsel and mechanical insight to fledgling racers, and his shop regularly played host to another long-standing MoHud tradition, the annual spring tech party.



By the late 70s racing's landscape was again changing. Colin Chapman and Lotus abandoned the "enthusiast" market in favor of more glitter, racing costs continued to rise and payouts seemed to get thinner; the era of marketing-driven motorsports was at hand. Perhaps with some reluctance Bruce Cargill changed course, trading in his toolbox for a publican's accoutrements, opening a tavern called "Racers Place".

That venture was followed by the snowbird's flight south where Bruce went back to plying his original trade as an operating engineer, having a hand in creating many of Florida's most well-known

tourist attractions. Bruce never seemed to look back once he left the racing scene.

Those halcyon days spent in the company of Bruce Cargill were rollicking, boisterous, pugnacious, free-wheeling, larger-than-life. They contained all the ingredients of a mis-spent youth. For that I shall always be grateful.



Photos courtesy of BARCBoys/Dave Nicholas, Dave McClumpha, Joe Corbett Archives, and Gary Gold.

Bruce Cargill's formal obituary can be seen at

<http://www.legacy.com/TimesUnion-Albany/Obituaries.asp?Page=Lifestory&PersonId=102098924>

COMPETITION CORNER...

Jack Hanifan, Chairman

2008 March Competition Report

One of the sessions at the National Convention dealt with changes in the 2008 GCR. If you have not already looked at your new GCR, now is the time to do it.

If there is a black sidebar on a section of the GCR, it has been changed. The new wording is *italicized*.

Some of the changes are:

2.3.2.F Loss of consciousness – the GCR now states what must happen when a driver loses consciousness.

3.9.1.F.4 Allows drivers to earn points to qualify for Runoffs in 2 divisions

6.2.2.E Allows the field to pass the pace car once it pulls off

9.3.18 This is a change to allow Driver Restraints to be 2 inches in width when used with a Hans device.



A note on the last change, **Hans has lowered the price on their neck restraint to \$695.**

The word is that LRP will be repaved in June, 2008. As soon as we know more details it will be on the MoHud website.

I mentioned this next news elsewhere in the KO but it bears repeating. The NESCCA website has changed its address to **Nescca.com**. This is much easier to remember and is where you want to go to find the latest changes in the NESCCA schedule, online registration, etc.

The MoHud Stewards will be attending Steward Training in East Windsor Ct. on March 29th. If anyone is interested in the Stewards program, you are welcome to attend. If interested—contact me.

General Membership Meeting Minutes

Mohawk Hudson Region SCCA Feb 6, 08

Meeting brought to order at 7:30pm by Asst RE Roly Heacox

Treasurers Report – Chip VanSlyke

Membership income \$565. \$66 for new van battery. Net income of \$498 for the month

KO Report – none

Competition Report – none

Solo Report – by Russ Burckhardt

Burt, Russ and Bruce did several scouting trips for different solo site options. They visited ACC and Columbia Greene CC. The lot used in the past at ACC is in very rough condition due to construction. The Columbia Greene facility is excellent with brand new asphalt. Russ has made contact with the college through a contact in the Poughkeepsie Solo Club. They visited another lot in the area of Columbia Greene CC asking for \$1000 per month rent. The lot is 500ft by 500ft. acquiring this lot as site would be a joint venture with the PSCC.

Russ held a solo advisory committee meeting the following day. They discussed tentative schedule for 08 and supplemental rules changes regarding the new temporary membership policy. They installed a new battery in the van (see treasurers report). The van is now stored in Queensbury for the winter. At the last general meeting Russ asked John Sheridan about spectators at solo events concerning the new membership rules. Russ has confirmed that spectators and ride-along's do not require club and/or temporary club memberships.

Russ mentioned Eric Smith's letter to the editor of the Times Union (posted in the KO).

Old Business:

Still reviewing banquet options

New Business:

Chip presented the 08 budget. Chip remarked that this is the first balanced budget that he has yet presented. Most cost reduction is due to the fact that we no longer print the KO.

Tom Campbell moves to accept the budget as presented by Chip VanSlyke

Motion seconded by Russ, Burckhardt and Dominick Karl,
Motion passed.

Tom Campbell mentioned that there is a new display at the SAM. It is about romance of the roadster. Grand opening is the 20th of February. Ken Gross will be introducing the new exhibit. The annual car show at SAM will be on May 18th. MoHud has been invited to put your race car on the front lawn for this event.

Saturday March 15th, Jeff Campbell will be talking at the SAM about his experience in the IRL and the Daytona 24-hour. Jeff is currently with Division Racing, he was formerly with Ganassi Racing.

Dave McClumpha asked about laminating licenses next month. Will the machine be present at the general meeting?

The tech party will be on Sunday, April 6th at BK's garage

Roly moves to accept the general meeting minutes as published in last months KO. Motion seconded by Russ Burckhardt and Dominick Karl. Motion passed.

Motion to adjourn, passed.

SARATOGA AUTOMOBILE MUSEUM

PRESENTS
SARATOGA SPRINGS NATIVE
JEFF CAMPBELL
TALKING ABOUT
HIS EXPERIENCES IN THE
INDY RACING LEAGUE
AND THE
ROLEX DAYTONA PROTOTYPE
SERIES.



**SATURDAY
MARCH 15
AT 1:00 PM**

**FOR MORE INFO
CONTACT
THE MUSEUM
AT
587-1935**





2008 SCCA National Convention

For the second year, the SCCA National Convention was held in San Antonio, Texas. My flight to San Antonio was at 8am which got me to Baltimore at 9:30 for a one hour layover. As soon as I arrived at the gate for the San Antonio flight, I was greeted by Dave Gomberg, a steward from WDCR and the newest member of the Club Racing Board. While Dave and I were waiting, we were joined by Chris Morales and Cliff Golub from NYR, Chris is the NYR RE. We were soon

joined by four more SCCA members and all eight of us boarded the flight. We arrived in San Antonio at 2:45pm local time, made it to the hotel by 3:30 and by 4pm I was unpacked and down in the lobby talking to many old friends. Registration opened at 5pm and by 6:30 Walt Huber was leading a party of about twenty to his favorite watering hole, "Dirty Dan's Last Resort". The group included most of the NeDiv RE's and Divisional Administrators plus Doug Gill, the SCCA Solo Competition Manger.



Doug Gill on the left and Peter Roberts on the right listen to Walt Huber explain the nutritional values of Shinebocker.



Chris Morales attempts to crown Jan Poor as Miss America 1962. In the foreground Nancy Huber and Cliff Golub show their appreciation while in the background Jim Poor and Ted Goddard pretend to ignore the activity.



Mike Dickerson leads the new RE Session.

Serious work began at 8am with the first Session. The lineup of seminars was great, in fact too good. There were so many seminars I wanted to attend that were scheduled opposite others that I also wanted to attend.

The first Session was **REGIONAL EXECUTIVES: YOUR FIRST YEAR**. This session was conducted by Mike Dickerson, the Region Development Manager, SCCA. It has been over twenty years since I was last RE and Mike did a superb job explaining the many services and programs available to regions. I will be sharing many of his ideas with our region officers.

The next session was **NEW MEMBERSHIP AND VOLUNTEER PROGRAMS**; the presenter was Colan Arnold–Vice President Member & Region Services, SCCA. Colan explained the new temporary membership programs and the new volunteer program for club racing. I am especially excited about the new volunteer program for attracting race workers.

Following lunch there was a **CLOSED SESSION FOR REGIONAL EXECUTIVES AND B.O.D. MEMBERS**. This was hosted by Jim Julow, SCCA President. It was an opportunity for all of the RE's to talk over problems and their possible solutions with Jim and the BOD members.

Our Area 10 Director, John Sheridan with SCCA President Jim Julow



The next session was **MEET THE PRESIDENT** again hosted by Jim Julow. This session was open to all and Jim made a point of answering each and every question put forth by the members.

This was followed by the **SCCA ANNUAL MEETING**. This is the business meeting and each of the departments of the SCCA (Club Racing, Membership, Treasurers Report, Pro Racing, Solo, Rally, and Rally Cross) gave reports on their progress in 2007 and their goals for 2008. The most important fact was both the Club and Pro Racing finished 2007 in the black.

The last work session of the day was the **SCCA TOWN HALL** which is a forum for questions for membership to National Leadership

The Town Hall ended after 6pm and at 6:30 members started to board Trolleys for the trip to the



Lenore and Dave Panas enjoy the Trolley ride, Tim Meddaugh from the Glen Region is in the background and Mike Toombs looks on.



Mike Toombs, Finger Lakes RE and Doug Gill board Trolley for Sunset Station.



Sunset Station, an historic railway station, for a Welcome Party.

Friday's 8am session was **DEVELOPING YOUR REGION; THE MEMBERSHIP CHAIRPERSON; GETTING, CARING, AND KEEPING YOUR MEMBERS**

This was another excellent session presented by Mike Dickerson. Mike not only presented his ideas but had all the regions present share and discuss different things they were doing. I have a lot of notes for Dave W.

The next session I attended was **REGION COMMUNICATION TOOLS: TO eNEWS OR NOT TO eNEWS**. This quite frankly was the only bad session I attended. The one thing I got out of it was a realization of what a great job we are doing in MoHud.

Following the Rally/Solo Awards Luncheon the first session of the afternoon was **DRIVER TRACK** presented by Jim Julow. Jim is very interested in making the convention more attractive for drivers and wanted input from drivers about other activities. There was a lot of discussion about both exhibitors and things the club could do at the Performance Racing Industries show.

Scott from Nelson, Bill Stewart, Judy & George Bloeser, Ed Zebrowski, Sandy & Ed Fisher, enjoy conversation at the Historic Sunset Station.

At the same time there was also a session on **THE TIRE RACK STREET SURVIVAL TEEN DRIVING PROGRAM: SCCA'S OFFICIAL KICK-OFF** I obviously could not be in two places at the same time but Judy Hurlbut from the Glen Region attended and gave me notes and the handouts.

The next session of the day was **VOLUNTEER INCENTIVE PROGRAM** presented by Colan Arnold. This session concentrated on the new Volunteer program. The basic premise is that race workers will be rewarded with dues reductions on their membership based upon the number of days they work races.

The last working session of the day was a motivational speaker presentation by Afterburners-a multi media and motivational speech by retired F-15 pilots. They stressed- Plan-Brief-Execute-Debrief.

Friday night was dinner on our own; John Sheridan, Tom Hoffman (my replacement as NeDiv Exec Steward), Brian Holtz (former BOD member and new Area 2 Deputy Exec), Marina Kraft (Runoffs Race Chairperson), Ed Zebrowski (Glen RE & National Administrator for Driver Schools) and I went to Rosarios – a great Mexican restaurant.

Saturday's first session was the **CLUB RACING BOARD TOWN HALL** The CRB led by Bob Dowie

answered questions about GCR Changes and the future of Club Racing.

The 2nd session of the day was the **EXECUTIVE STEWARDS TOWN HALL** This session was led by Ken Patterson the Chairman of the Stewards Program. This was primarily aimed at Stewards and included GCR changes, the Strategic Plan for the Stewards program. And details on the new Steward Licensing Program.

The 3rd session of the morning was the **NATIONAL ADMINISTRATORS TOWN HALL**. The National



Glen Region members Judy and Earl Hurlbut. Earl is the NeDiv training steward.



Tina Reeves, Solo Board Chairman, Bob Dowie CRB Chairman, Ed Zebrowski Glen Region RE and Gayle Lorenz WDCR RE pose for the camera

Hall of Fame Banquet

Administrators fielded questions about their specialties and presented their plans for 2008.

The **Club Racing Awards Luncheon** was hosted by **Mazda** many awards were presented including one to me for serving as NeDiv Exec Steward.

I spent the entire afternoon in a **Track Reviewers seminar**. The Track Review committee is responsible for reviewing tracks for safety reasons.

The last event of the convention was the **Awards and Hall of Fame Banquet**.

The dinner was held at a different hotel about two blocks away. Roger E. Johnson, Don and Ruth Nixon,

Kjell Qvale, Robert Ridges and Fred Schmucker were inducted into the Hall of Fame.

Our flight did not leave until 2pm which left me with time to walk to the Alamo and along the Riverwalk. The Convention was filled with many good sessions the only problem was not being able to attend them all. Next year the convention will be in Las Vegas. It would be great if more members from the region attended.



*Bob Introne, John Sheridan,
Jerry Wannarka and Tom Hoffman*

Remember the Alamo?



Monthly Membership Report 02/16/2008

New member report from: 12/01/07 to: 02/16/08.

<u>Name</u>	<u>Joined</u>	<u>City</u>	<u>State</u>	<u>Comm.</u>
David Beaulac	12/28/07	Queensbury	NY	(518)761-0432(H) audiocare@email.com
John Danese	01/10/08	Lake George	NY	(518)623-2469(H) jdanese@gmail.com
Jared Carpenter Delahanty	12/29/07	Troy	NY	(607)229-8550(H) delahj@rpi.edu
Sarah Huiest	01/08/08	Latham	NY	(518)785-1541(H) huiest820@gmail.com
Lora Kanetzky	12/22/07	Stillwater	NY	jk@vt.edu
William James Magee III	12/23/07	Clifton Park	NY	(518)788-3980(H) wjmageejr@yahoo.com
Alicia Soirentino	12/03/07	South Glens Falls	NY	
Richie Soirentino	12/03/07	South Glens Falls	NY	(518)596-8720(H)

There were 8 records printed.

Anniversary Report generated on: 02/16/08

<u>Name</u>	<u>Joined on</u>	<u>Years</u>
January		
Amanda Cozzens	01/08/98	10.1
Andy Cozzens	01/08/98	10.1
Christina Cozzens	01/08/98	10.1
Glenn Cozzens	01/08/98	10.1
Karen Cozzens	01/08/98	10.1
February		
Roland Heacox	02/01/58	50.1
John C. Sheridan	02/01/73	35.1
Lenore Panas	02/22/78	30.0
Harry F. Prussner	02/12/03	5.0
Al Smith	02/25/03	5.0
March		
Lee Schaller	03/18/88	20.0
Arnold K. Beebe	03/30/93	15.0
Charles Graff	03/26/93	15.0
Heather Graff	03/26/93	15.0
Letah L. Graff	03/26/93	15.0
T. J. Hanifan	03/19/98	10.0
Timothy P. Riley	03/03/03	5.1
Geoffrey M. Stim	03/13/03	5.1

Webmasters Report

New headlines and links have been added, including: the Bruce Cargill passing - With links to photos and remembrance page; new NESCCA web site address; NeDiv Round Table list of events.

Dave Wachtel,
Membership Chair/Webmaster

There were 18 records printed. There are 368 members in the region.



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9 9 9 9

ITA ITA

David Smith

Package #1 - Mini Club

- Three 8" Numbers (2 Digit Max)
- One 5" Number (2 Digit Max)
- Two Sets 4" Class Letters (3 Digit Max)
- One 2" Driver's Name (15 Digit Max)
- Option A Only
- Any Typeface, Color and Style
- SCCA Minimum - 8" Number & 4" Class

Price: \$19.95

Pkg #1 - Add on Special

- Three 15" Vinyl Rondelles **Add'l** \$25.00

2 2 2 2

ITB ITB

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

Price: \$25.95

Pkg #2 - Add on Special

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

4 4 4 4

GT1 GT1

Hurricane Harry

Package #2C- Deluxe Club Racer

- Three 10" 2 Color Numbers (2 Digit Max)
- One 5" 2-Color Number (2 Digit Max)
- Two Sets 5" 2-Color Class Letters (3 Dig 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

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

12345
67890

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 Dig 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
Timmy 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
Timmy 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
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LOST SPEEDWAYS: THREE SHOULD BE THE BEST YET

The first two Lost Speedways events at the Saratoga Automobile Museum were roaring successes but it looks like round three, set for Sunday, April 27th at 1 pm, will be the best yet.

The premise is simple. Lost Speedways events look back at race tracks that no longer exist, using words and pictures to rekindle memories that have languished for years, and in some cases, decades.

The April program will feature a few Lost Speedways veterans as well as newcomers Andy Fusco and Mark Supley. Fusco, who will tell the tale of the speedways in Perth, has done extensive research with such noted old-timers as Jerry Jerome, Bill Blair, Stan Bellinger, Ron Quackenbush, Skip Roots and Doc Blanchard. And Supley will have an equally compelling tale of gone but not forgotten motorcycle venues, among them Chariot Park, Berne-Knox, Cobleskill and Afton.

National Speed Sport News columnist Gary London and his wingman, historian Marty Himes, will recall racing at such unique New York City venues as the Polo Grounds, Dexter Park, Weissglass Stadium and the Kingsbridge Armory. Noted Vermont historian Bill Ladabouche will also return and is hard at work adding pictures to his presentation on the tracks along the NY/Vermont border.

Add in Kenny Gypson on the tracks east of Troy, Les King on Altamont and Empire Raceway and a few others yet to be confirmed and you have the makings of an afternoon to remember.

Supervised tables will again be available for museum visitors to display their photos, scrapbooks and other memorabilia for the enjoyment of all. Videos of Lost Speedways Two will also be on sale during the event.

Visitors will also enjoy viewing the auto museum's newest exhibits, including the "Romance of the Roadsters" in the Golub Gallery, the "Syracuse Mile" in the Racing in New York Gallery and the winning photos from the Eastern Motorsports Press Association's Brice Auto Supply/NAPA photography contest in the museum's orientation theater/art gallery.

Anyone wishing to make a Lost Speedways presentation or exhibit their memorabilia can contact event organizer Ron Hedger at rjhmedia@juno.com while information on the auto museum is available online at www.saratogaautomuseum.org.