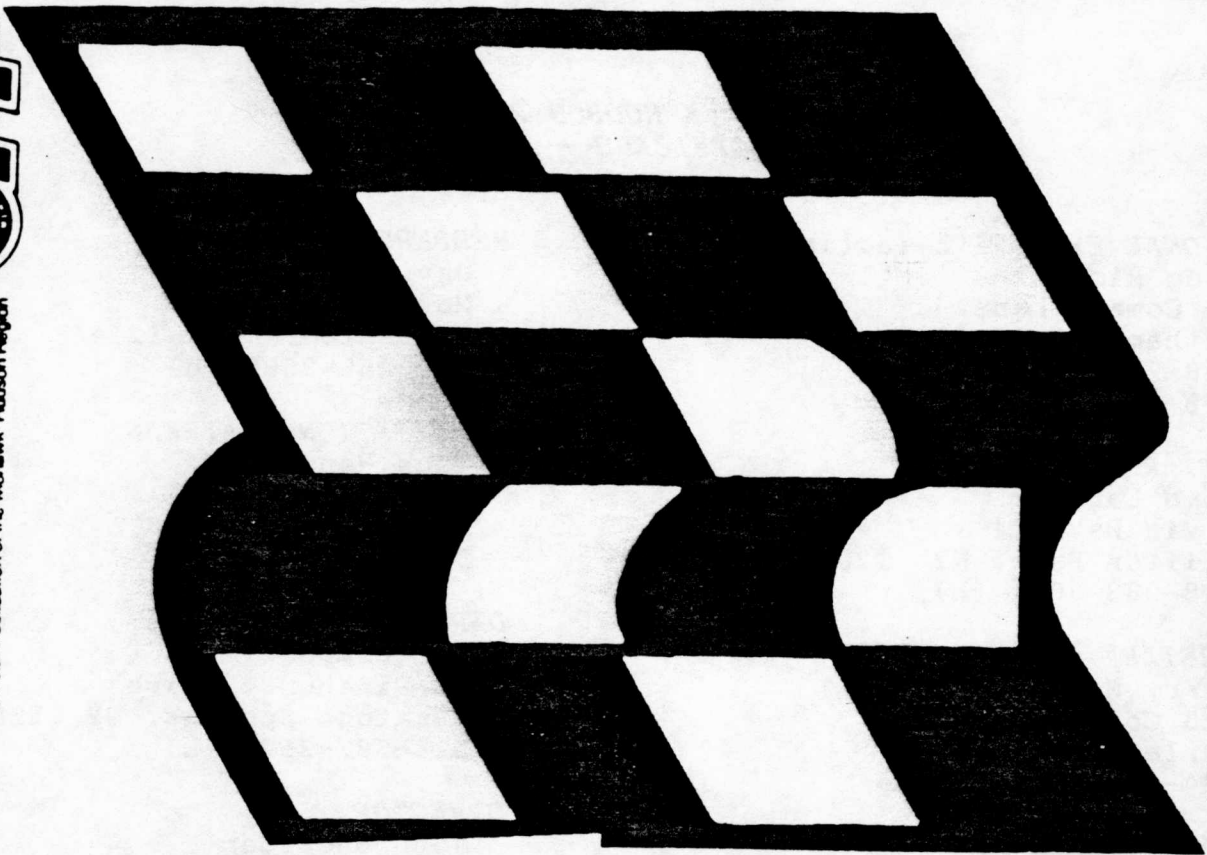
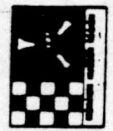


**KnockOFF**

Official Publication of the Mohawk-Hudson Region



**Mohawk-Hudson SCCA**  
**FEBRUARY 1992**

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

### Classifieds

1982 RALT RT-5. Exceptionally clean. Good Runoff history. 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 separate. Make me an offer. Don Denomme 508-454-3213

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Ford 1600 misc. parts: very, very cheap; call me. Bob Hackel, Hackel's Foreign Car Service 518-458-2897

TIG/SHAW welding outfit, 230 amp, complete; \$500. Weber 40DCDE27, two; \$50 each. FF steel wheels, 3 3/4 B.C., two; \$10 each. Fiesta wheels with nearly-new 155SR12 Michelins mounted, \$20 each. VW Rabbit (?) 75 (?) transaxle, no diff.; free. Capri rear drum brake assemblies, fit most small Ford, Merc, even Pintos, but wider, two; \$5 each. Early (best) Pinto front uprights complete with hubs, discs, calipers, etc., two; \$20 each. 13x6x4 1/4 B.C. steel wheels (yep, Pinto et al), four; \$10 each. Mike Weir 518-877-8482


FV Lynx model "B" roller. "Z" bar setup. Dependable car, top ten at regionals, never had a DNF. All safety updated to 1992 specs. Will fit normal size driver. Vintage potential. Autocross? New car on the way, must sell before racing season. Asking around \$2500. Can work on complete package with trailer. Let's talk. Chriz Zarzycki 203-489-5220 after 7 p.m.

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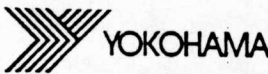


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Mohawk-Hudson Region SCCA

**Yokohama Tires Challenge  
Final Class Standings**

Name	Event 1 Points	Event 2 Points	Event 3 Points	Event 4 Points	Event 5 Points	Event 6 Points	Event 7 Points	Event 8 Points	Event 9 Points	Total Points
David Cook	20	16	20	19	20	20	16	19		118
Jeff Trad	19	18		18	12	19	18			104
Keith Martens		19		17	18		13	3	16	86
Per Schroeder	15	12		12			12	16	12	79
Dave Cowie		13	18	8	15	14	1	6	6	74
Bill Hudson		17		16	19	18				70
Gerard Michney	1	14	13	13	13	9		8		70
Jim Welton				11	16	12	15	9		63
Sherwood Brown	11	3		4	9	15	10	13		62
D J McArdle	1	9	1	20	17	1	5	5	4	60
Jim Garry	18			15		13	11			57
Tom Schilde		7		10		11		17		45
Kevin Slavens			14	6	6		6	4	7	43
Nancy Hudson	12	11	11	2		6				42
Sean O'Connor	1	20		1	14					36
Ed Alexander							1	10	18	29
Matt Veselitz		6		7		16				29
Mark Formel	8	1	1	1	8	7		1	3	28
Joe Palumbo	9	8	10							27
Tim Woods	4	1	5	1		8		1		20
Gary Christie				14	1		4			19
Ron Swanson	14		4					1		19
Bill Bennett			1	1	1		1	1	11	16
Rik Schlierer			12		1	1				14
Dave Porter	5	2		5						12
Glen Watkins	1		8	1				1		11
Joseph Childs	6	1	1	1		1				10
Joe Platania					1	1	1	1	5	9
Eric Roscoe	1	1	3	1	1	1	1	1		8
Richard Welty	1	1	1	1	3		1			8
Karl Cote				1	4		1			6
Dan Matthews	1	1	1	1					2	6
Greg Rickes	1	1	1		1	2				6
Ron Croce	3		1	1						5
Scott Kotronis	1	1		1		1		1		5
Frank Conte	1	1	1	1						4
Paul Fontaine				1	1		1	1		4
Tony Cannone		1			1		1			3

**Yokohama Tires Challenge  
Final Ladies Class Standings**

Name	Event 1 Points	Event 2 Points	Event 3 Points	Event 4 Points	Event 5 Points	Event 6 Points	Event 7 Points	Event 8 Points	Event 9 Points	Total Points
Sue Clark	20	20		20				20		80
Vicki Schlierer			20		20	20				60
Nancy Sutton				19		19		19		57
Ann Formel			17		19				20	56
Lisa Swanson	19		19					18		56
Theresa Michney	18		18	18						54
Diane Moores							20			20
Peg Robertson							19			19
Ann Brinmitzer					18					18
Valerie Nobile						18				18
Sheila Chikkappa							18			18
Debbie Watkins			16							16

•: MOHUD members...Congratulations!

# The (Motor) Sporting Life

by  
A.N. Other

## Rallye Round

Of the various motorsport disciplines, road rallying seems to get the least attention in these parts, but not to be overlooked is the fine 1991 performance by Mohawk-Hudson's Vicki Schlierer who finished second in class C in the SCCA's Northeast Division Road Rally Championship.

To underscore her diverse talents, Vicki also earned a top three placing on the Ladies side of the KT Motorsports/Yokohama autocross series.

## NATS

In the planning stages is a series of one-hour races for Showroom Stock/Improved Touring classes, to be called the North American Touring Series (NATS).

The initial focus is on the western part of the division, with events scheduled for Nelson Ledges (OH) and Mosport, but there are hopes to include an event at Watkins Glen.

## First Draft

First draft of the 1992 racing calendar shows 13 Nationals (the one National per track motion having been rescinded) including the Double National at Pocono:

April 24/25 Bridgehampton  
May 1/2 Lime Rock  
May 16/17 Nelson Ledges

May 23/24 NHIS  
June 6/7 Summit Point  
June 13/14 Watkins Glen  
June 26/27 Lime Rock  
July 18/19 Watkins Glen  
August 1/2 Pocono (Double Natl.)  
August 15/16 Summit Point  
August 29/30 Nelson Ledges  
September 5/6 Mosport

The North Atlantic Road Racing Championship has 14 races listed:

April 25/26 NHIS  
May 9/10 Pocono (Double)  
May 25 NHIS  
June 6 Lime Rock  
June 20/21 Bridgehampton  
July 3/4 Lime Rock  
July 17/18 Lime Rock  
July 25/26 NHIS (Double)  
August 8/9 NHIS  
August 14/15 Lime Rock  
September 5-7 NHIS  
September 18/19 Lime Rock

The New York State Road Racing Championship (NYSRRC) shares some dates with the NARRC series:

May 9/10 Pocono (Double)  
May 23/24 Nelson Ledges  
May 30/31 Watkins Glen  
July 3/4 Lime Rock  
August 1/2 Watkins Glen  
August 14/15 Lime Rock  
August 29/30 Watkins Glen  
September 19/20 Watkins Glen  
October 31/Nov 1 Nelson Ledges

Drivers Schools come up March 28/29 at Summit Point, April 24/25 at NHIS, May 8 at Pocono June 5 at Lime Rock, August 1 at Nelson Ledges and Bridgehampton, August 28/29 at Watkins Glen and Oct. 31 Nov. 1 at Summit Point

*All for Now. Cheers*

## SECTION 9

Many people doubt Formula One's position as the top form of motor racing in the world. 1991 should put and end to this belief.

From Senna's start of the season winning streak, to the treacherous submarine races at Adelaide, there was rarely a lack of action. Unfortunately, some equate number of lead changes with racing action. People do not go to tennis matches to see missed shots but spectacularly played ones. Passing is important to racing, but not to the exclusion of all else. While the cars are not as spectacular to the fans as they used to be, say in the 60's, the in-car camera work shows just how hard the drivers are working.

The lack of a proper US Grand Prix is only temporary. But until the forces that be understand how to promote F1 racing in this country, or there is an American driver competing, do not expect too much. We here in the NE were spoiled when the Grand Prix was at Watkins Glen. Even the drivers are lamenting the loss of tradition. The firing of Alain Prost shows that no one is above scrutiny, no matter what their salary.

So what can they do to improve F1. The hardest job of any sanctioning body is to keep technology from running wild. When the original CanAm was around (no comment), F1 was comfortable with some restrictions because there was always that "other" series with unrestricted rules. Now F1 has taken on the mantle of the most sophisticated racing in the world. If this is what they want then their job is doubly tough. Since tires are pretty much in the hands of Goodyear, I suggest they start to restrict the tires in size and compound. By narrowing the tires you increase top speed but increase stopping distances. This will result in more passing. Next I would start eliminating wings but would allow sports car noses and spoilers. This would lower cornering speeds and result in closer competition. Also this would help teams with less engine as the more powerful teams could not crank in more downforce. Along with these changes, since the cars would weigh less, we could keep the same weight and increase driver safety. Are you listening Max?

NASCAR - the best run racing series on earth? Maybe not. It certainly is the "Greatest Show in Racing". Here is a series where the best driver does not always win but more than often the best team does. Besides the late year streak of Harry Gant and the potential shown by Davey Allison, 1991 would not go down as a classic year. In designing the races to be to appear competitive, NASCAR still makes most of the races a crap shoot. Time the yellows wrong, cut a tire on a short track or just get left out of the drafting train and kiss the race goodbye. There is no form of racing where spotters and crew can make so much of a difference. In many ways this is just like football with all the coaches and playmakers. Maybe that is the best comparison. The NFL has achieved parity and so has NASCAR, how long the fans can stand it time will tell.

If you think the above is anti-Stock Car Racing, guess again. Nascar is the most popular racing organization in this country, its drivers the most well known and the marketing the best in the world. What it needs is some fresh blood, more drivers under the age of 40. It needs its cars more balanced to the tracks. Unfortunately, this means more horsepower for the super speedways, not less. It needs in car warning lights and most of all it needs no racing to the yellow!

As a last comment on 1991, there is a trend developing that I fear will be a terrible thing for racing. This is the lack of crossover of the drivers to different race series. We need to clear some space in the F1 schedule so a driver can run Indy. Likewise we need rules to allow one-off drives by indy drivers in F1. We need stock car drivers to run in IMSA and Atlantic drivers to run Sprint cars. We need to unite racing, not divide it into factions. Here's for a hopeful 1992! Chris Zarzycki - 12/91

**THREE DAYS AGAIN THIS YEAR:**  
**ANNUAL ICE TRIALS**

**AUTO SLALOM ON ICE**

**DATES: SATURDAY FEBRUARY 8**

**AND ALSO**

**SATURDAY & SUNDAY FEBRUARY 15 & 16**

**CONTROY PAVILION in BURBANK PARK  
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**REGISTRATION: 9:30 - 11:00 AM EACH DAY**

**FAMILIARIZATION RUNS ASAP**

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## **REgional Ramblings**

### **Payve The Park**

In a recent mailing from Lime Rock it was announced that a "paving surcharge" would be applied to all 1992 and 1993 events. For unmuffled racing events the two-day charge will be \$2000. Funds generated from this will be earmarked for the re-paving project.

While the numbers haven't been finely crunched this is likely to necessitate slightly higher entry fees for regional and national races.

### **Widening the circle**

Over the last few years Mohawk-Hudson Region has had notable success in publicizing its activities through the pages of the area's two major newspapers, Albany's Times-Union and Schenectady's Daily Gazette.

Now we'd like to widen our sphere of influence, and we need your help. We're interested in sending information to areas such as Glens Falls, mid-Hudson Valley and the Berkshire townships.

If you read a newspaper from one of these areas, could you get us 1) a fax number for the sports dept. 2) contact name, especially if its someone assigned to cover motorsports, 3) any special sections that they have, such as weekly upcoming events calendar.

We also hope to make better use of radio in '92. Stay tuned.

### **Class Action**

As mentioned last month, The Knock-Off has switched to third class mailing. Please give Mike Weir some feedback on the date your K-O arrives so we can evaluate this.

### **Ads Up**

Rich Welty has volunteered to serve as Advertising Manager for The Knock-Off. If you know of a business which could benefit by having direct contact with motorsports enthusiasts give Rich a call (237-6307) and he'll make the pitch.

### **Safety Seminar**

Safety is a topic that is, or ought to be, foremost in the minds of competitors at all levels. Tom Campbell of Dragonslayer Safety Equipment and Sean O'Connor of KT Motorsports will bring you up-to-date on the all the latest developments in helmets, restraint systems, suits and accessories at our February 5 meeting. Hope you'll join us at the Holiday Inn Turf at 7:30 p.m., or come early and have dinner and enjoy racing videos starting at 6 p.m. at PLAYFIELDS.

### **SUPPORT THE SPORT**

**Greg Rickes**



**Mohawk-Hudson Region Motorsports Calendar**

- Jan 18  
Sat Lime Rock Park presents "Shop Talk" at the Interlaken Inn, featuring 1991 SCCA Trans-Am champ Scott Sharp, former SCCA National Champion and team owner Bob Sharp on car prep and setup and Lime Rock Park President Skip Barber; info: 203 435-2571
- Feb 5  
Wed Mohawk-Hudson Region membership meeting. Speakers Tom Campbell/Dragonslayer Safety Equip. and Sean O'Connor/KT Motorsports present the latest developments in racing safety equipment; Holiday Inn Turf, Wolf Road, Colonie 7:30 p.m.
- Feb 8  
Sun Autocross on Ice, Onota Lake, Pittsfield MA. Berkshire Motor Sports Club and Mohawk-Hudson Region SCCA, registration 9:30 a.m., timed runs at 11 a.m. info: Clark Nicholls 413 243-3433
- Feb 15 16  
Sat Sun Autocross on Ice, Onota Lake, Pittsfield MA. Berkshire Motor Sports Club and Mohawk-Hudson Region SCCA, registration 9:30 a.m., timed runs at 11 a.m. info: Clark Nicholls 413 243-3433
- Feb 26-Mar 1  
SCCA National Convention, San Antonio TX
- Mar 4  
Wed Mohawk-Hudson Region membership meeting Holiday Inn Turf, Wolf Road, Colonie, 7:30 p.m.
- Mar 6 7 8  
Fri Sat Sun Race-a-rama '92, racing car exhibition and trade show, Big E, Springfield MA
- Mar 20-22  
Fri Sat Sun SCCA Northeast Division Roundtable, Woodlands Inn and Resort, Wilkes-Barre PA

\* \* \*

Editor's note: Tom Campbell is a member of an *ad hoc* committee to address the issues being raised about national racing: number of events per track, promotion, etc. This will be discussed at the Roundtable, and at a working meeting between now and then. This is your opportunity to be heard. Let Tom know your ideas!

\* \* \*

**FV enthusiasts!!**

I am currently working on starting a FV newsletter for drivers and enthusiasts here in the Northeast. If you would like a sample and to participate in a survey, please drop a line to FV Newsletter, PO Box 1826, Torrington CT 06790, or call Chris Zarzycki at 203-489-5220 after 7 p.m.