

Mo-Hud Driver's Resume 1986

Name _____

Address _____

Phone # _____

Date First Joined SCCA _____

Level of License _____ Type of Car (List) _____

Date Novice Permit Issued _____

Date of First Race _____ Type of Car _____

<i>1986 Date</i>	<i>Participation Location</i>	<i>Event</i>	<i>Car/Class</i>	<i>Finish</i>
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
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MAIL TO: Jack Hanifan
39 Ramsey Place
Albany, N.Y. 12208

Mohawk-Hudson Region SCCA

FROM: SUSANNA ROGERS
NEDIV. POINTSKEEPER
59 KIPPS TR. PK.
HUDSON, NY 12534
518-828-7713

AUGUST, 1986

TO: ALL S.C.C.A. NORTHEAST DIVISION NATIONALLY
LICENSED DRIVERS
1987 PREFERRED NUMBER PROGRAM

1. STARTING OCTOBER 1, 1986, AND CONTINUING UNTIL MARCH 15, 1987, WRITTEN REQUESTS FOR NUMBERS WILL BE ACCEPTED BY THE NEDIV. POINTSKEEPER.
2. *EVERYONE MUST PROVIDE A STAMPED, SELF-ADDRESSED ENVELOPE WHEN YOU REQUEST A NUMBER AND INCLUDE 3 CHOICES. IF THESE REQUIREMENTS ARE NOT MET, REQUESTS MAY BE DENIED.*
3. UNTIL FEBRUARY 15, 1987, PREFERENCE FOR PREFERRED NUMBERS WILL BE GIVEN TO THOSE FINISHING 1 THRU 10 IN THEIR CLASS FOR THE 1986 RACE SEASON. FROM FEBRUARY 16 THRU MARCH 15, 1987, THE REMAINING PREFERRED NUMBERS WILL BE FILLED IN FROM THE REQUESTS PREVIOUSLY SENT IN OCTOBER.
4. PREFERRED NUMBERS ARE GIVEN ON A FIRST-COME, FIRST-SERVED BASIS WITHIN THE TWO CATEGORIES OF FINISHING. *NO NUMBER CONTINUES OVER FROM ONE YEAR TO THE NEXT.*
5. CLASSES WHICH RACED TOGETHER A FAIR NUMBER OF TIMES DURING THE 1986 RACE SEASON WILL BE GROUPED TOGETHER; ONLY ONE SET OF NUMBERS (0-99) WILL BE GIVEN FOR ANY ONE GROUP.
6. BECAUSE OF THE LONG TIME SPAN REQUIRED FOR THE ACCUMULATION OF NUMBER REQUESTS, PLEASE DO NOT EXPECT TO HEAR ON YOUR REQUEST UNTIL AFTER FEBRUARY 15, 1987, UNLESS YOU ARE IN THE 1-10 CATEGORY.
7. THIS IS AN UNOFFICIAL SERVICE BY THE NEDIV. COUNCIL AND CARRIES NO COMPULSORY USAGE AT ANY NEDIV. RACE. FINAL WORD ON NUMBERS LIES WITH THE OFFICIALS GOVERNING ANY PARTICULAR RACE.
8. *NO UPDATING AFTER MARCH 15, 1987.*
9. PROBLEMS? WRITE OR CALL 8 P.M.-11 P.M. HAVE A SAFE AND SUCCESSFUL 1987 RACE SEASON.

SINCERELY,

SUE ROGERS

Mohawk-Hudson Region SCCA

A Plan For Club Racing In SCCA

- All Club Racing shall be formed under one banner; for example "SCCA Championship Racing;"
- All current SCCA classes shall be unchanged;
- Scheduling of events shall be closely controlled by the divisions and SCCA to minimize conflicts;
- There shall be one licensing program with two designations (Novice and Competition license) with defined standards for both;
- All classes shall be eligible for divisional championship programs as developed by each division of SCCA;
- The largest 18 classes shall comprise the Runoff classes and compete for National Championships at a season end event (The Runoffs);
- A maximum number of races to be counted shall be established;
- The next year's Championship Classes shall be announced each November based upon current season data;
- The Board of Directors may designate initial Championship Classes to initiate the program regardless of numbers;
- The Board of Directors may also designate non-championship classes which shall not automatically escalate to championship status;
- Driver/Worker schooling shall be improved and expanded from ongoing programs;
- Novice races shall be designated on all race weekends;
- As a race class falls below 3.0 average participation, it will be allowed to continue with all rules frozen except for safety;
- Sponsorship of the Championship series, individual race weekends and classes is approved and encouraged. The \$2,500 cap is removed;
- The proposed effective date is 1/1/87.

Attention: BOARD OF DIRECTORS

I would like to express my concern for the proposal to change the club racing program. My specific comments follow:

The reasons for such a sweeping change are not specified. I don't see any major structural concerns with the present program and consider that such a drastic change will create more problems than it solves. "If it ain't broke, don't fix it" may well apply.

At least in most of the country there is a significant difference between the average regional (meaning local) competitor and the national (divisional) competitor. The local guy is usually running a much less intense and expensive operation. The two tiered arrangement provides an opportunity for the local racer to enjoy racing without the "national championship" stress and expense.

There were 11 national and 18 regional races on the 1986 NEDIV schedule. How do we administer and support a divisional championship series of 29 races. Or do we end up with fewer races? Again hurting the local racer who can't travel all over the division.

The potential for annually changing the

18 classes to go to the runoffs seems too uncertain. Why is the number 18? All national classes should be eligible to participate. If we want fewer national classes, then let's finish the class consolidation program we started a few years ago.

What is a "novice race"? I haven't been able to envision anything that would provide any meaningful value to the novice driver between the drivers school and getting on track in a real race. If the committee has any detailed ideas on this subject then they should share them.

I can't criticize the benefits of more training for the race workers. However, simple laws of economics indicate that if it becomes harder to become and stay a qualified worker we will have fewer of them. Can we afford the cost of whatever program the committee has in mind.

Finally, this proposal is no more than a concept, and an incomplete one at that. Certainly not a well thought out plan that can be approved for implementation in 1987.

I urge the BoD to send this proposal back to the planning committee. Thank you for considering my views on this matter.

Thomas W. Campbell

'86 FUN ONE

by Jack Hanifan

One of the best events of the year, second only to the Silvermines of course, is the FLR Fun One at Watkins Glen. For a relatively low entry fee you get two full days of racing on what has to be one of the best tracks in the country.

This year was also the inaugural "Connie Birdsey Memorial" race. The newer members of the region may not remember Connie but she and her husband Gene were former active members of our region before Gene was transferred west. Gene was an excellent driver and former RE. Connie, in addition to helping the region in various capacities was also a flagger. As part of the weekend's festivities, the first annual "Connie Birdsey Memorial Trophy" was presented to a worker who exemplified the years of dedication, hard work and loyalty that Connie had displayed over the years. I am happy to announce that the first

recipient was Roy Whitaker, an old friend and grid worker at the Glen.

Mo-Hud was well represented on the track, Rick LaPierre won both Sports Renault races. Tom Campbell, still sorting out his new Corvette, managed two wins also. Tom had a very close race on Saturday (fiberglass to fiberglass) but ran away and hid on Sunday. Mike Wier broke on Saturday but came back to win a close one on Sunday. I had a super race on Saturday driving about 37 miles, never more than ten feet away from an ITB Toyota; unfortunately when we crossed the finish he was in front. I qualified terribly on Sunday and was making up the lost ground when the race was stopped because of an MR2 on its roof in the ankle of the boot. Bruce Taylor was out for the first time in his CSR but broke. John Broadhurst was also there but I don't know how he finished.

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CONNIE'S CORNER

The TRANS-AM a couple weekends ago . . . I don't know about you . . . but I was glad to see Paul Newman win it.

Well, I didn't actually SEE him win . . . but I knew he did. You see I was doing a Top 10 lap chart. Earlier in the day the Stewards asked for a Top 5 chart and I (nut that I am . . . gulp . . . volunteered!).

Well, when starting line time came, the Top 5 chart I had agreed to was a Top 10! Ehhhh gaddds! Getting Top 5 is tough enough.

Well . . . I did it. My Top 10 was announced. Later when scoring began to process results they compared my chart to theirs. They were

SOLO SPINS

Solo II is a growing sport. Locally, it seems to be on hold despite what I perceive to be a good potential for growth. Small clubs such as Empire Motorsports and Rensselaer Sports Car Association are holding their own but not growing. Their events are on a small side but of good quality. If Mohawk-Hudson Region can acquire 1 or 2 good permanent sites, the potential for growth could be fulfilled. This would be a good thing for our club as well as the autocrossers in this area.

On the national level there is a new push on by the Denver office and such forces as *Auto-X* magazine and the new Pro-Solo (which is now run by SCCA) to greatly expand the Solo program. I am not conservative or reacting either personally or politically. However, this recent effort could be interpreted as a threat to autocrossing as it is now known.

Autocrossing or Solo II (previously known by the names gymkhana or autoslalom) is a grass roots sport. In short, this means you don't have to be a big deal to come out and participate in this difficult and challenging motorsport. You also can leave your wallet home except for \$10.00 and a driver's license. It would be nice if it would stay this way. Drag racing used to be like this and you can still go the local strip and mess around. But you can't compete on a divisional or national level very easily or cheaply.

Denver claims to be merely trying to get more people involved in the sport. This type of growth is positive and I have no trouble with it, of course. But there are those in "high places" who seem to have other ideas.

One of these is to reduce the number of classes in the already compressed stock category while enlarging the modified and prepared categories. About 2 years ago the

convinced I had lost track (no pun intended) of one car. They examined the time card, and were convinced a mistake had been made there too. I had to leave before final results were published and long before any protests had been resolved.

Four days later, I received a note from Sue Conklin telling me that she and another official had had to rebuild a chart from scratch using several sets of tapes (strips) and my chart was 100% accurate!!!!

What a good feeling . . . and to receive a note acknowledging same was refreshing. Thank you Sue!

by Jim Garry

prepared category did increase by one class. It was an unnecessary move and a ridiculous one when looked at on a regional or even divisional level. There just aren't that many prepared cars out there.

Another potential problem lies in the Pro-Solo program. Pro-Solo is a lot of fun and you may even make a little pocket money at it. However, not many people have the time and/or money to travel around the country to compete in the series. The best drivers are more often than not absent from these events. But, hey, no problem.

Why, though, do Pro-Solo and its regulars get so much ink and rate so highly in *Sports Car* and with Denver? I'm sure there are no bad motives here, but let's focus in on the divisional and regional happenings a little more closely.

Has anyone read *Auto-X* magazine lately? It began as a way to get the news out to autocrossers on a national scale; communication! Recently, however, much of the writing has had an arrogant, "I'm more important than you" feel. It often makes me feel as if the editors and contributors are a group of small people with large egos, trying to become big time. I'd like to be wrong, but others have related those same feelings to me. And, they fear that in order to service and profit, the magazine is pushing the whole sport away from the grass roots way of life.

We should always keep in mind that this sport is around mainly for the fun of it all. Yes, there are National Championships to compete in and yes, they are a quasi big deal. But they too are fun events and have a grass roots feel to them. Let's grow but let's keep it cheap and simple. And fun. This, along with the competition, is what Solo II is all about.

LUCKY BRAKES AT ROAD AMERICA

Pete Smith

On Thursday, September 4, 1986, Steve Hassett and I with four others from out of town left New Jersey for Road America and a 6 hour Firestone Firehawk race. We had a great trip out in Charlie Senkiers' Winnebago, 16 hours door to door (Elkhart Lake is approximately 60 miles north of Milwaukee). We didn't even slow down for driver changes.

I had the unique opportunity to drive 2 cars in the 6 hour race. We qualified our #17 Honda CRX around 20th in class, no where to go but up! Our biggest problem at Road America was brakes; we used up one set of pads just in practice! For some unknown reason they put some very sharp turns at the end of the straights. The other car I was driving, the #50 Honda qualified one spot in front of us, so we would start the race side by side.

Road America is one of the nicest facilities I've been to and race day turned out to be a beautiful one. We decided to pace ourselves because brakes were affecting everyone and we were hoping for a top (10) (in class) finish, which requires being there at the end.

I started the race in our #17 Honda which is in the slowest class (touring), the Camero's and Porsches being the fastest. It's quite a feeling when they go flying by on the straights. My 2 hours went smoothly and we did our first brake change during the first pit stop. Two minutes and 40 seconds for new front brakes, fuel and driver change, if Steve gets any better at crewing, he'll turn pro.

The #50 Honda didn't fare as well. They lost the brakes after about 1-1/2 hours which resulted in going off course at the end of the longest straight and then doing a

slow rollover. All this activity caused a long pit stop for repairs but didn't seem to affect the handling. After a 20 minute rest, I drove the #50 car for about an hour, which went faster than; #17 car, maybe we'll try a rollover next time.

The rest of the race went well with Charlie Senkier and Jeff Haines doing a great job driving. Another quick brake change at 4 hours helped out and we ended up 9th in class, a real improvement over our 16th place finish at the last event.

The Hacker brothers finished 4th, running out of gas on the last lap in their Toyota MRZ, luckily they made it to the pits for a quick shot of gas. I'm sorry to say Fil Fina finished in 8th place. (We wanted 8th place) in his Golf GTI, he really did a nice job.

The Firehawk endurance series is lots of fun and gives 2 or 3 drivers lots of track time with very close competition, as most of the cars are nearly equal in performance. The only problem we had was with Hanifan and Sheridan, they decided work was more important than racing and stayed home. Get your priorities straight, guys.

Mohawk-Hudson Region SCCA

FROM THE EDITOR'S DESK

OK, today's topic is the race - be there. Or if this issue gets out after the 27th of September, I hope you were there. The weather will be/was great and the racing will be/was too. I hope you had as good a time as I did/too bad you missed it. We will have a full report on the day's activities in the next issue.

Let's see, what do we have in this issue? All the usual columns exist (don't they?), plus we have a report from Jack Hanifan on the Fun One at the Glen (September 13

& 14) and the First Annual Connie Birdsey Memorial Race. In addition, Charlie Nicholls returns to the pages of the K-O with an extensive report of the season's activities in the pits. Not too much in the classified this time (won't somebody please buy my motor-cycle?) but don't forget to send some business the way of our regular advertisers. Until next issue.

David McClumpha
Editor

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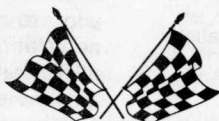
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Well, it has been a long, hot summer at the race tracks and by now, in years past, the Mo-Hud School and Silvermines Regional Race at Lime Rock would be history. This year is the beginning of a new era, however, since the traditional date in July was traded for a better one in September. The school is gone, but the racing will be the best this year. The new date, Saturday, September 27 is the last NARRC Regional Race before the NARRC Runoffs on the Friday-Saturday of October 10-11.

This note is an invitation to help in the Pit lane and renew acquaintances while seeing the points battle from the best vantage point at Lime Rock. The dress code is, as in the past, long WHITE pants with a LIGHT BLUE shirt. Cotton is preferred. Shoes and socks are your choice of color. Bring rain gear just in case! Please note that this color scheme for Pit Marshals, Light Blue top, White bottom, is the same for all the other Regions events held at Lime Rock.

Registration and camping will be available at the track Friday night, if you wish to be there early. I don't know the hours right now, but give me a call closer to the event date if you are interested in Friday night activities. Saturday, the cars get the track at 9 a.m., so we will meet in the Pit lane at 8:45 a.m. to set up the fire bottles and Pit horns.

Remember, the more of us that attend, the easier the job is for everyone! Bring your friends and neighbors. I look forward to seeing your smiling faces first thing Saturday morning, September 27th!

Let me take this opportunity to remind you of the events of other Regions at Lime Rock. The races there on Labor Day (August 29, 30, Sept. 1) weekend (SCCA Nationals, the Bilstein GTI race, and a 2 hour IMSA GTO/GTU race on Monday plus whatever else they can come up with) are in need of your assistance. The New England Region has lost the regular services of the Mo-Hud Pit Marshal of the Year for 1985, Bonnie Rowen, and is not very well organized in recruiting workers for their events. You are more than welcome to work this weekend, and I hope to see you there!

The weekend after Labor Day, Sept. 6-7, is a New England Regional at Bryar, in Loudon, New Hampshire. This event features a Pig Roast and the track being run backwards!

September 12th, 13th, 14th (Friday thru Sunday) is the Vintage Fall Festival at Lime Rock which is a low-key event that is lots of fun. This is your chance to see lots of Ferraris, etc., close up and at speed.

If you want to go to Watkins Glen there is an IMSA event there September 19th, 20th, 21st. Lew Llewellyn is Grid chief for that event. Pit workers are very welcome.

Saturday, September 27th is the Mo-Hud event, of course.

The New York Region is hosting the NARRC Runoffs at Lime Rock October 10th-11th. Tom Bruno welcomes you all to help out. This is the Regional Championship race and always provides for excitement. Hope you can all help out.

Those of you wishing to travel to the Atlanta Runoffs, the Valvoline Road Racing Classic, the week of October 13th-20th, should contact me. If you need a place to stay, I have the usual cabin 20 miles from the track. Bring your sleeping bag! Also contact me if you wish to share a ride down and back, I may be able to arrange something.

If you wish to arrive at Atlanta a little early and miss the NARRC Runoffs, there is a TRANS-AM there the weekend preceeding the start of the VRRC, October 11th-12th. I believe this weekend will also be the Pro Sports Renault championship race. Again, let me know ASAP if you need lodging, since we are investigating the rental of the cabin for this weekend. At present the rental starts Sunday, October 12th.

If you like a low-key event to end the year, come to Lime Rock on Saturday, October 25th for the VSCCA event. VSCCA is the Vintage SCCA and is always fun. I usually work a Flag station for this one. Just show up, they can use the help.

Now, a word about Licenses. Things got pretty screwed up last year, and I'd like to promise it won't happen again, but you can help by making or keeping a copy of the events you worked when you send the renewal to me. Lots of renewals were "lost in the mail" somewhere after me, and I apologize, even though I don't think it was my fault. I plan to copy your renewals before I mail them this year, but to be safe, make sure you retain a copy.

Those of you who are members and wish to work races will be issued a Regional License instead of a logbook. Contact me for an application. Non-members will still get a logbook. Ditto.

Here's to a safe conclusion to 1986 and an even better 1987! (If you wish to join the Mo-Hud throng at the Detroit GP in 1987, contact me at your earliest convenience, ie, ASAP).

See you all September 27th!

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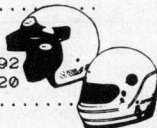
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REviews

by John C. Sheridan

In last month's article I was hesitant to voice an opinion about the Board of Directors' proposal for the revamping of Club Racing until I had the benefit of further details and clarification. Phil Henderson provided the following details at our September meeting.

1. The planning committee that authored this plan consists of two directors from California and one from Ohio.

2. The west coast regions are having a difficult time getting drivers to run Nationals due to the long haul to Atlanta for those who qualify.

3. There is no more to the plan than what appeared in *Sports Car*.

4. This foolishness has a real chance of becoming a reality, January 1, 1987 if those who oppose it are not vocal enough to stop it.

I know that many of you are thinking that our club would never impliment such an ill-conceived, vague, and unrealistic plan in such a short time frame. Guess again the Board of Directors once thought Denver, Colorado was the geographic center of the United States! The fact that this plan came out of committee indicates their support for it. Phil is concerned that the plan may take on a life of its own. Please review it and if you are opposed, write to Phil, Nick Crow or Costa Dunias.

On to other subjects. The best laid plans of mice and men and Solo II chairmen can go awry. As many of you no doubt have heard by now, we attracted 50 competitors to our first event in almost 2 years. It was a well-planned autocross and well run. Lots of favorable comments from everyone but the owner of the lot. Due to complaints about noise, we lost the lot in the middle of the third run. We still hope to put on an event in October at a site in

Cobleskill. Details will be available at our October 1, 1986 meeting.

Jim Garry and Bill Hudson will no doubt have a full report on the Solo II Nationals in Salina, Kansas. We wish them both good luck. Congratulations are due Jim for making the list of top picks in his class.

A complete race wrap-up of the 1986 Silvermines will also be provided at the October meeting. Pete Smith and Charles Senkier are planning videotaping much of the event. The highlight of this will be the showroom stock race. Pete and Charles are working on an in car camera set-up for their CRX. If this works out, you will be able to see Charlie's race just as he did. Should be exciting.

For those of you who would like to take a hand in running the region, I encourage you to contact a member of the nominating committee (Jack Hanifar, Dick Stewart, George Smith). Time is growing short. Nominations close at the conclusion of the October meeting.

The Annual Awards Banquet is set for December 6, 1986 at the Ramada. Yours truly is seeking help with the solicitation of door prizes and development of the souvenir program. In addition to the usual antics, slides, speeches etc., we have an encore performance of Bob Brigham and Roy Champagne, the Blues Brothers of Renselaer County. They were great at our Roundtable.

See you September 27, at the Silvermines.

MOHAWK-HUDSON REGION OFFICERS — 1986

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CALENDAR

September

3 Membership Meeting, Ramada Inn, Albany
7 Mo-Hud Autocross - Northway Auto Exchange
6-7 Double Regional - NER - Bryar
13-14 Double Regional - FLR - Watkins Glen
13-14 National Solo I Runoffs - Salina Kansas
20-21 Drivers School - Steel Cities - Nelson Ledges
20-21 National Solo II Runoffs - Salina Kansas
* 27 DOUBLE REGIONAL - MO-HUD - LIME ROCK*

October

1 Membership Meeting, Ramada Inn, Albany
4-5 1st Annual Blue-Grey Classic - Regional - Summit Point
4-5 Weatherly Hill Climb - NEPA
10-11 NARRC Runoffs - Lime Rock
11-12 Double Regional - MVR - Nelson Ledges
11-12 Check Mate National Rally - SJ
18-19 Valvoline Road Racing Classic-Road Atlanta
25-26 Regional - WNY - Nelson Ledges

November

5 Membership Meeting, Ramada Inn, Albany "Election Night"
8-9 Mini Convention - DNY - Syracuse

December

6 Annual Awards Banquet, Ramada Inn, Albany

CLASSIFIED ADS

Classified ads in the KNOCK-OFF are free to Mo-Hud Region members. A charge of \$2.00 per insertion will be made to non-region members. Send your ad, and check if necessary, to David McClumpha, R.D. 3, Box 21, Selkirk, NY 12158. Checks should be made out to Mohawk-Hudson Region, SCCA.

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THE MOHAWK-HUDSON REGION KNOCK-OFF

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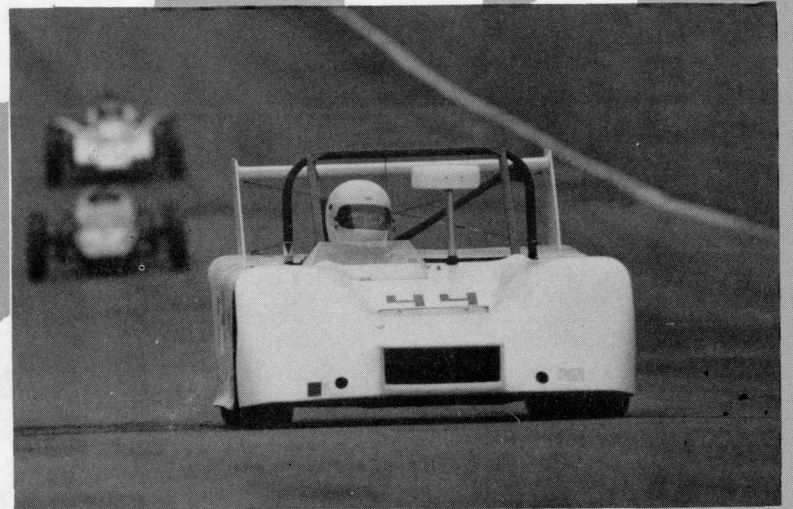
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Official Publication of the Mohawk-Hudson Region



Mohawk-Hudson Region SCCA

Our Own Mike Weir D - Sports Racer



At The Glen

September 1986



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