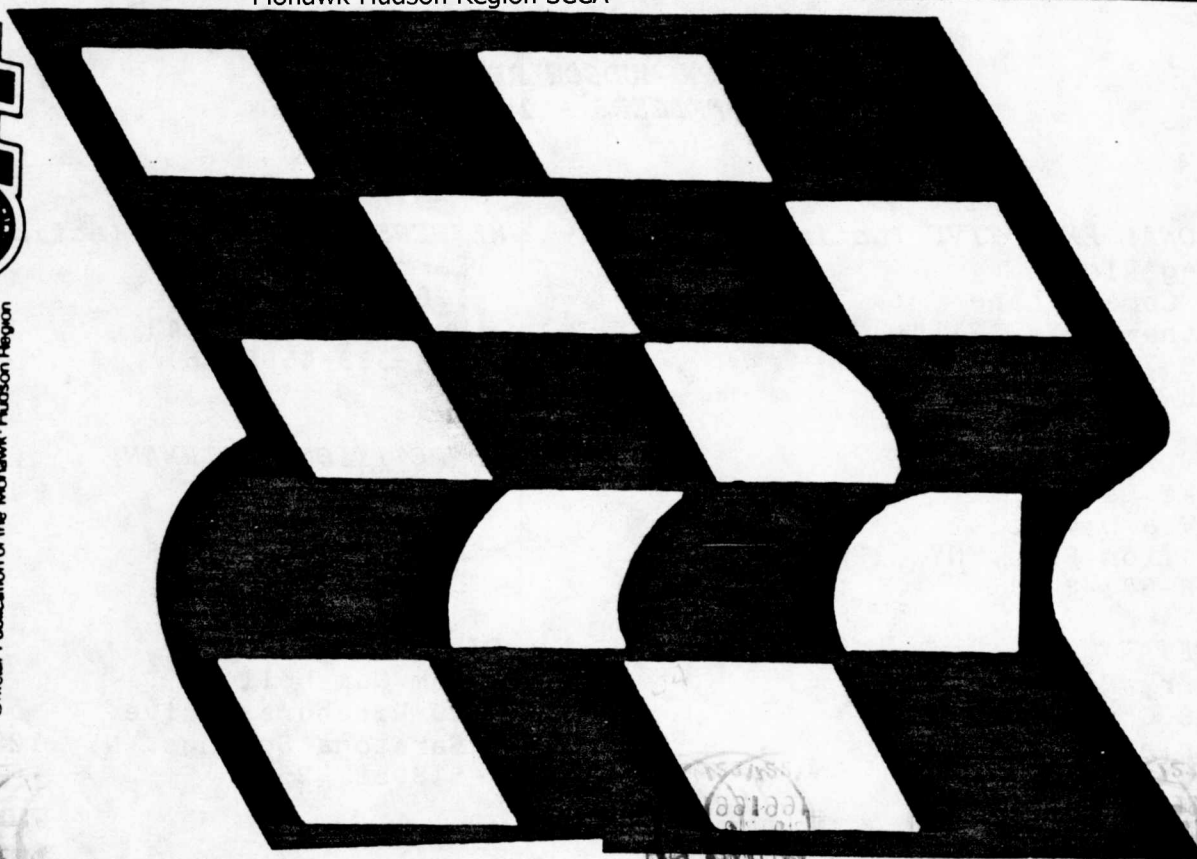


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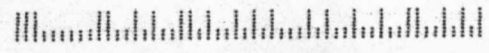
**Mohawk-Hudson SCCA**  
**JANUARY 1992**

**KnockOFF**  
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**THE MOHAWK-HUDSON REGION KNOCK-OFF**

**EDITOR**

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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 Region or of the Sports Car Club of America. The deadline for all materials is the seventh of the month.

Minutes of the November 6, 1991 Membership Meeting

The meeting was called to order by RE Greg Rickes at 7:45 p.m.

A motion was made by Harold Cameron and seconded by Roly Heacox to accept the minutes of the last meeting. The motion carried.

A motion was made by John Sheridan and seconded by Sean O'Connor to cover up to three members' registration fees for the Round Table meeting this month. The motion carried.

The Nominating Committee reported on thier efforts to recruit a Regional Executive for 1992. To date, they have been unsuccessful. Other offices have been filled: Assistant Regional Executive- Mike Larimer; Secretary - Larry Morton; Treasurer - Jim Bishop; Directors - Tom Campbell and Greg Rickes.

RE Rickes noted that Mo-Hud has a tenative race date for July at Lime Rock Park. Kurt Weiss volunteered to serve as race chairman for the event.

Mo-Hud members were reminded about the upcoming awards banquet set for November 22 at the Holiday Inn Turf.

The guest speaker for the evening was Mo-Hud member Jim Garry who spoke about Solo II and his efforts at the national championships in Salina , Kansas.

Larry Morton also spoke about his trip to Atlanta to watch the SCCA run-offs.

A motion was made by Dave McClumpha and seconded by Larry Morton to adjourn. The motion carried.

Respectfully submitted,

Jon H. Handy

---

Classifieds

FOR SALE

1982 RALT RT5 Exeptionally clean. Good Runoff hsitory. Pro built and maintained. Zero time on fresh engine, fresh transaxle and FOX shocks. Spares include '83 tub, complete bodywork, suspension components, front and rear wings and more. May seperate. Make me an offer.

Don Denomme (508) 454-3213

ULTIMATE Golf kit

VW Golf body in white, never assembled, no soundproofing or undercoat. Perfect starting point for IT, IMSA IS or Firehawk, Pro Rally car. Engines, including 16v and transaxles available. Also have wrecked GTi good for trim, glass,etc. All offers considered

Ford 1600 misc. parts: very, very, cheap, call me

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**Congratulations to Mohawk-Hudson members and 1991 North Atlantic Road Racing Championship series winners**

**Rick Pocock**  
(Pittsfield MA)  
Improved Touring B Alfa Romeo GTV  
&  
**Bill Grasso**  
(Schenectady NY)  
E Production MGB

and to all these M-H racers too.....

E Prod 10th Les Figarsky (Albany) MGB  
Formula C 15th Bob Wright (Old Chatham) Swift  
Formula Ford 13th Paul Tariello (Schenectady) Reynard 84F  
Formula Ford 24th Jim Quaile (Putnam Valley) Lola T440  
Formula Vee 5th Dick Stewart (West Sand Lake) Caldwell D13  
Formula Vee 18th Chris Zarzycki (Torrington CT) Lynx B  
Formula Vee 26th Dave Riggi (Ballston Spa) BRD AFV II  
Formula Vee 41st Don DeLapp (Troy) DeLapp EXP1  
F Prod 3rd Mike Larimer (Clifton Park) MG Midget  
F Prod 10th Pete Smith (Clifton Park) MG Midget  
GT1 15th George Smith (Troy) Camaro  
GT1 18th Doug Kelley (Averill Park) Corvette  
G Prod 5th Dave Reynolds (Ganesvoort) MGA  
Improved Touring A 9th Kurt Weiss (Stephentown) Mazda RX3  
Improved Touring A 19th Ian O'Connor (Voorheesville) MR2  
Improved Touring A 21st Thom O'Connor (Voorheesville) GTi  
Improved Touring A 25th Sean O'Connor (Voorheesville) GTi  
Improved Touring B 37th Ira Gelber (Cobleskill) VW Golf  
Improved Touring B 39th Jon Handy (Cobleskill) VW Rabbit  
Improved Touring B 56th Tom Dolin Jr. (Voorheesville) Rabbit  
Improved Touring C 10th Don Jurusik (Saratoga) VW Rabbit  
Improved Touring C 26th Jack Hanifan (Albany) FIAT 124  
Improved Touring S 12th Manny Matz (Somers NY) Mazda RX7  
Club Ford 10th Jerry Zaluckyj (Schenectady NY) Elden Mk.10  
Sports 2000 14th John Broadhurst (Delmar) Swift DB2  
Spec Racer 64th Doug Garrison (Hudson) SR  
Spec Racer 67th Larry Morton (Kingston NY) SR

---

**Annual Awards Recap**

Driver of the Year: **Rick Pocock** , NARRC ITB Champion  
Rookie of the Year: **Bill Grasso**, NARRC E Prod Champion  
Outstanding Performance: **Ira Gelber**, ITB win Little LeMans  
Comeback Award: **Dave Riggi**  
Lewis Trophy: **Greg Rickes**  
Worker Awards: **Mike Weir, Jack Hanifan, Pete Smith**  
KT Motorsports/Yokohama Autocross Series overall: **Dave Cook**  
KT Motorsports/Yokohama Autocross Series (ladies): **Sue Clark**

FOOTNOTES

FROM

THE NEDIV CONVENTION

\* THERE WILL BE A NEW WHITE FLAG PROCEDURE AT ALL NEDIV RACES NEXT YEAR. STATIONARY FLAG TWO STATIONS BEFORE THE SLOW MOVING VEHICLE AND WAVING AT THE STATION COVERING THE VEHICLE.

\* THE RULES FOR THE NEW IMPROVED TOURING CLASS, TO BE CALLED "AMERICAN SEDAN" WILL BE PUBLISHED IN THE DECEMBER SPORTS CAR

\* THERE ARE 4500 LICENSED DRIVERS IN SCCA. 1000 OF THEM (22%) ARE IN THE NORTHEAST DIVISION

\* THERE WERE 2086 ENTRIES INTO NATIONAL LEVEL RACES IN 1991. THIS IS DOWN FROM 2089 IN 1990. (WHAT RECESSION!)

\* THERE WERE 591 ENTRANTS IN THE 1991 ATLANTA RUNOFFS. 19% WERE FROM THE NORTHEAST. ALTHOUGH THE TRACK LIMIT WOULD SUPPORT 800 ENTRANTS, THE PADDOCK WAS FILLED WITH 600

\* NEW YORK REGION HAS RESERVED A SCHEDULE DATE FOR A NATIONAL RACE AT BRIDGEHAMPTON IN 1992 - APRIL 25-26. ANYONE WANT TO BET ON IT!

\* THE FIRST STEPS TOWARD A NEDIV DRIVERS ASSOCIATION WERE TAKEN AT THE CONVENTION. THE BELIEF IS THAT THE DRIVERS DON'T HAVE AN ADEQUATE VOICE IN THE DECISIONS THAT ARE BEING MADE. WATCH YOUR MAIL BOX FOR MORE DETAILS. JOIN US AT THE ROUNDTABLE ON MARCH 20,21.

TOM CAMPBELL

CONTROVERSY !!  
SCHEDULING OF NEDIV NATIONALS

At the NEDIV Roundtable in March a resolution was passed limiting the number of NEDIV National races to one per track. This would result in eight races if Bridgehampton got its act together (Bridgehampton, LimeRock, Watkins Glen, Summit Point, New Hampshire, Nelsons Ledges, Pocono, and Mosport). This would be a reduction from the usual 12 races being conducted at this time. Needless to say, there was a great hue and cry from all over NEDIV-land. The subject was revisited at the Nov. NEDIV Mini-Convention in Corning.

Wisely, the NEDIV Chairmen scheduled the issue first on the agenda, immediately following the welcome on Saturday morning. This would establish the requirements to be met at the race events scheduling meeting to be held on Sunday and avoid the protracted debate and, at times, the animosity, that has often made the scheduling process so time consuming and difficult.

The discussion began with an alternative proposal for limiting the number of nationals. This proposal was complicated and, since it also represented a limitation, was equally unpalatable to a majority of the regions. After much discussion the new proposal was voted down.

In the end (after about an hour of spirited "discussion") we took the bureaucratic way out. The original resolution to limit the number of nationals beginning in 1992 was rescinded. A committee was appointed to study the issue and propose a course of action at the next NEDIV meeting in March. The new action, whatever it may be, will not be effective until 1993.

The committee of eight people will consist of a good cross section of very experienced and talented people from all sides of the issue. On the team are the Division Chief Steward, the Operations Manager of Lime Rock Park, the Regional Executive of New England Region, a member of the SCCA National Planning Board, three drivers, and the NEDIV Chairmen who will act as the committee Chairman. I was asked to be one of the driver representatives.

This is a very complicated issue with many different agendas, several points of view, and lots of emotion. It is not even clear if the "real" issue is the number of Nationals or if the limit is really being proposed as a solution to another, more difficult to understand, problem. The committee has a significant task ahead of it in order to make a meaningful contribution to the long term wellbeing of National level racing, not only within NEDIV but within the entire club.

There have been many letters written and surveys performed over the past eight months. Even so, I welcome any additional thoughts the readers of this article may have on the subject. Please don't hesitate to write or call. My address and number are in the front of the "Knock-Off".

I'll keep you posted: TOM CAMPBELL



conference attendance, etc, but it seems prudent to have the money in the treasury before making such committments.

Mo-Hud's overall budget isn't a problem right now, but we have expended the surplus built up from several years of financially successful races, so now seems to be the best time to get things in order.

If, after we've tried the structure described above, regional operations still seem to be losing ground financially, then it will be time to take another look at raising regional dues.

**Thanks....**

To all of the members who devoted their time and talents to club efforts in 1991, and especially to out-going Assistant Regional Exec. Jon Handy for organizing such an enjoyable awards banquet under occasionally trying circumstances.

#### **1992 Race Date**

A request was submitted to Lime Rock Park for restoration of the Mohawk-Hudson race date in 1992.

Thought the winds of change are still swirling around the calendar, we are penciled in for July 3 & 4.

The uncertainty apparently centers on whether the track will have a Trans-Am date. As the region in line for whatever the next available race date is, I told the folks at Lime Rock that Mohawk-Hudson was ready to organize a race, and it doesn't matter to us whether its a NARRC regional or a Trans-Am, as long as its Mohawk-Hudson's race.

Kurt Weiss has already stepped forward to serve as race chairman.

#### **Get the New Year Started Right**

Ardent enthusiasts though we all are, it just wasn't likely we'd get much of turn-out on the first Wed. of January, which just happens to be New Year's Day, so we'll start Mohawk-Hudson Region's 1992 on Wednesday January 8.

Our guest speaker will (hopefully) be Mike Borkowski. Mike was the 1990 NARRC Sports 2000 champ, and moved into the Oldsmobile Pro Series for 1991, where he finished fourth, the top rookie. Impressive accomplishments indeed for any racer, much more so for one who is not yet out of his teens !

For our pre-meeting dinner entertainment at PLAYFIELDS we'll get a look at Watkins Glen from the mid 60s and take a trip to the Bahamas for Speedweek..

#### **Happy Holidays !**

Hope to see you Jan. 8 at the Holiday Inn Turf.

#### **SUPPORT THE SPORT**

#### **Greg Rickes**

LATE NEWS: Road to Recovery

ITB driver Ira Gelber suffered a heart attack shortly after Thanksgiving. He is now on the mend, and has our best wishes for a speedy reocvery. Cards can be sent to: Ira Gelber, RD#2, Coblesill NY 12043

## REgional Ramblings

### Regional Executive Pro Tem

In spite of a diligent search, no one has stepped forward to take over the reins as Regional Executive for 1992.

The bylaws offer guidance, but no final resolution to this situation. One section states that officers shall serve "...until their successors are qualified and elected". Article II section 2 empowers the Board of Directors to select members to fill vacancies, and Article III section I.C and section II describe the conditions for succession of the Assistant Regional Executive to R.E.

While it was my fervent hope not to continue the duties of Regional Executive for 1992 I think it would be unfair to throw Mike Larimer in at the deep end, when all he really agreed to initially was to be Assistant R.E.

I've told the Executive Board I'm willing to serve temporarily to enable them to get a feel for the tasks ahead, but I don't plan this as a long term committment.

### The New K-O and You

After years of loyal service, month in, month out, our newsletter staff, editor Sally Handy and publisher George Smith have earned the right to some free time.

Starting with this issue we're breaking Michael Weir in as editor. High on the "explore" list is moving to third-class mailing, possibly as early as next month.

If enough folks join in, moving the K-O from collating to mailing is a one evening project. Give Mike a call if you want to join the party.

The key to using third-class mail without losing the time-effectiveness of the publication is to get the issue to the post office earlier. Accordingly the deadline has been moved from the fifteenth of the month to the night of the membership meeting, with a goal of having the issue in the mail no later than the fifteenth of the month.

These changes to the K-O are a key part of the budget restructuring I'll discuss next.

### Budget Plan

As a follow-up to the discussion of raising regional dues we went back and really looked at costs.

Dues bring in about \$3000 annually. With the analysis we've done, that should be sufficient to cover three base level activities: produce eleven issues of a fourteen page K-O mailed third class ; meeting room rental for ten membership meetings; reimbursed RE travel to the two NEDiv meetings. I'm hopeful that some revenue, from KO advertising and other sources will provide a little margin.

The autocross program covers costs and may generate some modest revenue, most of which should be directed back at expanding the program.

As we have seen in recent years conducting a regional race can be financially risky. Surplus revenue, if there is any , can be used for activities such as subsidizing banquet costs,



## SECTION 9

Now that the season has all but wound down, let us take a look back at some of the racing happenings in 1991.

I wonder if Michael Andretti knew that he would win the CART championship; would it have affected his decision not to go to F1? If he did, would we still have a Grand Prix race for 1992? In my mind there are only three tracks in America that should host a Grand Prix. Laguna Seca, Mid Ohio and Road America are right now our premier road racing tracks. Watkins Glen is close but not close enough to F1 safety standards. Plus, I do not think the F1 management wants to go there, and the Watkins Glen management is in complete agreement. Forget about temporary circuits. They are too expensive and do not promote good racing. Long Beach is and should remain our only "permanent" temporary circuit. There are a dozen other tracks that could host a race, but I don't believe they could start and maintain a tradition like the three mentioned.

Back to Indy car racing - this year was one of the best years that I can remember. Despite all the talk of gloom and doom, the racing was great and down to the wire. Any fan who thinks the racing is boring and that the quality of races is based on the number of lead changes is not an educated fan and should go watch figure-eight racing. Michael Andretti proved he is the best driver in CART, and maybe the country. Those who say that it is too hard for a driver to break into Indy racing should keep an eye on Paul Tracy. If only those old guys didn't have so much fun out there (AJ, Mario, and Emmo), we might see more young drivers. Penske can be beat and Luyendyk might be the most underrated driver out there. If I was the director of CART there are only three things I would change for next year. Get rid of the fuel restriction, open up the rules so cheaper engines could be more competitive and establish a national driver licensing system. This last item is to establish a system to qualify drivers. Right now CART/INDY racing is the premier racing series in America.

The big rumor going around is that the SCCA is in the market to buy IMSA. Right now there are too many racing series, and with the weak economy, a shake out is in the works. IMSA GTP and Camel Light Series were marked by small but high quality fields. With Mazda joining the ranks next year, all would look rosy. Cutbacks at Nissan and Jaguar however, could reduce the fields again. GTO is hurting and if Jack Roush leaves, then Nissan will have it all to themselves. The American Challenge is waning and the Toyo Touring Car Championship is also lacking entries. This would be a prime time for a group, like the SCCA to step in and consolidate classes. A combined Trans-Am and GTO series could rekindle manufacturer interest. A few rules changes could have GTP as the top sports car series in North America, if not the world. A small bore sedan series done along GT2 or 3 would provide the starting class for future pros and tie into amateur racing. Although it pains me to say so, the SCCA should stay away from professional formula racing, unless it can hook up with CART. Regional, Semi-pro leagues would be possible, however, and the SCCA should look into a system like USAC's regional midget championships.

Oops! I guess this is going to be a two part review. 1991 was not a revolutionary year. No turbos got banned and no new cars technically dominated any series. This was a year of evolution and of the cream rising to the top. Next time I will look at F1 and Nascar - as different as you can get!

## **Mohawk-Hudson Region Motorsports Calendar**

- Jan 8**                    **Mohawk-Hudson Region membership meeting-**  
**Wed**                    **guest speaker Mike Borkowski, 1991 fourth**  
                             **place finisher & top rookie Oldsmobile Pro**  
                             **Series- Holiday Inn Turf, Wolf Road Colonie**  
                             **7:30 p.m.**
- informal dinner get-together and racing videos**  
                             **before the meeting 6 p.m. PLAYFIELDS at the**  
                             **Holiday Inn Turf**
- Jan 17 -19**            **Miller Motorsports '92 Racing Trade Show**  
**Fri Sat Sun**        **Valley Forge (PA) Convention Center**
- Jan 18**                    **Lime Rock Park presents "Shop Talk" at**  
**Sat**                    **the Interlaken Inn, featuring 1991 SCCA**  
                             **Trans-Am champ Scott Sharp, former SCCA National**  
                             **Champion and team owner Bob Sharp, Tim CoConis,**  
                             **and Lime Rock Park President Skip Barber**  
                             **info: 203 435-2571**
- Feb 5**                    **Mohawk-Hudson Region membership meeting**  
**Wed**                    **Holiday Inn Turf, Wolf Road, Colonie 7:30 p.m.**
- Feb 26 Mar 1**        **SCCA National Convention, San Antonio TX**
- Mar 20 - 22**        **SCCA Northeast Division Roundtable**  
**Fri Sat Sun**        **Woodlands Inn & Resort Wilkes-Barre PA**

### SCCA NEDiv Rally Series

- Jan 11 Winter Challenge Touring Finger Lakes (716) 235-5032**  
**Mar 28 N.J. Monte Course Northern New Jersey (201) 633-9069**  
**Apr 4 TBA Course Steel Cities (412) 795-3266**  
**Jul 11 Historic N.Y Touring Finger Lakes (716) 235-3052**  
**Jul 18 Fog Cutter Touring New England Region (203) 222-8531**  
**Aug ?? TBA Course Steel Cities (412)795-3266**  
**Aug 15 Midnight Mountain Touring NER (203) 222-8531**  
**Sep 12 Highland Fling Touring Northern New Jersey (201)633-9069**  
**Sep ?? 1/2 Lap of NY Touring Finger Lakes**

### Finger Lakes Region SCCA Winter Rally Series

- Dec 14 night rally (716) 586-6531; Jan 11 night rally (716) 458-**  
**5560; Feb 22 night rally (716) 533-2197; Mar 8 day rally (716)**  
**964-7044; Mar 21 night rally (716) 442-1893; Apr 5 day rally,**  
**(716) 226-3958**