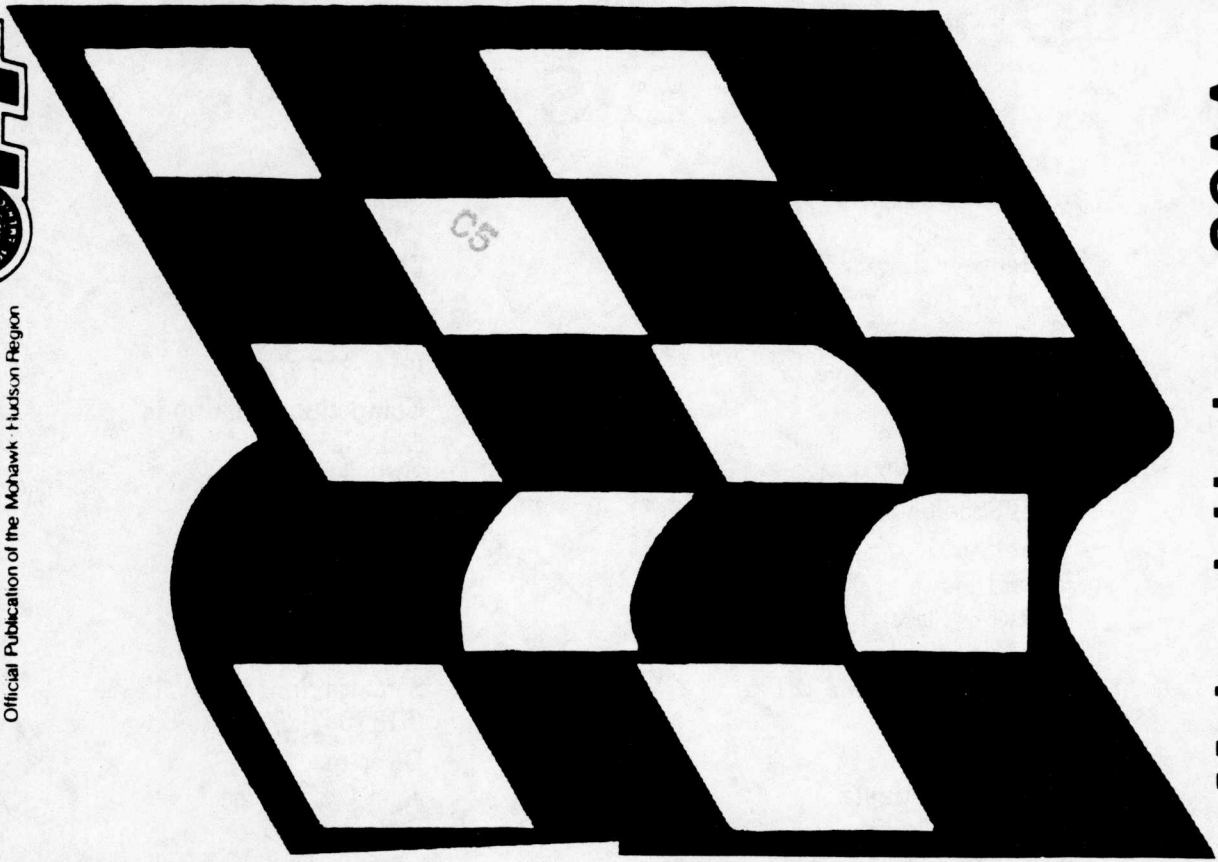


KnockOFF
Official Publication of the Mohawk-Hudson Region



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Mohawk-Hudson SCAA

April 1989

KnockOFF
Official Publication of the Mohawk-Hudson Region

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The **Knock-Off** is the official publication of the Mohawk-Hudson Region SCCA, Inc. Opinions expressed are not necessarily those of the Mohawk-Hudson or the Sports Car Club of America. The deadline for all materials is the 15th of the month.

NARRC Board Meeting, page 3

for first place, \$75 for second, \$60 for third. "The checks are being sent out even as we speak."

13. Permanent numbers

Arlene Drofino advises that over 400 drivers have already signed up.

14. Preferred race groups

The race groups proposed by Larry Dignan in his letter of 1/23/89 were adopted, with the understanding that they were modifiable by the regions when necessary.

15. Other

French and Prezioso agreed to get someone to make a new NARRC banner, and to order more car stickers. Last printed 2 years ago, 250 per region.

Finally, there was discussion of items not on the agenda.

- o The roundtable is the weekend of March 11 in Rochester.
- o Our regions seem to have about 10% participation in meetings. NER has about 35% active if race, solo, rally, workers counted (membership 3650).
- o There was much discussion about Bryar, Bette French apparently having all the hot news: Very little of the old track remains. It will be a "programmable" track, with configurations from 1.6 to 2.5 miles long. No plans for clockwise and counterclockwise races. The front straight will be 1500 feet. The old motocross track is gone, the mud bog is going, as are the the old restrooms...track will go where the latter were. There will be a tunnel to get to the inner paddock, where the small oval is now. The timing tower will be used again this year, but torn down for next. The Labor Day national WILL BE HELD; others unknown. It's hard to picture, but I'm looking forward to seeing it.

submitted, Michael P. Weir

NARRC Board Meeting, page 2

There is another item in her letter, concerning a S2000 driver we listed as unknown. We already have tried all means available to us to find out who he is, to no avail.

6. Prize fund

The fee should be left the same. There is approximately \$10,000 remaining for distribution. Why hasn't it been distributed yet? The treasurer (Pat Gillespie) is an accountant by trade, and this is a very busy time of the year for her.

7. NARRC fees for administrative expenses

Resolved to take no action until a statement is available from Pat Gillespie.

8. NARRC banquet

This will be held April 1 at Manero's in Greenwich, CT. Why so late? It is the first weekend free, in view of SCCA's and major participants' other activities. Championship trophies and checks will be presented.

9. How will the championship be decided

This topic was the source of lengthy discussion. The survey of Newsome showed a substantial preference among drivers (perhaps a vocal minority) for a points championship rather than a runoffs. Eventually, it was decided that in 1989, the championship would be determined by points alone, subject-only to negative response to a final survey, to be prepared by French and DeLuca. Details to be worked out at the roundtable in Rochester in early March. The concept of making the final race something special was much mooted, with double points, social activities, etc. being generally acclaimed.

10. Prize money/sponsorship

Henryk has pledges for \$2000 and is very hopeful of being able to raise something like \$10,000.

11. How can we raise "seed" money

No conclusion; general aversion to asking drivers to put up more.

12. Prize fund contributions

The contributions of the 4 regions were acknowledged (NER \$2k, NYR \$1k, NNJ \$1k, Mo-Hud \$1k). Distribution to be \$100

1989 NARRC Board Meeting Report

The North Atlantic Road Racing Championship (NARRC) governing body is a board of directors consisting of its founder and guiding light, Henryk Szamota, and the REs of the four regions involved: New England (Bette French); New York (Tom Prezioso); Northern New Jersey (Joe DeLuca); and Mohawk-Hudson (Mike Weir). Tom Campbell and I attended the 1989 meeting at Henryk's house on February 4, 1989. Henryk had an agenda prepared, which we considered in generally the order proposed.

1. What is the schedule for NARRC events in 1989?

All NER events will be NARRC (6 or 7, depending on conditions at Bryar). NNJ will have 3 or 4, depending on arrangements for concurrent events with the Trans-Am. NYR will have one, as will MoHud. Total 11 to 13.

2. Uniform entry fee for NARRC events at Lime Rock

It was claimed that there was a "gentlemen's agreement" among the regions some years ago to do this, which was obviously no longer being upheld. Reasons cited were to avoid driver confusion (sic); avoid preferential incentives to attend a region's events (after all, the regions take in a lot of money from a race); and to avoid the possibility of ill will between regions which might arise from this. The principle was reaffirmed, the amount to be determined after we find out what Lime Rock is going to charge.

3. Double points races

There will be none (except as modified below), their original purpose (to encourage attendance at less popular events) apparently no longer being applicable.

4. Count weekend races as one event or two?

Separate sanction numbers are separate events.

5. Maureen Harris (the pointskeeper) letter

Results sheets sometimes do not clearly distinguish between NYSRRC and NARRC club ford entrants. It was agreed there could only be 3 kinds of Fords: Formula Ford, as defined by the national rules; Club Ford NYSRRC, as defined by additional NYSRRC regulations; and Club Ford NARRC, ditto NARRC. The regions should be sure to check that drivers indicating their class as club ford designate which series/set of rules they are competing under. Suggested designations are FF, CFNY and CFNA. Maureen Harris is to call me and Joe DeLuca to discuss aspects of this.

1989 National Convention Report, continued

printed notes are good. We are going to have to do some training ourselves this year if we're going to put on a race.

Second Saturday session: Managing the region's money

This was a most interesting session. There are a number of things regions are legally obligated to do, related to their tax status, business standing, etc. It was claimed that they are all detailed in the RE's manual. Some regions have faced truly monumental fines and interest for failure to file tax returns properly. There were a number of specific suggestions for limiting liability. It was emphasized that the position of treasurer is far more than an honorary one, and that all the officers of the club, not to mention the members, need to acknowledge and support the treasurer's obligations and authority.

Competition board meeting, open session

Open session was more like it, with three or four people (some with well founded remarks) monopolizing most of the time. The comp board sometimes finds itself involved in complex issues: while I can't always agree with them, it does seem like they are honestly trying to do the best thing for the club, long-

term. I saw no evidence of hidden, personal agendas or intentions to purge the club of hobbyist racers.

Conclusions

1. I was amazed to find out how many people there are in the club who know everything.
2. I was pleased to find out how few of the national officers think they know everything. Apparently the rigors of the position and exposure to all the differing viewpoints broaden one considerably.
3. I think there is a strong base for the club, rooted in facts and achievements which may be temporarily overshadowed by much ado about peripheral matters such as membership counts. The people I met out there seem committed to the future of the club as an amateur sportsman's organization.

Submitted,
Michael P. Weir

NOTICE

The next meeting of the Mohawk-Hudson region of SCCA will be

Wednesday, April 5

7:30 p.m., Ramada Inn, Western Avenue
Albany

See you there!!

1989 National Convention Report, continued

- o What is the breakdown of racing income to SCCA of pro vs. club? About 80% from pro, 20% club.
- o There were many questions about other organizations which are putting on speed and non-speed events which apparently pay much less for insurance and charge participants much lower entry fees. The answer is that they are buying far less insurance, typically only a few thousand dollars per person. SCCA's is much higher. It was made clear that the SCCA rates, for a given coverage, are lower than for those other organizations, reflecting the good claims history, the skilled workers, and the well established rules for conducting SCCA events.
- o What is the SCCA Foundation? "A separate organization to do things SCCA couldn't." No specifics; still looking for things, probably related to charitable or educational activities.
- o Are SCCA workers insured at other events? Not generally, but those with licenses working an IMSA event are insured under SCCA policy.

Afterwards, I spoke to the insurance people about the suit against SCCA in which John Sheridan, our past RE, was named. They have it second hand, verbally, that it was settled out of court. I have specifics for those who need them.

First Friday morning session: getting and retaining members

There was some overlap with the information presented Thursday afternoon. New highlights are given below.

- o Advertise. If you can afford it, put ads in newspaper. Have a listed telephone number. Have announcements and put out cheap flyers at spectator events.
- o Don't ignore non-racing events. Take full advantage of opportunities at rallies, solos, car shows, seminars, open houses.
- o Have a region advertisement or business card printed up; distribute them EVERYWHERE.
- o Overruns of old issues of Sports Car are sometimes available from the national membership office; use them for handouts and publicity.
- o Don't ignore new or prospective members. Try to assign them to someone specific.

- o Publish a regional directory, and put a lot in it. Track and officers phone numbers, schedule of events, anything else useful.

- o Publish a regional "yellow pages." Many members are involved in a business, club-related or not. This is only one possible use of a good membership data base.

There was also a long discussion of insurance, as it bears on what regions might choose to do at public events. The distinction between spectator and non-spectator events appears to hinge on whether any advertising solicits participants only. Suggested wording is available. This refers, of course, only to race, solo and rally: club meetings and car shows are covered by the master plan as non-competitive events.

First afternoon session: regional publications

This was a good session, with knowledgeable speakers and good presentations. Jane Shaw gave a good outline of the tasks involved in putting together a publication. Printed copy of the notes is available. Steve Nickless gave a good talk on the tools available for publications: software, hardware, and printing processes, with his own recommendations. Paul Pfanner discussed advertising and what you have to do to build up a publication's circulation. Since the details of all the above are of limited interest to the general members, I won't discuss them further.

Second afternoon session: race car handling and the driver

I found this a slow, rather elementary presentation, by some people with a product to sell, so I left and went to find Rich Lankford, to discuss...

The Monitor(c) software

This is the package we bought last year to manage races. We found some problems, and didn't know quite how to use it. He has made a number of fixes and many enhancements to make it easier to use, plus accomodating a very powerful (external) scoring system. I observed a lot of the revised program in action and asked a lot of questions...he is most anxious to hear about problems and fix them, and has apparently been quite responsive to user requests for features. I will recommend that we buy the enhanced versions this year.

First Saturday session: Training the trainer

This dealt with techniques for training. While it was a good seminar, I was already familiar with the material, and the

1989 National Convention Report

By RE Mike Weir

The national convention was held in San Diego, February 22 thru 26. This is a brief version of my full report, which runs to 9 pages. A full copy has been given to the treasurer and will be sent to others upon serious request. I'll bring one to the membership meetings, too.

Thursday:

First on the agenda was the annual meeting and breakfast. The full details will appear in Sports Car, but some of the highlights were:

Treasurer's report - We had 5 million dollars income, and a net "surplus" (not profit, please!) of \$280k. There were capital expenditures of \$100k. The equity per member is \$60. There are 138 on the present national staff.

The comp board reported 11% more drivers; increases in entries of 18% at national races, 23% at regionals, and 19% at driver schools.

Rally/solo reported a good year. There were about 500 solo II events, with an average entry of 60. The average entry at the divisionals was about 150, and there were 12 pro events, also with about 150 entrants each.

Membership reported growth from 45k to the famous 50k members. 23k hold licenses, of which 14k are in specialties or workers.

First Thursday morning session: Putting your RE manual to use

This session was mostly taken up by several people area complaining about perceived injustices and inattentions from the national office. After all that, we returned to the agenda. It turns out that SCCA does publish an RE's manual, an operations manual, and manuals for all the specialties. These are updated every 2 years, but you have to request the updates. I have printed copies of the presentation notes.

First afternoon session: RE manual and member development

There were some specifics of who does what in the national office, and who to call for various problems. It was pointed out that the ones we want to talk to are often on the road: leave messages, and use written communications if possible.

Many problems are seen as arising from lack of communication. Regional and divisional meetings have been found to be particularly useful. Keep lines of communications open to your neighboring regions, and be sure to follow up on communications from national...the officers and members who may need to know won't necessarily get copies, and not all

matters are published in Sports Car. It was pointed out that decisions reported in FASTRACK news are now effective on the first day of the cover date (month) of the magazine.

Second afternoon session: Managing the volunteer specialties

This was a well-organized session by Larry Pim, dealing with how to get and keep workers. Some highlights were:

- o Use the newsletter. People may not really be aware of the region's needs. Be sure to make a case, pointing out just why you have to have the people, and how many you need.
- o Use the divisional administrators (DAs). Their positions are not just honorary; they should take steps to find out who is active in their area of specialty and try to ensure license holders remain qualified.
- o Be sure that there are no procedural impediments: i.e., be sure people know who to see about working and licensing, and what the (rather simple) documentation requirements are.
- o Incentives and rewards: It was generally acknowledged that most people need something more than the thrill of participation to keep them interested. Many specific suggestions were presented.
- o Remember that many of the workers need to be there for the duration of the event, and longer: try to be sure the schedule isn't unnecessarily prolonged.

There were many more specific recommendations; I have the printed copy.

Friday morning: RE's breakfast

Most of the board, and two representatives from our insurance company, K&K, were at the head table. There were many insurance and club policy questions.

- o Could SCCA act as banker to regions for up-front expenses necessary to put on events? Maybe; not very likely.
- o How about some help with insuring emergency vehicles? Have to pay full rates for something which gets a few hundred miles a year. K&K would look into it.
- o How about returning some of the big "surplus" to the regions? Board considers it not excessive; must keep something in hand for lean years.

**Fort Wayne Region proudly presents
their annual
National
at Mid-Ohio Race Course
May 13-14, 1989**



May 13-14, 1989

MID-OHIO

NATIONAL

For more information:

Philip L. Keirn

Rt. 7

Columbia City, IN 46725

(219) 244-3571

(219) 244-3554



Mar. 3, 1989
Rt. # 7
Columbia City,
In. 46725

To: Newsletter Editors.
Regional Executives
Competition Directors

Subject: Mid-Ohio National / Restricted Regional

Date: May 13 - 14, 1989

Enclosed find an information Flyer concerning our May 13 - 14 National to be held at Mid-Ohio Sports Car Course.

In addition to the national, we have scheduled an Improved Touring race on Saturday which will pay up to \$2,500.00 total to the four Improved Touring Classes: ITA, ITB, ITC, and ITS.

Please distribute this information to your drivers and workers, especially to those people looking for a quality event at a quality racing facility.

We would appreciate any space that could be used in your Regional Publication in order to get this information to as many SCCA members as possible.

Any questions should be directed to either the Race Chairman or the Registrar listed below.

Thanking YOU in advance for your time and consideration in helping us to promote the sport, we remain....

Yours for the Sport,

Susan Hickey
Chief Registrar
521 N. Pickaway
Circleville, Oh. 43113
614-474-7487 Leave Message

Philip L. Keirn
Race Chairman
-219-244-3751 Leave Message
219-244-3554 Home

Share the Action

1989 Solo II Schedule, continued

Sun. June 11 ? at Pittsburgh, PA.
 Sat. June 24 Pro Solo
 Sun. June 25 at Harrisburg, PA.
 Sun. July 9 Empire at State Quad
 Sun. July 9 NYS Solo II Championships at Corning (Glen Region)
 Sun. July 23 MOHAWK-HUDSON REGION at Cobleskill
 Sat. Aug. 5 SCCA Northeast Divisionals
 Sun. Aug. 6 at Harrisburg, PA.
 Sun. Aug. 13 Empire at State Quad.
 Sun. Aug. 20 General Tire Invitational at the Meadowlands, N.J.
 Sun. Aug. 20 MOHAWK-HUDSON REGION at Cobleskill
 or
 Sat. Aug. 26 MOHAWK-HUDSON at Lebanon Valley
 Sept. 12-15 SCCA National Championships at Salina, Kansas
 Sun. Sept 17 Empire/Berkshire at Brodie
 Sept/Oct 3 more RSCA events
 Oct. ? MOHAWK-HUDSON REGION at ?
 Everything is subject to change...call me.

FOR SALE: Sports 2000. TIGA SC85 updated to '87 specs. by Vestal Racing.
 Loyning motor, mounted rains, spare set of slicks, extra gear sets for North East tracks, plus more. Regional winner in 1988 at Lime Rock and Watkins Glen. Changing class-- getting late!
 Call John Broadhurst at 518-439-0724 (home) or 518-472-4478 (work).

WANTED: Improved touring car--preferably an RX3 or BMW 2002, race prepared.
 Contact John Meyer at 518-438-7172 (work) or 518-438-9066 (home).

=====

Knock-Off Advertising Rates

Classified Ads - Free to members. For non-members: \$2 per ad (prepaid). Check should be made payable to the Mo-Hud SCCA and mailed with ad to Knock-Off Editor.

Display Ads - Full Page (8½" x 11") - \$150 per year
 Half page (8½" x 5½") - \$ 75 per year

Ads must be camera-ready and prepaid. Check should be made payable to the Mo-Hud SCCA and mailed with ad to the Knock-Off Editor.

SOLO SPINS

by Jim Garry

In early March I met with the Solo chairmen of RSCA and Empire Motorsports to discuss our Solo II schedules. In the past few years there have been occasional scheduling conflicts or near conflicts that were detrimental to autocrossing in this area. The people at this meeting gathered to work out a mutually agreeable schedule. We are all on friendly terms and realize that the different clubs can help each other. It was based on this philosophy that the schedule found at the end of this article was drawn up. Please remember that it is a tentative schedule, with nearly all dates yet to be confirmed. Additionally, Mohawk-Hudson Region will hopefully add two more events to the schedule; one possibly at the Drop Zone and another at a more local site still under negotiation. A firm schedule will be printed in upcoming editions of the Knockoff.

Also discussed at the meeting was a future interclub autocross series. The idea would be to choose a number of events from each club's schedule and declare them to be part of the series. Points would be awarded to each competitor based on finishing position within class. At year end there'd be a banquet and trophies for each class champion, maybe even Driver of the Year and Rookie of the Year awards. Hopefully, the series would grow in stature and size. The hoped for benefits are larger (and therefore more fun) events, greater intra-class competition, and financially solvent events. If you have any suggestions on this please give me a call.

At the end of February I travelled west and south to San Diego to attend the SCCA National Convention. As usual it was a hectic three days but I managed to enjoy myself in spite of the 70 degree temperatures, sunshine, and beaches. The Solo Events Board minutes will be printed in the March or April edition of SportsCar and I urge everyone to read the Fastrack section carefully. These changes will affect you personally. Your input could sway an issue your way.

Of interest to everyone will be the new helmet requirements. A meeting with the Snell Foundation made it clear that the Solo II helmet requirements are behind the times. Therefore, starting in January of 1990 (that's next year!) SCCA Solo II helmet rules will change in the following ways:

- 1) the DOT certification will be dropped. This was essentially an empty requirement that the most worthless of helmets met easily.
- 2) the required Snell certification will be updated to Snell 75.
- 3) the required ANSI certification will be updated to Z90.4.

A detailed article on this will appear in SportsCar in the spring. What this means to us is that our loaner helmets are no longer legal. However, since road racing requires a Snell certification of at least Snell 80, I'm hoping that there are some Snell 75 and Snell 80 helmets out there that are sitting in closets and shelves. Please call me as soon as possible if this is the case at your race headquarters...I mean garage.

A final note to all those that attended the Solo II meeting at Jim Bishops house in February...Please get back to me on how you're coming along with your site investigation assignments.

Tentative 1989 Solo II Schedule for the local area

Sat. April 1	RSCA at RPI
Sat. April 8	RSCA at RPI
Sat. April 29	RSCA at RPI
--- May ?	MOHAWK HUDSON REGION at ?
Sun. May 21	Empire/Berkshire at Brodie
Sun. June 4	MOHAWK-HUDSON REGION at Cobleskill
Sun. June 11	Empire at State Quad/SUNY at Albany
Sat. June 10 ?	Pro Solo

March meeting minutes, continued

New Business - RE Mike Weir reported that Mo-Hud region no longer has a chief of timing and scoring and no nationally-licensed registrar. Mike said we need members who will learn these skills.

Entry forms for the driver's school at Summit Point (March 24, 25, 26) were available at the meeting.

Jack Hanifan said he felt this will be a good year for Mo-Hud competitors. He would like to form a group of members who help each other out at races, etc.

Program - Carey Noble introduced Vito Grasso of the MS Society. He made a presentation on the Multiple Sclerosis Society and asked club members to think about doing a benefit event for them. Carey will work on this and come up with ideas.

Jim Bishop said he had received rule books and other information for distribution to members and would do so at the end of the meeting.

Jack Hanifan made a motion to adjourn the meeting and Dave Riggi seconded. The motion was carried.

Respectfully Submitted,

Sally Jo Handy

Minutes of the March 1, 1989 Membership Meeting

The meeting was called to order by RE Mike Weir at 7:35 p.m. 18 members and three guests were in attendance. Jack Hanifan had equipment at the meeting to take photos for drivers/crew licenses and laminate them. Dave Riggi arranged for refreshments at the meeting.

RE Mike Weir dispensed with the reading of the Secretary's minutes. Dick Stewart, Secretary, was absent. Sally Handy took the minutes in his place.

Treasurer's Report- was read by Jim Bishop. A motion was made by John Broadhurst and seconded by Dave McClumpha to accept the Treasurer's report as read. The motion was carried.

Competition Chairman - Jack Hanifan noted that there are two new race requirements for SCCA this year: (1) workers, crew and drivers licenses must have photos and (2) there is a new rule in the GCR having to do with tow hooks on closed wheel cars. There will be a Tech Inspection for Mo-Hud members on Sunday, April 23 at 1 p.m. at Village Dodge in Hudson. Contact Jack if you need directions. As for log books that were lost at the Silvermines Race, Jack is checking in to this. If the region lost the log books, it was suggested that the region pay to reissue them.

Solo Chairman - Jim Garry said that a meeting had been held in February and members were looking in to proposed vacant lot sites to have Solo events. Jim attended the Solo National Convention and said that in 1990, there will be a class just for Formula Fords. Solo II has new helmet rules for 1990--helmets that the region has used in the past won't be usable in the 1990's so new helmets are needed.

Membership Chairman - Carey Noble stated that the region has gained six new members and lost one. There are 233 members to date.

Publisher's Report - George Smith said that new covers for the Knock-Off were being printed. An executive board meeting was planned to take place immediately after the membership meeting to discuss advertising rates for the Knock-Off.

Rally Chairman - Jim Bishop announced that there will be a rally on Sunday, April 16 sponsored by Mo-Hud SCCA and the BMW Club to benefit the Arthritis Foundation. It will start in Latham. Contact Jim for more details.

Old Business- Dave Wachtel said there were five cars from the Mo-Hud region at a car show held in the New Scotland Armory in Albany. He reminded members that the Saratoga Car Show was March 10,11 and 12. Carey Noble is setting up a display for this event and will be handing out a Mo-Hud brochure and race schedule. Six Mo-Hud member's cars are scheduled to be at this event.

Mike Weir is planning to attend the NEDiv. Roundtable scheduled for March 10,11 and 12 in Rochester.

ByLaws - were mailed to the membership in February with a ballot. Tom Campbell received seven ballots, two of the ballots included comments. Tom Campbell made a motion that the comments be addressed; there was no second. Tom Campbell then made a motion that the ByLaws be approved, Jack Hanifan seconded the motion. A vote was done by a show of hands. 23 voted for the ByLaws (16 by members in attendance, 7 by mail); none opposed. The ByLaws stand approved as printed.

----- A RE-view -----

By the time you read this, the Saratoga City Center car show will be over. Many of our members contributed to our presence at the event, but Carey Noble and Dave Wachtel merit special thanks for taking the lead.

The flurry of organizational meetings attending the start of each new year (NARRC, NEDIV, National,) has nearly ended. I would like to start giving some attention to bringing more of our members into an active role in club activities. To that end, I will prepare an agenda for the next meeting which will center primarily on this, including topics such as,

- o Where do our members live?
- o How long have they been members?
- o What is the relative popularity of club activities?
- o What could we do to encourage participation?
- o Who will coordinate and implement any plans for this?

Please try to think about these things, and let me know your ideas. If you don't like to speak in public, feel free to give me a call.


Michael P. Weir