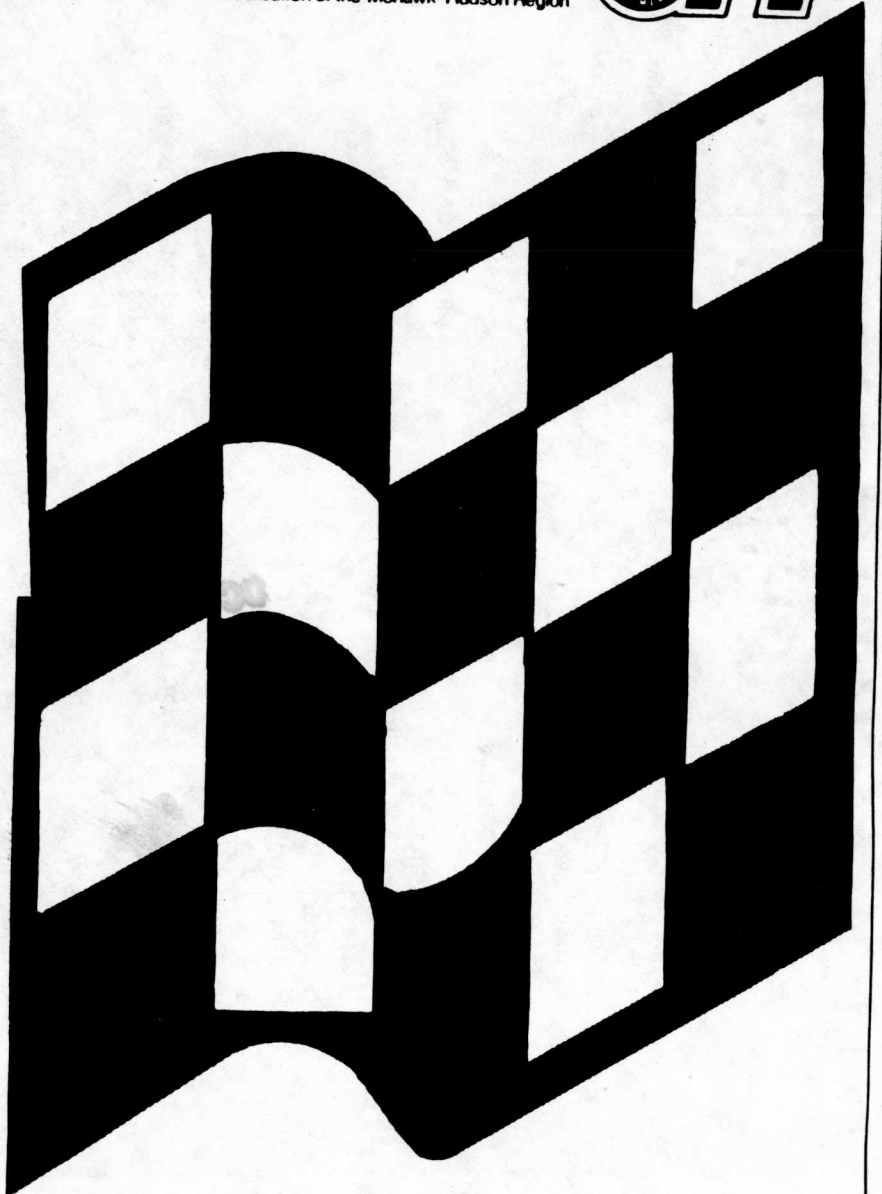


KnockOFF

Official Publication of the Mohawk-Hudson Region



Mohawk-Hudson SCCA

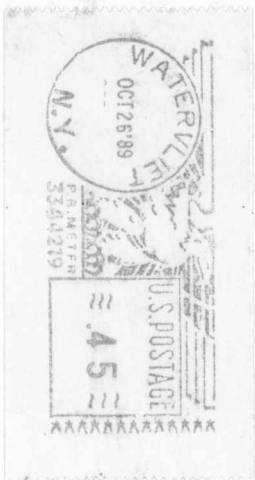
NOVEMBER 1989



Official Publication of the Mohawk-Hudson Region

P.O. Box 170
Watervliet, N.Y. 12189

Clark Nicholls
21 Hartwood Rd.
Lee, MA 01238



MOHAWK-HUDSON REGION OFFICERS — 1989

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THE MOHAWK-HUDSON REGION KNOCK-OFF

Editor

Sally Jo Handy
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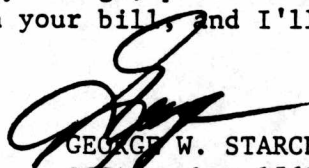
Publisher

George Smith
Rte. 3, Box 153
Troy, NY 12180
(518) 272-4920

Dear SCCA Regional Editor:

6 Oct 89

Yep, that's right. I'm doing the trip to Austria again. I really enjoy that picturesque part of Europe...and I hope that more fellow SCCA members will come along with me again this winter. Could you please run this advert in the very next issue of your Region's monthly newsletter? I'd sure appreciate it if you could, and I know that those members coming along with me will thank you for having seen the ad. If there is any charge, please send me a copy of the ad as it appears, along with your bill, and I'll pay up.


GEORGE W. STARCH III
SCCA member 15615

GEORGE STARCH ASKS YOU TO COME ALONG TO INNSBRUCK, AUSTRIA \$803

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HP

*Jim Ebersbach 32
Ken Pearse 20

Spec Racer

*Bob Newsome 92
*Glenn Gleason 67
Patrick Kosuth 40
*Russell Jaslow 37 (provis)
*William Sargis 28
*Bill Morse 20 (provis)
*Norman Pietrucha 15
*Lynn Baker 15
Larry Morton 7
*Andrew Jones 4
*R.A. Simon 4
Paul Whiten 2
Thom Stevens 2

ASR - none

CRS - none

DSR

Tony Ilacqua 15
Jim Esgrow 2

FORMULA ATLANTIC - none

FORMULA CONTINENTAL

*Brad Buenting 44
*Russell Wells 40
Hank Kassigkeit 40
Ken Fay 15

S-2000

*Joe Marcinjki 80
*Joby Graham 35

FF

Brad Wright 35
Dave Curr 12

CLUB FORD

*Greg Black 49

F-440

*Brad Loman 96**
*Bud Burdick 62
*Chris Gilfillan 36
*Don Hennigan 26
*James Wonderling 18

FV

*Arnold Carbaugh 144
*Jerry Henderberg 115
*Jim Carmody 65
*Chris Carmody 41
*Dennis Potocki 32
*Don Robertson 22
*Mike O'Brien 20
*Dennis Corsaro 15
*Pete Nielsen 11
Mike McKenna 9
*Jim Kleinklaus 9
*Jon Handy 9
Lou Svata 6
*Gary Kittell 4
*John Magee 2

EVENTS INCLUDED

May 13-14 (Pocono)
May 27-28 (Nelson Ledges)
June 3-4 (Watkins Glen)
August 19 (Lime Rock)
August 26-27 (Shannonville)
September 16-17 (Watkins Glen)

REMAINING EVENTS

October 8 (Watkins Glen)
October 28-29 (Nelson Ledges)

SAVE THIS DATE!!!

FRIDAY, NOVEMBER 24, 1989
NYSRRC banquet at Burgundy Basin Inn
(near Rochester, NY)

More information will be included with the
final point standings

Please call me if you have any questions

NYSRRC ADMINISTRATOR

Judy McAllister
33 Huntsman Way
Webster, NY 14580
(716) 275-2462 (days)
(716) 872-1503 (eve.)

(provis) provisional results from
Lime Rock in Spec Racer Group

4/26/89

for NYSRRC

1989 NYSRRC POINT STANDINGS

SSGT

*Kim Tupper 54

SSA

Bill Knecht 1

SSB

*Mark Abraham 114

*Richard Smith 43

*Tom Harkness 30

SSC

*Tim Elliott 103

*Dave Meyer 49

*Joe DeLuca 20

ITE

*Jeff Pierce 67

*Roger Marble 36

ITS

*Bernd Hasenkamp 65

ITA

*Don Girven 182

*Kurt Weiss 93

*Don Caldwell 92

*Rich Kiceniuk 36

*Russell Strate 11

*Kersti Palmer 10

*Rich Galkowski 9

*David Hopkins 8

*Jim Gunter 2

ITB

*John Weaver 100

*Gary Britton 70

*Tim Farrell 52

*Dan Palmerton 31

*George Dennis 29

*Tom Laird 20

*Steve Price 17

*Ian O'Connor 15

*William J. Meyer 12

*Donald Thompson 11

*Michael Thomas 9

*Paul Paparella 7

*Jeff Haines 6

*Sean O'Connor 6

Geoff Helfond 2

Bill Meyers (Bergen) 2

Doug Updike 2

Bill Groeminger 1

ITC

*Jack Hanifan 132

*Dave English 76

*Richard Merrick 72

*John Corbett 65

*Herb Minor 56

*Al Bell 38

*Peter Stern 26

*Mike Byers 10

*Mary Hartman 4

GT-1

*Tom Campbell 60

*Richard Bridgette 57

*Chet Williams 52

*Richard Linder 47

Al Guadino 40

*Jim Harriger 23

GT-2

*Domenic Toto 50

*Frank Juhasz 48

*Keith Bauer 28

*Mary Jo Cavallo 14

GT-3

*Dick Fell 80

GT-4

*F. Maldonado 79

*John Kwasnik 27

GT-5

Wendell Holmes 20

EP

*Ken Long 30

Jerry Wheeler 20

George Morris 15

*Dick Tillinger 3

FP

*Pete Smith 55

Gerry Donner 15

GP

*Mark McAllister 47

*Bob Rynone 35

*Edward Zebrowski 30

HI HO , HI HO. IT'S 10 MORE LAPS TO GO

(If you remember last time I took you through what it is like to start a race from a driver's point of view.) The middle of the race starts when you have successfully made it through the first turn. After this everything is a piece of cake.....well not quite. Immediately there is a drop in the intensity level, but this is not always warranted. There are two types of drivers in the middle stages; those who sit back and those who go for it. A classic example of those who go for it was John Paul Jr. at Bryar in 1980. He started near the back due to a bad qualifying run (he was not that fast in his early days) and going into the last hairpin was in about 16th place. While all the other cars neatly formed a line to go through the turn, John went down the inside and passed twelve cars! This is not unique; although you have to be careful. The next lap another driver tried the same thing and spun in front of all the cars he had just passed.

I find when you are a charger your confidence level is very high. This usually comes after you get into the car. You can't get yourself ready before, it comes from a feeling that everything is right, the engine, the handling, the brakes and the driver. This feeling gels on the pace lap and when the green flag falls carries the driver through maybe even to the finish. These drivers really knew they were going to win before the race started. This is probably the best "high" in racing.

Then there are the other drivers, and maybe the majority. You feel like you are going to do well, but are not quite sure how. There is a wait and see attitude about the start, wanting to get a good start, but not willing to throw everything away in the first turn. It is a stalking type of strategy; studying the drivers ahead while blocking those behind. Each pass is a mini victory.

The concentration level starts building up again and during the middle of the race your mind does a little self-checking. This is sort of a wake up call so that you don't become too focused. One lap it might be "When was the last time I looked at the gauges?" Next lap it will be "Have I been looking at the corner stations?" Hopefully it is not "How many times have I missed the black flag?"

If you are in a tight battle with another driver the laps go by quickly; sometimes too quickly. When you finally get by, then find out how many laps it took... On the other hand if you are chasing someone but not really close, the laps seem to lag, as if to tease you. They keep ticking off, counting down and daring you to make a move before your time is up.

During a red flag or pace car situation, away from the intensity and concentration, you realize the physical conditions you are operating under (such as the heat). The restart never takes on the excitement of the original start. Whether it is because of the single file start or the inability to maintain the adrenalin level, it never approaches the beginning of the race. All you want to do is to get back in the rhythm and pass some cars. Of course if you had lost the draft of the cars in front you get a second chance - something I envy the circle track racers for.

Next time - The end, your only friend?

Chris Zarzycki

August 21, 1989

Mr. Mike Weir
6 Evergreen Terrace
Balston Lake, NY 12019

Dear Mike:

I am writing you to compliment your region for the outstanding job you did this past weekend. From the time we registered Thursday night until the last event on Saturday afternoon everything seemed flawless with the possible exception of getting out the qualifying results and I know the problems associated with that task.

Your personnel (and those from the regions) went out of their way to make all the participants feel welcome. The handouts were great, the trophies excellent.

I also am thrilled that the stewards, when I decided to protest two cars, acted immediately instead of acting like I was a pain in the butt.

The event was a fitting tribute to the man you were honoring. Well done!

Best regards,



Robert Newsome

SR#44

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Board of Directors meeting notes, continued...

Insurance - There has been some question as to the tie-in of licenses and catastrophic insurance. Seemingly when that coverage was started the insurance company wanted a license requirement in order to provide a base of 'permanent' workers for their statistics. This is still in our contract with the insurance people, although it admittedly does not provide any guarantee of proficiency or training with regard to potential hazards.

In order to expand the coverage, non-mandatory licenses will be offered to rally and solo people. These licenses will provide catastrophic coverage to those who do not have any license at present and will go through what some consider the 'bureaucratic nonsense' to apply. Of course, any license will do, so if one has a T&S or F&C license that person is covered already in rally/solo events.

One other point is that basic coverage must be in place. I believe that it is the intent to provide this coverage at no charge for picnics, meetings, car shows and other non-speed events, and at 15 dollars per event for rallies, Solo II and Pro Solo.

In addition to the business meeting - on Friday noon the Board visited the National Solo Championship site which is located at one end of the second longest runway in the country. An extensive concrete area is available and is used for two courses, each with a different layout philosophy. This event brings 6 to 7 million dollars into the economy of Salina and is much appreciated by them. It is nice to have a function that provided a mutual benefit to the Club and the town.

On Saturday the Board and some staff members were transported to Topeka and the Heartland Park racing facility where they are very eagerly seeking this location to be the site of the Runoffs.

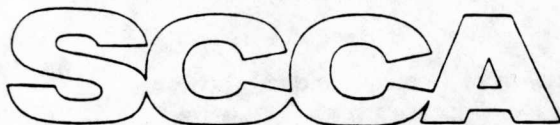
At present the road/course network and paddock are fully paved and most spectator areas and facilities are in place. Control tower, tech center, garages, hospital are still to be built as permanent structures.

We were given the opportunity to drive the track and ask questions. The track surface is beautiful and the configuration seems to provide a good compromise of power and handling with many opportunity for passing. There are elevation changes, provided mostly by extensive earthmoving and fill.

Being new construction, there is not much scenic beauty at present. However, being in relative flat land it will never be quite as attractive to an Easterner as Road Atlanta - nor will the travel there be as interesting.

However, the central location is hard to argue about, although it will add about 200 miles to Area 10 travel. The facilities, and particularly the paddock area, should end up a very positive plus for Topeka. The weather statistics (sun, rain, temperature) are pretty much a tossup between Atlanta and Topeka according to data supplied to us. For the 1991 Runoffs I invite questions and input to the Directors or Costa, who makes the final deals for the Runoffs.





John W. Castle
Director - Area 10



Sports Car Club of America 21 Woodside Drive Penfield, NY 14526 Phone (716) 385-9894

Notes from the Board of Directors meeting on 15/16 Sept 1989

To: Regional Executives of Area 10

Comp Board - Minutes approved except for SS where the extra 2 year eligibility for regional racing was retained.

The new GCR is ready for 1990. It is completely revised and of a more legible format.

Solo Board - Minutes passed except that the 'open hood' rule was not passed and the rule change on A Mod was returned to the Solo Board for further study

Road Rally Board - Minutes approved.

Club office - Saturday telephone service for license verification, as asked for by many registrars, was on trial May through July with only 10 calls received during that period. Those could all have been resolved by use of the 'license affidavit'. At least attention was paid to member requests and this test was set up to provide a facility if it proved needed.

Licenses issued Jan - July 1989: Total drivers - 8912 with 7053 club racing (4349 National, 1439 Regional, 838 novice, and 427 vintage) and 1859 licenses for Pro racing, Pro rally and Pro solo. Crew - 8735. Total officials - 5821 with 2708 national, 1136 divisional, and 1977 regional. Stewards - 288

Our headquarters building is now fully rented with the rent covering the mortgage payments.

A new marketing person, Hilary Grinker with an MBA in marketing, has been added to the staff. She is responsible for developing a marketing plan for the Club Division.

Conventions - the 1991 convention will be at the Harborplace Hotel, Baltimore with dates February 20- 23, 1991.

'Sports Car' - It is planned to increase the number of editorial (non-advertising) pages from 65 to 70, with the additional pages used to report on regional races which have not been covered at all.

Pro racing -

A motion was made and passed to prohibit, during the same weekend as the Runoffs®, scheduling of pro events in Divisions contiguous to the Runoff location.

Merchandise - the new merchandise will be available at the Runoffs and order forms should be in the Nov. 'Sports Car'. Items I saw were: 2 piece nylon rainsuits, sweater, light and heavy jackets, pull overs, caps, and sweat shirts.

MONTHLY NEW MEMBERS REPORT by Larry Morton

The Mo-Hud region gained 11 members in August. Let's all say "welcome" to Dermot McArdle of Latham, Zigmot Poterdski of Ballston Spa, Anthony Lamarca of Glen Cove and Jim Dickey of Schenectady. Also to Michael Ellison of Guilderland; Bill, Kelly, Laura and William Hess of Galway; Marc LaChapelle of Canada, Nanyo Lamothe of Canada, Daniel Rem of Central Bridge, Peter Worden of Canada and Frank Zalucki of Rensselaer.

Three members celebrated their 5 year anniversaries as members of Mo-Hud in September. They are Scott Featherman, Darryl Landvater and Richard G. Stewart. One member, Lee Gould, celebrated a 10 year anniversary in September as a Mo-Hud member.

The Mo-Hud membership stands at 222.

* PARTY * PARTY * PARTY * PARTY * PARTY * PARTY * PARTY * PARTY * PARTY * PARTY * PARTY * PARTY * PARTY

The Mohawk-Hudson region of SCCA will hold their annual

CHRISTMAS PARTY

on

Saturday, December 2

Ramada Inn, Western Ave., Albany

Festivities begin at

6:30 p.m.

More information will be mailed to members in November. See you there !

FOR SALE: Various 2300cc Pinto parts. Stock head with 1400 miles. Manifold, distributor parts, etc. 55¢ takes all!
Also, rocker arm assembly for some type of Lotus (I think) - 55 ¢.
Call Jack Hanifan at 438-3754.

WANTED TO BUY: 1950s and 60s toy trains - especially American Flyer. Call Jack Hanifan at 438-3754.

FOR SALE: '76 Triumph TR7. Excellent mechanical condition. 20,000 miles on rebuilt engine. 5 speed. Original owner. Paint and body very good. \$3,800 firm. Call Jim Bishop at 371-3328.

=====

A SPECIAL "THANK YOU" : John Broadhurst would like to say a big "Thank You" to Bob Havill of Havill's Auto Body in Delmar who rebuilt the nose for his S2000 and sponsored John for his last two races of the year.

F O R S A L E

Cibie and Marchal Headlamps (all new): Cibie: Super Oscars \$45 ea., Oscars \$40 ea., Bi-Oscars (very rare) \$85 ea., 5 3/4" high beams flat or convex \$15 ea., 200 mm Bobi \$50 pr. Marchal: 750 fog kits \$60, 880 fog kits \$35, 880 series fog \$10 ea., 900 series fog \$30 ea., 952 series spot \$45 ea., 5 3/4" high beam w/o bulb \$10 ea., 5 3/4" high beam w/bulb \$15 ea., 4"x6" hilow \$15 ea., Rear red fog kit \$10 ea. All available in 6, 12, and 24 volt. Some parts and odd lights available. Call Joe at 272-5559. Be prepared to leave message on machine.

KONI Shock Absorbers (all new): Gas-adjustable sport setting for '85 and up VW Golf and GTI (# 8040X-1043SP2): \$60 pair. Complete set for Opel GT: \$125 for all four. Call Joe at 272-5559. Be prepared to leave message on machine.

1976 Cosworth Vega: Complete car. 5-speed, posi rear, factory alloys. Excellent interior. No serious rust (surprisingly clean for a Vega). Not running. \$1000. Call Joe at 272-5559.

Mystery Aluminum wheels: 5 1/2J x 13 with 100mm four bolt pattern. Will fit VW, BMW, Opel, Chevette and others. \$150 for six new wheels. Call Joe at 272-5559.

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Solo Spins, continued...

cars owner nor I remembered to stiffen the shocks for the dry 2nd and 3rd runs. With a soft front end the car was loose. After the 2nd runs we felt we had merely overdriven the car. I realized our true problem at about halfway through my final run, too late to correct the error. Although I managed to finish in 7th place I was disappointed.

My displeasure increased as I became privy to some contemptible politics. My position on the Solo Events Board has been interesting and rewarding but it has also occasionally exposed me to behavior I'd rather not know existed. I hope that such problems will not resurface at next years Nationals.

As usual the parties were numerous and well planned. Most everyone had a good time. These Salina events are not only seriously competitive but a time and place where old friends may meet for the only time of the year. There are people I've met while in Salina from all over the country who I consider friends. Yet we see each other just that one time each year. This certainly brings more to the event than if it was just another competition. It also blunts the disappointment of a poor finish. It's what keeps the people who finish in 34th place coming back year after year. I hope it never changes.

* FOR SALE *

For Sale: TIGA SC 85 S2000. 3rd in 1989 NARRC Series and points earner in SISAPA PRO S2 Series. Ivey motor with 5 races. 2 sets slicks, one set rains, NEDIV gears, 2 Vestal Noses. \$15,000 for complete package. Also strong, used Loyning motor available for \$3,000. Call John Broadhurst at (H) (518) 439-0724 or (W) (518) 472-4478.

For Sale: Bell Star Helmet with visors. Size 7-3/4. Snell 75. Eligible for SCCA Club Racing. \$25. Call John Broadhurst at (H) (518) 439-0724 or (W) (518) 472-4478.

For Sale: 1988 Corvette Challenge Car. 1 of 50 built. Special motor built by Chevy. \$40,000 or best offer. Call (201) 575-1706 or (201) 334-7397.

For Sale: Shaved tires. Good ZR17 for late model vettes. Excellent for racing or practice. \$225 a set. Call (201) 575-1706 or (201) 334-7397.

FOR SALE: Roll bar for Mazda RX-7, 1979-85. Bolt in, autopower bar.

Mazda RX-7 GSL, 1981, Renaissance Red. Cruise control, power windows, sunroof. Body is good to very good. Blaupunkt AM-FM stereo cassette deck. Anti-theft device. Roll bar. Excellent mechanical condition. This car has been meticulously maintained. The odometer has approximately 91,000 miles on it; the rest of the car has seen significantly less miles including:

- * engine - 14,000 miles
 - * rear diff. - 10,000 miles
 - * shocks - 100 on front, 5,000 on rear
 - * brakes - 7,500 on new rotors, 2,500 on pads
 - * water pump - 25,000 miles
 - * radiator - 5,000 miles
 - * tires - 5,000 miles
 - * various new suspension bushings, bearings, hardware, etc.
- Chassis is sound.

No track time on this car, Solo only. Price: \$4,500. Call Jim Garry at (518) 457-7458 (days) or (518) 439-3107 (evenings).

SOLO SPINS

by Jim Garry

My Trip To Kansas, 6th Edition

I no longer bring a map with me for this trip. I recognize most of the route and can remember where the bad stretches of road are. I even know a shortcut. But don't get me wrong, this is no humdrum deal. This Solo II Nationals stuff is the autocrossers version of a pilgrimage. For me it is a 1600 mile, 27 hour pilgrimage (including gas stops and meals).

My first Solo II National was in Chicago in 1982. Since then the Nationals have been in Salina, Kansas and the trip out there is a perfect prologue to a week of racing with 650 other competitors. It must be the constant change of scenery combined with the relaxed traffic characteristics (less left lane bandits and other crazies) finished off by a final 2 1/2 hour drive through the starkly beautiful and alien Kansas landscape. Whatever, by the time I arrive in Salina my problems are figuratively and literally behind me. I'm ready.

This year I arrived early and attended the Nationals warm-up event which is held by the local Salina Chapter at the former Nationals site in Salina. The Salina Chapter folks are a suitably daffy group of individuals who put on a well organized and fun 200 car event. (All protests are heard at 1 to 1:15 AM on January 1st.) Their trophy this year was a chromed hot dog mounted on an oak base with an inscription that read "Your A Wiener" (sic). These trophies were donated by the local hot dog vendor. Wiener was an intentional misspelling of Winner but the misspelling of "Your" was unintentional. Perfect.

On to the new site and I discovered two beautiful 800 x 1100 foot courses. One was designed by Karen Babb of the northwest and was a "typical Lotus course" (Karen drives an Elan.) There were no straights on this course and the intensity required to run it was extreme. If you weren't negotiating a slalom you were in a long series of esses or a quick 180 or an almost 270 degree turn that took about 8 or 9 seconds to get through and dumped you onto another series of esses.

The other course was designed by John Kelly, San Francisco Regions editor of "The Wheel". This course was a masterpiece in deception and patience. Considered individually each offset and corner on his course could be figured out during walkthrough with just a little bit of effort. However the beauty of this course were the 2 or 3 corners that required a cautious and patient approach. If these key corners were driven absolutely correctly the driver was rewarded with a line that allowed him or her to be flat out through the following 4 or 5 corners. However, a greedy approach to those key corners resulted in a series of lifts and brakes that ruined the run. Not everyone was able to exercise such patience.

The event was flawed only in timing and scoring, a major department. On Tuesday and Wednesday we had almost continuous, sometimes torrential rain. As a matter of fact, I crewed for a friend in D-Modified and we changed from dries to rains 5 times in the two days he competed. It paid off however as he won the class championship. The rain, however, disrupted timing. At first, the cable connections were not rain-proofed and until they were the timer did not work correctly. Then the reflector at the finish line had to be cleaned often due to being constantly splashed with dirty water. It was finally fixed with a coating of Rain-X. Then the power source had problems followed by trouble with the timer itself. Re-runs and delays were so numerous that only 3 of the 4 heats scheduled on Tuesday could be run before nightfall. This required the running of 5 heats on Wednesday. It was pulled off but not without alot of nail biting and concern. Happily, the Thursday and Friday heats went off without a hitch.

For this event I competed in a borrowed car. My class was in the first morning heat and on Thursday it rained while we were gridding the cars. Although the rain soon stopped this meant we would in effect have a one run event on that course since the track was drying and improving throughout the heat. Unfortunately my best effort was on my 2nd run and although my 3rd run time was quicker it wasn't up to others efforts and I slipped to 12th place. Friday was bright and sunny but stupidity cost me a shot at a top 5 finish. With dew present on the course for our first runs my co-driver and I softened the front shocks and the car handled very well. Unfortunately neither the

Executive Board Meeting

A short board meeting was held 10/4/89, before the membership meeting. Mike Weir, Tom Campbell, John Sheridan, and Jim Bishop attended, and Jim Garry arrived during the meeting.

Race schedule for 1990 - The NEDIV scheduling representative has asked for commitments or plans for 90. It was agreed that if possible, we would like to have the same data again. Mike Weir will call Lime Rock and ask if this is available.

Elections - The nominating committee and whoever they call upon to help has traditionally been responsible for ensuring that notification is given and the slate published. They see no problem with matters this year, except that no candidates had yet been identified. (I believe that after the membership meeting, the committee did meet and settled on a number of possibilities).

Activities - Banquet and elections coming up. Jack Hanifan will be looking into the driving school again. Suggestions are welcome.

Insurance - There is now a charge for insurance for solo and rally events. Club meetings, car shows, etc. remain covered under the general plan. Jim Garry and Jim Bishop have the details.

Taxes - Were paid, on interest income.

Financial planning - The board had established a committee some time ago to look into long-term financial planning for the region. The committee agreed to try to restart its activities over this winter. Those members with training or abilities in this area are invited to contribute.

Respectfully submitted,
Michael P. Weir, note-taker *pro tem*.

Meeting minutes, continued....

Mini Convention - November 10, 11, 12, 1989 - Reading, PA

Preparations are underway for the convention in Reading. If you want to go, please call Jack Hanifan. If there are enough people interested in going, we will try to rent a sports van. Let's have a big showing for this important event. And ladies - Reading is "outlet heaven."

New Business - Greg Rickes gave us an insight into some of the changes forthcoming at Lime Rock. As you already know, Jim Shane will be leaving soon and Dave Hall will be coming on board. Peterson Publishing has broken ground for a new building. Mike Joyce will also be joining the force at Lime Rock. Mike is a CBS commentator and a SCCA racer. This could be good for club racing. Greg indicated the Vintage and GTP cars were the largest crowd drawers. Greg is trying to get Formula Vee's into the vintage spotlight. You have my vote Greg. Shannonville loves vintage vees and formula cars.

The meeting was adjourned at 8:45 on a motion by Dave McClumpha, seconded by John Sheridan. Jack Hanifan drew Watkins Glen on the board and proceeded to show us how to get around that track with plenty of input from those in attendance.

Respectfully submitted,

Richard Stewart, Secretary

M E E T I N G N O T I C E !

The next meeting of the Mohawk-Hudson Region of SCCA will be :

Wednesday, November 1

7:30 p.m.

Ramada Inn, Western Ave., Albany

See you there!

Minutes of the October 4, 1989 Membership Meeting 28 Members present.

Minutes of the September Membership meeting were accepted as they appeared in the Knock-Off.

Membership Committee - Chairman, Larry Morton, reports 222 members. Larry cannot determine from Denver reports how many of our members are licensed in any particular area. He will research this some more.

Treasurer's Report - Jim Bishop reports he still has a few more race expenses to pay, but we should finish the year with a good balance. Remember, if you need decals, patches, rule books, etc., Jim has them on hand at every monthly meeting.

Solo Report - Jim Garry thanked Jim Bishop for pinch hitting for him at the October 1 solo race. There were 22 entries and all went well. Jim Garry went to the Nationals and finished 7th.

Rally Report - Jim Bishop reported that Paul Tickey's emergency appendectomy forced the cancellation of the scheduled rally. We will try for a rally in the spring.

Competition Committee - Jack Hanifan reports that the John Stim Memorial Race was a great success with competitors. Jack presented a couple of awards - one to Harold Cameron and one to his assistant, Roly Heacock for a job well done.

Another award presented for a NARRC Run-Off performance was the "Rollover Award". This is only the third time this has been presented and it went to yours truly. The following shows how our racing competitors faired in recent events:

Jon Handy - Watkins Glen Fun One - found it very wet and ran into trouble
Larry Morton - Fun One - had a pair of 8th's
Jack Hanifan - Fun One - had a 2nd and a 1st
Tom Campbell - Fun One - had 2 1st's
Mike Weir - Fun One - had 2 1st's

An excellent showing at the Fun One for the Mo-Hud Competition Team.

NARCC Run-offs:

Dave Riggi - qualified pole but rain became his enemy.
Dick Stewart - qualified 2nd, but rolled over in the race.
Bob Wright - sorry Bob I can't read my own notes. I'll put your results in the next issue if you tell me again
John Broadhurst - started 10th and finished 3rd. Nice job!
Tom Campbell - another win for Mr. Campbell. Loves that new car!
Jack Hanifan - finished 3rd and won the championship. Congratulations Jack!
Pete Smith - did not attend the Run-offs, but won the championship anyway.
Congratulations Pete!

Pete also went to Watkins Glen to run the Endurance Race. There were 120 cars that started and 90 finished. Pete finished 8th in class but was the first V.W. which is exactly what he wanted to accomplish. Pete also attended a race in Tampa with 50 cars entered.

Several drivers competed in the Sasapa Series Dash for Cash:

John Broadhurst finished 11th overall and 2nd in class picking up \$350. John reports that there was plenty of seat time.
Larry Morton - qualified 3rd, tangled but still finished 4th
Jack Hanifan - qualified 1st, got off the track but with 2 laps left was able to get back into the lead and win the race.

THE RE SAYS,

The racing season is just about over, though I think we have autocrossing and a rally or two still to come. I'd like to encourage members of the region to consider making the trip down to Reading, Pennsylvania for the NEDIV Mini-Convention. There is something for everyone there...administration, race, rally, solo, scheduling, training, and good fellowship. And, I am told, great shopping bargains, though not (I suspect) in race cars or their components.

I'd like to also hail our new membership chairman. Larry Morton has volunteered for the post, and has already put in a great deal of work updating the KO mailing list and getting in touch with the backlog of members who joined over the past half a year. He is a welcome and much needed addition to the region's officials.

Coming up, we have elections and the annual banquet. If you can help, or have any ideas for either, please contact any of the club officers. Constructive suggestions are always welcome!

MPW