

The meeting was called to order at 7:40 PM by Assistant RE Jack Hanifan. Motion was made to waive the reading of the March minutes (as printed in the KNOCK-OFF). Motion to accept by Harold Cameron, seconded by Dave Shaw carried.

Minutes of the March 29th Executive Board meeting read by Jack Hanifan. Motion to accept by Harold Cameron, seconded by Dave Shaw, carried.

Treasurer's report made by Jim Bishop. Noted bill for September race date at Lime Rock Park not yet received. Motion to accept report made by Dave Shaw, seconded by Mike Weir, carried.

Old Business

- The 1986 NARRC results have been received and were discussed. The 1985 NARRC Treasurer's report has not yet been received.
- A brief report on the March 4 & 5th NEDIV Roundtable was given by Jack Hanifan. The 1987 NEDIV race schedule was made available. The MO-Hud race will be Sept 25 -26 at Lime Rock Park, consisting of a two-hour enduro on Friday evening (early) and a double points regional (the only such NARRC event of the season) on Saturday.
- John Stim gave a brief report on the Snowflake Rallye (see last months KNOCK-OFF for a report). There were ten cars, it was a good event, and John thanked Jim Bishop, Jack Hanifan, and Nokia tires for their support.

New Business

- Solo II - It was reported that Cobleskill Ag & Tech wants Jim Garry to make one more visit before they will firm up dates. More information to follow. Empire's dates will probably be the second Sunday in June, July, and August.
- Membership - Mike Weir reported we've had some recent transfers and we now have slightly under 200 members. Mike also announced SCCA's new \$15.00, ten-day temporary membership plan related to the requirement that anyone "over-the-wall" at an SCCA event must be a member.
- KNOCK-OFF - George Smith noted that the April issue was out late due to the illness of his secretary. The small print was a one-month experiment (which did save 40 percent on mailing costs) with a return to large print scheduled for the May issue. He noted the need for photos for the KNOCK-OFF. George and Dave McClumpha also raised the issue of basically limiting KNOCK-OFF content to Mo-Hud related activities. Any comment out there?
- NARRC- George Smith reported on his attendance at the 1986 NARRC banquet. He brought drivers' points checks, the 1986 financial report and information on the 1987 points fund.
- Other- John Stim commented on the Pro-Rally school to be conducted by the New England Region in Albany in May. It will be a classroom only school. A pro-rally license will be necessary to compete in the divisional rally in Vermont in June.
- Jim Bishop has received copies of the D.C. region's report on the status of National racing in SCCA. Copies are available at \$2.00.
- Various and Sundry drivers discussed their latest exploits.

Meeting adjourned at sometime later than it began (motion by Dick Stewart, seconded by Bob Daley). Videos on European rallying with commentary by Thom O'Connor followed.

Marilyn Heacox

This article reflects the view of one member of MoHud living outside the Albany area. It will not become a regular feature of the Knock-Off and reflects only my views.

If this article has you confused at the end don't blame me. This is a rebuttal to the "FROM OVER THE HILL" article that came with the March K-0 and I will try to follow that format.

In my twenty plus years of participation in such clubs as SCCA, AMEC, BMSC, EMSC, MGCC, NYSIRA, etc. there has not been a year (that I can recall) where all the members of any club worked in complete harmony.

And so the year begins.....

Our dues have gone up. So what hasn't? According to the article NY, NNJ and NE regions are all \$15. Mo-Huds \$5 fee was behind the times to begin with. Our dues raise was posted in the Nov. '86 K-0. Anyone strongly opposed to this increase had more than enough time to speak up. Our Board meetings are opened to everyone. If all those members "outside the Albany area" were upset about the increase why didn't they show up to vote? If they had, maybe the motion would not have passed. And what region are they going to join "come renewal time"? Any of the above regions?

Quite a bit has been mentioned in the March article about the K-0. It's present form is legible, has standard size print and uniform inking. You can read it cover to cover without having to turn it upside down or sideways and you won't have to use a magnifying glass. The San Francisco article inserted in the March K-0 was a good example of the former K-0's format. The one difference was that it appeared all on one page.

There are several references to members living outside the Albany area. This is obviously upsetting to Clark. In past years many complaints were made by him about "out of towners" not receiving their K-0s as rapidly as others. Now he suggests third class mail?

If some ideas "From Over the Hill" were followed our Region would:

1. "Stop having as many monthly meetings".
2. The Executive Board would "transact any business the region has".
3. Send no representatives to the Mini-Cons, Roundtables or National Conventions and especially not ("...their wives").
4. Have "the members vote to do away with the K-0 altogether".

So where does that leave us? As I said in the beginning, if you're confused don't blame me.

I guess what I'm trying to say is this. When you join an organization you do so because they have something you're interested in. If you're disappointed with the way things are being done you:

Talk to various Club members about your disappointments.

Become involved in the clubs functions that you don't agree with, try to change things. If the majority of members concur, then changes should be rapid and easy.

If the majority of members don't want things changed then get out and join another organization that has more things that you're in agreement with.

Negative attitudes won't help or change anything. Get involved. Help change the attitudes of people that feel they are "outsiders".

P.S. The present Knock-Off can't be all bad when it receives an award of 8th in a field of 30. Congratulations!

Mohawk-Hudson Region SCCA

STPR

Susquehannock Trail PRO Rally

STPR AT A GLANCE

- DATES:** June 5, 6, 7, 1987
- CONDUCTED BY:** The Finger Lakes Region of the Sports Car Club of America, in cooperation with the Wellsboro Chamber of Commerce. It counts toward the 1987 PRO Rally Championship of the United States and the North American Rally Cup Series.
- LOCATION:** Running through Pennsylvania State Forest lands around the famous Grand Canyon of the East, with Headquarters in Wellsboro, Pennsylvania, located on US Route 6, 45 miles Southwest of Corning, NY.
- CONCEPT:** The 1987 STPR is designed to challenge the professional as well as the novice to the PRO Rally series. With nearly 50% stage/transit ratio again this year and, thanks to the outstanding cooperation of the Bureau of Forestry, some of the best and most demanding roads in the country, we are sure to meet that goal. We have, over the years, worked to make our event unique to the series, and this year we are continuing the tradition. Reintroducing the famous WATER CROSSING in addition to another daylight spectator/press stage, we expect to whet (wet?) appetites for the night stages. STPR will, once again, have five spectator locations to show the road sport of the 80's to maximum advantage in all its exciting aspects to the public and the press.
- THE COURSE:** Approximately 265 miles total, with 128 miles of competition in 11 Stages, over generally smooth, twisty forest roads. Can be dusty if dry, muddy if wet.
- EXPECTED ENTRY:** Up to 80 cars, including the top Rally drivers in the United States and Canada, with increasing participation of Group A cars, the class which will decide the championship in 1988. Most of the best prepared rally cars consider STPR a must, and we hope to again field the largest entry in the Country.
- CLASSES:** Four competition classes; consisting of Open, Group A, Production GT, and Production, with seven seed groups based on driver experience and success in past competition.

S O L O S P I N S by Jim Garry

The big news this month is that Mo-Hud is finally confirmed for auto crossing at the SUNY campus in Cobleskill. The lot will be using is roughly 400' x 400'. It's not huge but plenty large enough for setting up an enjoyable course. It's right off of a major road. A large grocery store (for your liquid and food needs) is next door.

Our first date will be June 7th. Assuming the college likes what it sees, we'll also race on July 26th and August 16th so be good.

Getting there takes about 30 minutes from Thruway exit 24. Take I-90 West to I-88. Take the 2nd Cobleskill exit off I-88 (Warnersville). Go right at the end of the ramp and right onto Route 7 (East). Go approximately 2 miles. The lot will be on your Left, just before the P & C grocery store.

On another subject, the national Solo II board is formulating a new tire policy for the stock and street prepared categories. The policy will go into effect on January 1, 1988! I urge everyone to let the board know your feelings on this matter. You have the opportunity to help sway the boards' final decision. Take advantage of it! Write to Terry Bassett at the National office in Denver. The address is in Sport Car. Or write to anyone on the National Solo II board. Names, addresses, and telephone numbers are in the Solo II rulebook. Don't sit back and let someone else decide your rules for you.

Mohawk-Hudson Region SCCA



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FROM THE EDITOR'S DESK

I haven't put a call out for articles in some time, particularly since we had so much in the last issue, but it looks like things may be slowing down again. I hope that racing season will bring forth some interesting material. In addition, we are in definite need of photos (black and white or color) are acceptable for the cover of the KNOCK-OFF. Please send what you may feel is of interest to our membership.

For this issue, as you may guess, not much other than our usual reports (and some of them are missing - Connie, Jim?) but we have an interesting item from Marilyn Heacox, another of our member's who lives over-the-hill.

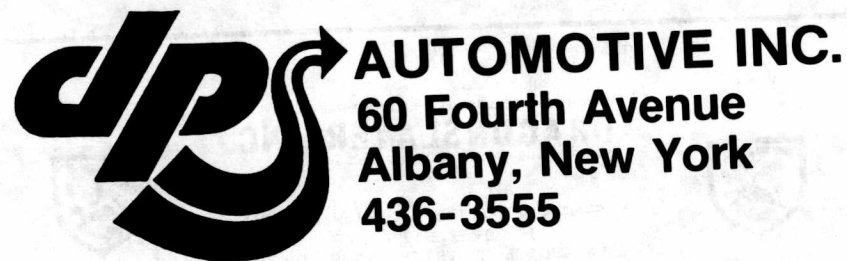
Finally, as noted in the April membership meeting minutes, George and I feel that the content of the KNOCK-OFF should be basically limited to Mohawk-Hudson Region related activities. Do we have any comment from our faithful readership on this issue. Please let us know.

That's it for now till next month. Mike Weir will be handling publicity, and Pete Smith and Mike Weir will be handling trophies.

Meeting was adjourned at 9:42 PM, followed by a tour of the Team Weir racing shops.

That's it for now till next mont.

David McClumpha
Editor



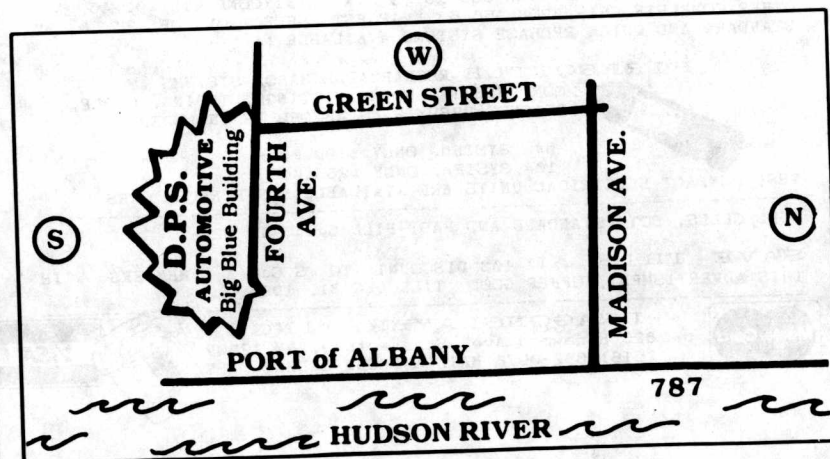
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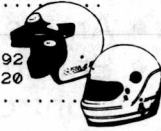
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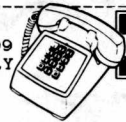
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REVIEWS by John C. Sheridan

Another first in the life of John Sheridan. Crew chief for a two car team at the 35th Annual Sebring Sports Car Endurance Races! Thanks to Pete Smith, Jack Hanifan, and Fil Fina, I had the opportunity to go to Florida and play. I think we all had a great time and all the MoHud Drivers did themselves proud. Paul and Karl finished 7th, Pete and his co-drivers finished 16th, and Fil and Jack finished 20th. Good Show, there were 63 starters.

Along with all the various showroom stock type cars and prototypes there were about 130 vintage and historic cars. I made it a point to go their paddock area to get a closer look at the cars and talk with the folks involved. We discussed at length the involvement of the SCCA in vintage racing. Their comments all seemed to come back to the idea of simplicity. They are very much afraid that if the SCCA becomes the overseer of vintage racing it will complicate their sport. By the way, most of these people are, or were members of the SCCA who have decided to take their older production cars and sedans and play elsewhere.

For example in the case of my sprite, I would essentially be required to run it per the G C R's of 1967. That means no flares. They will let you make internal modifications to the engine and play with the carburetor a bit but otherwise the car must be historically accurate. Most of the cars I saw by the way were running radial tires that fit inside the fender well. Car cleanliness and safety (tie rods ends, fluid leaks etc. are all checked). The totality of their rules including classifications, fits on two 8-1/2 x 11 sheets of paper.

Now if we can keep from making it too complicated we have a chance to bring back a lot of former members and attract a lot of new members. Vintage Racing is our roots. It's where we belong. How many of you out there have a car tucked away in a basement, barn or garage. This is your excuse for putting it back together. Who knows maybe there is a Vintage Race in MoHud's future. Let me know how you feel about Vintage Racing and if you think we should get involved.

Mohawk-Hudson Region SCCA

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CALENDAR

Regular Membership Meetings

May
6 Movie - Jim Bishop

June
3 John Castle, Area X Director

September
2 Pre-Race Meeting

October
7 Post-Race Meeting - Silvermines Video - P. Smith

November
4 Race Photography

December
5 Annual Banquet

Executive Board Meetings - All Sunday - 7:00 P.M.
3/22/87 - Mike Weir's House
4/26/87 - Jim Bishop's House

Rallies
March? - Snowflake call John Stim (518) 439-0319
4/5/87 - Rally - Jim Bishop - Arthritis Foundation

Possible Solo Dates - We will probably only have 4 events selected from these dates.
4/12/87, 5/03/87, 5/31/87, 6/07/87, 8/16/87, 8/30/87, 10/04/87, 10/11/87 and 10/18/87.

Regular monthly membership meetings at Ramada Inn, 1228 Western Avenue, Albany.

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MO-HUD REGION



MO-HUD AT SEBRING

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May, 1987

Mohawk-Hudson Region SCCA



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