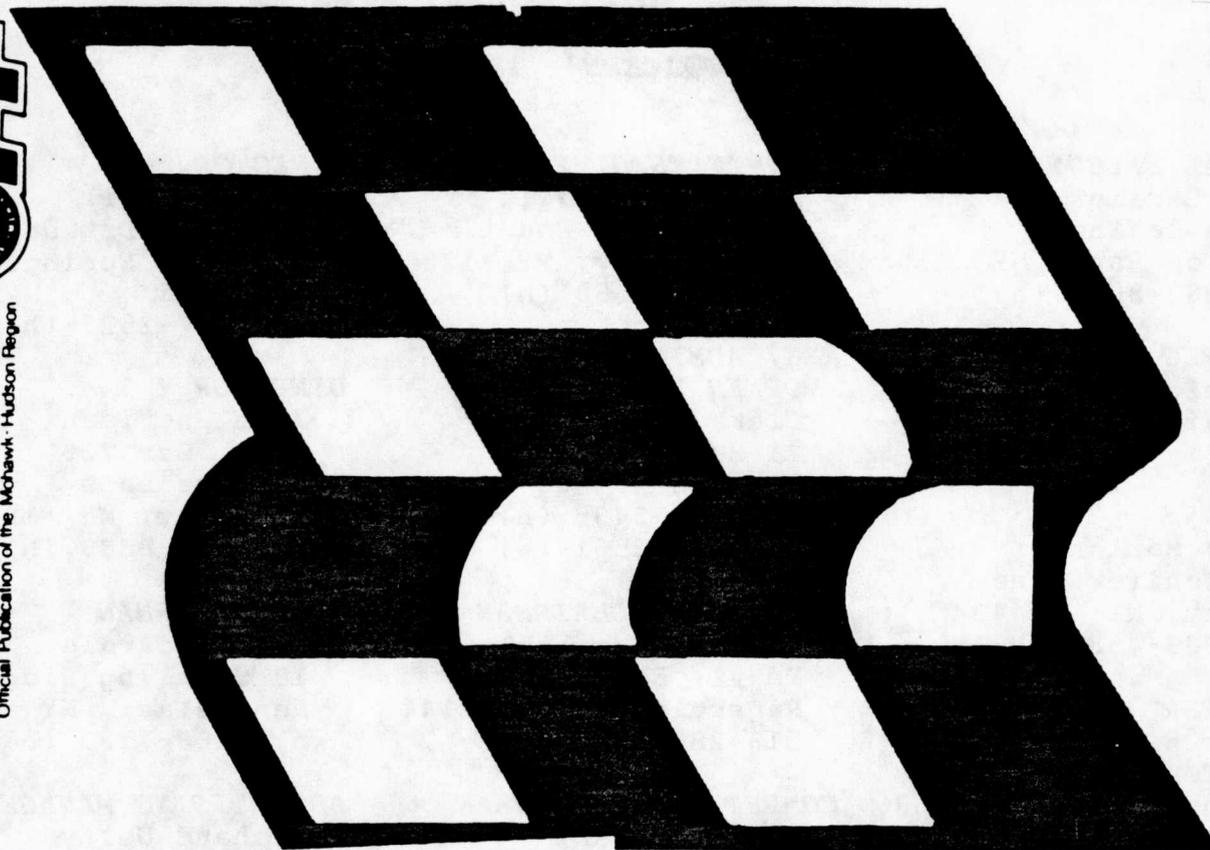


KnockOFF
Official Publication of the Mohawk-Hudson Region

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Mohawk-Hudson SCCA
SEPTEMBER 1992

KnockOFF
Official Publication of the Mohawk-Hudson Region

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MEMORANDUM

TO : SCCA Regional Executives
DATE : July 24, 1992
RE : Region Liaison

As you all doubtless know by now, Costa submitted his resignation from SCCA and will be sorely missed by all of us. He plans to remain actively involved with SCCA and has also agreed to help us with the Convention and Runoffs, so we will still be able to tap his skills and experience. We are all saddened by Costa's departure and I gather that some of you are downright upset. For that, I am truly sorry as there is no intention of harming you, Costa or the SCCA. I have always made it a practice not to discuss personnel matters in a public forum and I therefore cannot go beyond saying that Costa's departure was amicable and honorable, that we parted on friendly terms and continue in that mode.

As to the future:

- 1) We believe that a critical need exists for regions and members to access the National office, enough so as to require a highly skilled individual responsible for advocating their needs and resolving their problems, wherever they may be in the organization. This individual could well be a present or former RE with good communications skills and follow-through. While the actual job description is in the process of being developed with the Planning Committee and the Board, I expect this would be a high-level position with substantial authority to interact on a peer basis with all SCCA departments. If you know of someone you think would be a quality candidate for such a position, please ask them to get in touch with me by letter.

Knowing how much talent there is in the ranks of SCCA, we should be able to have an outstanding individual in place to be your interface and ombudsman. Your assistance in referring good candidates to us and your patience during this transition time will be very much appreciated!

- 2) Between now and the time that position is filled, you may have cross-departmental problems that need to be addressed or perhaps you simply are not sure of where to go to get the answers you need. As always, the departments are available to you but I am also designating another individual with the specific responsibility of servicing your needs until this position is filled: **Brenda Winters**, our highly capable Member Services Manager, has agreed to help out in this area. I'm sure you will find her not only very capable but also very much interested in trying to fill your needs.
- 3) We would also like your feedback on an idea which came up during the meeting Carl Haas and I had with the SE Division RE's: What would you think of a quarterly conference call for all RE's, with all the VP's on the line so that we could have instant answers to your concerns or questions? This might be a highly valuable way of information sharing amongst all of us. Please let us know your opinions about this concept (again, preferably by mail).

All the best,

Nick

Mr. Howard Duncan
SCCA Solo Events Manager
9033 East Easter Place
Englewood, CO 80112

June 14, 1992

Dear Mr. Duncan,

Please be advised that the **SPORTS CAR CLUB OF AMERICA** has been delisted from my register of eligible car clubs. Recent rules changes have made participation in solo event stock classes with a Morgan illegal. Hence, I am sending you one half of my SCCA membership card.

Should the above mentioned rules be re-revised to include Morgans and other delisted models, I may reconsider SCCA's eligibility status. If not, perhaps others in this situation can find a local Porsche or BMW club which permits non-marque cars to compete in a general "H" class.

Happy trails,

Chip McKinley

CC: John Zimmerman, Editor, *SportsCar* Magazine
Ken Huber, SCCA-NNJR R/E
Joe DeLuca, Editor, Pole Position
John Sheally, Morgan Advocate
EZ ED Zellnski, Editor, *Rough Rider*
Hal Carstens, Editor, *Morganeer*



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An open letter to SCCA's drivers:

Nick Crow believes you don't give a damn about SCCA and how it is run as long as your car and your class are left alone. I believe he is wrong!

In the winter of 1944, a group of sports car owners concerned for their future got together to form the Sports Car CLUB of America. From that small first meeting in Boston, the CLUB has grown to what it is today. Throughout the years, the primary purpose of the CLUB has been to promote the recreational use of sports cars by its members; member input has been instrumental in developing the programs to do that. People come and go, but the CLUB goes on, continually shaped by the current members through their elected officials.

That could all come to an end. Recent events have caused a growing concern among many, that our CLUB is being transformed into a profit centered business, rather than a member oriented CLUB. The signs are subtle. How many of you felt pigeon-holed by Steve Petty's recent editorial? Would you say you are a Group A driver or are you in Group 1, or, more likely, do you fall somewhere in between?

The class reductions of the New Initiative are still being attempted, as are attempts to change (improve?) the divisional and national conventions. Will your elected regional officials get the guidance they need to operate your region from a bureaucracy which shuns the regional structure of our CLUB? You won't see it written down anywhere, but our tradition of member input is being threatened as well. I think you care very much about that.

Write to Carl Haas and to your own director. Write to them all if you like. Tell them whether you want SCCA to remain member oriented or become more profit centered. If I'm wrong, at least you've shown them that you care. But if I'm right, you will have gone a long way toward preserving our CLUB.

Thank you.

This essay was written and contributed by Laurie Sheppard of New England Region.

SCCA Future

Like many of you involved in these discussions, I find my life measured in terms of my involvement in SCCA. I am a member, a race official, a regional director, a regional publicist, a novice rallyist and colesist, a writer for SportsCar. The people in the club are my friends, and more importantly, my family. SCCA is, in a very real sense, my home.

My home has been violated.

Like a thief in the night, Nick Crow has taken something of importance from me and defiled the very place where I felt safe. He has changed the structure of our club in subtle ways that are only now becoming apparent. Consider this: Say you had a bag of jelly beans and for aesthetic reasons you wanted to eliminate all the green ones. You might try to isolate the vile colored beans into some remote corner of the bag. Few might suspect what you were doing at first, especially if you were careful to push the red ones around, too, and included a yellow one or two to be pulled back and saved at the last instant. But soon you could cut the corner of the bag and lose all the unpleasant green ones at once. Is that very different from what Nick has done?

All of the unpleasant aspects of the club (from N.C.'s perspective) were drawn together under the heading of "Special Projects" in Nick's last reorganization. Regional development with all those unpleasant members, and conventions with all the troublesome questions and the need to consort with regional executives and other such common rabble could all be pushed into "the corner of the bag." Toss in the Runoffs to appease the membership, but don't really let it get too far away from Club Racing, and pretty soon Nick could "cut the corner of the bag" and lose all the unpleasant things at once - including a vice president he couldn't/wouldn't get along with. Very neat and tidy, but anyone who doesn't believe Nick's hands are dirty should think again.

Costa is gone and there is nothing we can do to get him back. A sad truth to be sure, but Costa stood for the membership and for the regional structure of our club. We can't let Nick steal that from us as well.



10 June 1992

Mr. Carl Haas
Chairman, Board of Directors
Sports Car Club of America
P.O. Box 50
Lake Forest, IL 60045-0050

Dear Carl,

As a very new member and Scrutineer in about 1980, due to my concerns over driver safety issues which I felt were not being adequately addressed in the GCR, I wrote to all of the members of the Board to express my concern. Imagine my surprise when a few days later I received a personal phone call from you thanking me for my interest and offering your support for my concerns. Although I was a new member in SCCA, I certainly new your name and I was impressed then (and remain so today) by the level of concern and involvement you showed in taking the time to make that phone call to someone who was not even a member of your area. I am certainly not suggesting you call me now, however I would hope you would take the time to consider what I have to say.

I am writing to you now in hopes that you share my concern, and perhaps my views, on the current turmoil concerning the future direction of the club as embodied by the National Office personnel and their actions, decisions, and policies(?). (I question my use of the word policy because it appears that the National Office is making policy, which I thought was the exclusive purview of the Board of Directors.)

The immediate catalyst is the rumor(?) that Costa Dunias has already been or is being fired by Nick Crow. I find such an action to be not in the best interest of the Club; therefore, this letter. I am enclosing a compilation (unedited, except for removal of blank spaces in the interest of saving paper) of two discussions (threads) which have been ongoing on the COMPUSERVE computer network for the past week. They represent a cross-section of SCCA members from the newest to the oldest, with a wide variety of backgrounds. Although it is somewhat lengthy, if you have the time to read it, I think you will find it a quick method to take the pulse of some of the membership. I would also make the point that the people on the network are neither bashful, nor are they followers. When they disagree, they tell you so. And therefore, the united front which is painted is even more important.

Please understand that I am not now, nor have I been in the past, an unequivocal supporter of Costa. I have known him for some time, and over the years have not always agreed with either his actions or his policies. However, I think that his replacement by Steve Petty, or anyone else, at this point in time for reasons not of his own choosing would be a grave mistake.

My complete comments are on page 5 of the enclosure which I again urge you to read, but I would like to extract the key points and repeat them here for emphasis.

...I believe we are at a real crossroads for the Club and that we could be facing a crisis of unprecedented proportions if the sound thinkers in the membership do not step forward and ensure that the membership is heard. I think we got here for a variety of reasons, including:

- *Some members of the BOD who have forgotten they were elected to serve their members and are, instead, acting in their own personal self-interest.*

- *A President in Denver who has performed magnificently for the Club over the years and instituted management practices which were long overdue, but now seems to have forgotten that our Club operating procedures say that the National staff shall execute policy established by the BOD, not independently make policy.*
- *A Vice-President of Club Racing who has arrived with no knowledge of Racing and even less of the CLUB and has instituted what would be sound management procedures in a "for profit" business, but which simply will not work in the CLUB atmosphere which we all enjoy and desire to maintain.*
- *The National Office has continued to ignore one of their own who apparently is the only one there at the moment, in the hierarchy, who really understands what the CLUB is all about and represents the glue which is holding the CLUB together, and the importance of that glue should not be underestimated!*

I do not make the above statement about members of the Board lightly. I have dealt with six of the current Board members over the years and count some of those as friends. I did not witness the incidents I have in mind first hand and they actually have little or nothing to do with the issue at hand, however, they were reported by what I consider to be highly reliable sources, more than one in some instances, and they represent an inability to deal in the best interests of the Club which questions their ability to deal properly with the issue at hand. It is not important to deal in specifics any farther, however it is important that the members of the Board understand that the membership expects them to be above operating in their own self interest. They were elected to represent the membership, not themselves. Perhaps it is time to consider implementing some kind of advisory conflict of interest guidelines for the Board in hopes that point will be underscored.

I considered at length whether I would sign this letter as just a member or with my position in the National Field Staff. I have chosen the latter to underscore that I am not someone just idly complaining about something he doesn't agree with. I have dealt with the problems, and continue to do so, as a member of the Field Staff and believe that provides some additional credibility to my concerns.

As an active duty Naval officer, I am extremely sensitive to issues involving the "chain of command," which I have supported for more than 26 years in my profession. Accordingly, I understand that there may be some concern with my continuing to function as a member of the Field Staff while at the same time vocally expressing my unhappiness with the current members of the National Office. I feel that I can continue to execute my duties in a professional fashion, my personal opinions notwithstanding. However, if you feel otherwise I would immediately step down from my position as National Administrator of Scrutineers in the best interest of the Club.

My bottom line position is that I feel that it is time for the Board to step in and provide definitive guidance to the National Office (including executing personnel changes, if so required) as to the future direction of our Club in accordance with the expressed wishes of the members.

Sincerely,

Dennis Dean
National Administrator of Scrutineers

cc:
Board of Directors
Chairman, Competition Board

Mohawk-Hudson
SN
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SCCA

Mohawk-Hudson Region SCCA

A VIEW FROM THE BRIDGE -- by Steve Mera

Costa Dunias is gone from SCCA in Englewood, Colorado, in case you hadn't heard. He never shared Nick Craw's view of the Club, and after several earlier tries Craw finally figured he had enough support on the Board of Directors to get rid of Costa.

So what? say you. What did Costa do for us? Let us count some of the ways. If you had a problem with Englewood, and you couldn't get a straight answer, Costa would get it for you. If you needed some help with an SCCA procedure or policy, Costa provided that help. If Regions needed some aid in dealing with each other, or with tracks, or with people in the SCCA office, Costa was there and helped.

Costa Dunias believes in the Club, its members, and its Regions. He made the effort to meet and know and understand the members -- the drivers, the workers, the Regional managements, everyone. He argued and fought for the members and the Regions, and he instructed us when we were going in the wrong direction. Costa is one of us, and he nurtured and loved us.

There is to be no replacement for Costa, because Nick Craw doesn't abide members or Regions, nor do his present executives. Craw is dangerously close to convincing the Board of Directors that they don't need Regions or members either. And while we're on that, Craw doesn't much like Solo or Rally. He doesn't understand, and apparently doesn't care, what the members want from their membership in the Club.

What do Craw and company do for us now? Judge for yourself. Western New York Region and its dedicated members negotiate for their own racing and solo venues, establish the schedules for the events, provide the workers and the competitors, do the advertising, pay for rental and insurance, ensure that participants are properly licensed, operate the events safely, and have a party. All without any assistance from SCCA in Englewood.

Do you believe that someone from SCCA in Englewood is willing to do that work? The fact is they wouldn't, because what we now do for ourselves doesn't help the bottom line in their eyes. We don't count. It does turn out that they need our dues payments and sanction fees. The Englewood bureaucracy is fed by membership dues, and the bureaucracy expands as the dues base increases.

Why has this happened? Over several years, the Board of Directors has quietly allowed Craw and company a longer and longer leash, never provided definitive guidance or direction, and the result is that Craw has no direction, and is in fact directing the Directors. The Directors are afraid to tell Craw what to do, and are afraid to fire him, because they might have to go out and find someone else to run the Club.

How can we turn this around? First of all, let our Director (John Castle) know that you want the Board of Directors to establish direction for the bureaucracy, and what that direction should be. Write to Carl Haas and express your opinion about what has been going on, and what you think should be the direction of the Club. Give the Directors support for definitive action, and they'll probably do some.

If we, the members, don't convince the Board to act, the result in a very short time will be the loss of Regional activities including racing, solo, and rallies, and the corruption of National events into profit-making ventures for SCCA in Englewood having no relation to the needs and desires of the members or the members who are competitors. We are organized as a not-for-profit CLUB to promote sports car activities. The bureaucracy in Englewood doesn't understand that, and they have fired Costa, who did understand and support the basic concept of the CLUB.

A few weeks ago, the Regional Executives of the Southeast Division signed a letter to their Director telling him to initiate action to get rid of Nick Craw and to put the Club back in the role of sanctioning and overseeing Club events and get out of the business of organizing them. In their letter, they stated: "we pledge to do everything within our power to have you replaced by a representative who will concur with our request" if their Director chose not to agree with them. Strong words!

A petition was circulated at the recent Steel Cities Regional at Nelson Ledges asking much the same thing, and was signed by everyone who saw it.

A former Director, who was on the Board of Directors when Craw was hired, told me that they thought they had the best of all possible worlds. They had Craw, a good businessman and an attractive leader, paired with Costa who had the membership and the Regions at heart. It was not to be, because Craw couldn't abide Costa's love for the members and the Club, and Costa couldn't and wouldn't buy into Craw's vision of a profit-making business run for the benefit of the bureaucracy.

Whatever you think about these issues, it is time to put your thoughts in writing and send them to Carl Haas and the other Directors. Please don't wait; time really is short.

Write to:

Carl Haas, P.O. Box 50, Lake Forest, IL 60045-0050
John Castle, 21 Woodside Drive, Penfield, NY 14526

Following are two essays by Laurie Sheppard, who is known to everyone who has ever been on the grid at a New England Region race or at the Runoffs in Atlanta during the past several years.

Also appearing in this issue of the Western New Yorker are two articles by a person who signs them with the name "The Drummer."

I hope you find them interesting and provocative. Let's hear from YOU too!

RE REPORT

by Roy Bergman

SCCA, INC. The 'Inc.' no longer simply stands for a corporate liability shield and 'businesslike' operations. For nearly 20 years, there has been a growing realization that SCCA is a player in the motorsports industry which is itself a player in the larger, and growing, sports/leisure industry. The major players in the motorsports arena (NASCAR, IMSA, CART, etc.) are thought of, by themselves as well as by others, as businesses. They have no large, unruly membership intent on playing with their cars on weekends and returning to real jobs on Monday mornings. They are run by czars, despots, and businessmen for the purpose of putting on a show and selling tickets. All one has to do is look at their cars (rolling billboards), their officiating (appeal procedures - what are they?), their dedication to the 'show' through use of pace cars, competition-enhancing rule changes, and serious use of sponsorship and promotion. The old (real) Can-Am and Trans-Am notwithstanding, SCCA has always thought of itself as a club. We call ourselves a club and, more specifically, we think of ourselves as members of a club. Most of us do anyway.

Approximately 10 years ago, the SCCA Board of Directors, recognizing the need to conduct the club in a more businesslike fashion in order to compete in the motorsports marketplace, hired Nick Crow. His mission, as nearly as we can tell, was to whip the club into a competitive business with short and long range goals, a plan, financing, a professional staff, a product, and leadership. He has accomplished much of what he was hired to accomplish. We have seen the club grow to over 50,000 members, a staff installed in Englewood that has all of the bureaucratic flavor of Sears or GE, Spec Racers Shelby Can-Ams, a 'risk-management' department, a major sponsor for SCCA's sole noteworthy pro series, now known as the 'Liquid Tide Trans-Am', and an adherence to the profit center, bottom-line approach.

Mr. Crow's successes have come despite the club framework within which he has had to work. No businessman will ever tell you that democracy is his preferred method. The successful ones will, if they're being honest, tell you that 50,000 voices, much less hundreds of regional and divisional level critics, are not only pains in the ass but absolute hindrances to business operation. Shareholders are rarely heard, and regional and divisional level critics are rarely heard from again. Telling the boss what you think of him and how he should run the company is a ticket to the beach.

To insulate himself from the dirty masses who would speak and expect to be heard, Mr. Crow has used Costa Dunias as a foil. The care and nurturing of the members was largely left to Mr. Dunias while Mr. Crow got on with business. It is noteworthy that Dunias is widely liked and known as 'Costa', while Crow remains 'Crow' - remote and aloof in the minds of the members. As Crow's position solidified and grew stronger, Costa's was systematically diluted and weakened. All this took place under the auspices of a Board of Directors that either approved of or didn't recognize the changes that were taking place in SCCA. Recently, the shift was completed away from the member-driven character of SCCA to SCCA, INC. with the firing of Costa. The members, still largely amateurs intent on playing with cars on weekends and doing something else on Monday mornings, no longer have an advocate and their only voice is through the Directors whose role has been noted

What does this all mean? In all probability, it means that Crow & Company will continue to press for powers to proceed on the business course he has charted. Members will be increasingly and ultimately completely ignored and told to do it Crow's way or go away. Such activities that don't fit in with the business of the 'new' SCCA would likely be altered or scrapped altogether. Solo II and Club Rallies, pesky little low or no profit centers that they are, could easily be victims. Likewise, regional level racing could be drastically altered through even higher costs imposed by a Competition Board that is keyed to the business rather than the sport of racing. National level racing might be modified - class changes and groupings, costs, schedules, rules - in the name of commercial viability. Out-of-production production cars and small fields are anathema to promotable spectator events, and spectator events are where the money is. Could we see SR, Shelby Can-Am, and perhaps a few other 'spec' classes running with a big-dogs race and a couple of IT and SS features to comprise a national weekend? Prize money? What will be the role of the member worker? Perhaps more 'reduced air fares' and exploitation by those with a profit motive? Speculation could be endless.

SCCA does, indeed, have to be competitive in a competitive motorsports/sports/leisure market, if we are to define ourselves as a spectator organization, i.e. Trans-Am, etc. On the other hand, if parking lot Solo IIs, little local rallies, and an organization of people intent on playing with cars on weekends and socializing with kindred spirits is to remain our goal, then the 'new' SCCA cannot accommodate us.

Is there a middle ground that will allow Crow, pro racing, etc., to be all that they can be and still leave room for the membership level of competition upon which SCCA was founded and has flourished? Perhaps there is. How many NHRA racers drive in Top Fuel Funny Car and Pro Stock? There is still a need for the 'less serious' racer to race, for a 'farm league' to exist.

SCCA already has the membership level in place. The Crow & Company program only needs SCCA because of the worker base and the existing relationships with track owners, sponsors, et al., which would be easier to assume than to build anew. Why else did the current situation arise only after IMSA could not be purchased? Is it unreasonable to believe that the businessmen who now run SCCA would have left the club like a jump start had IMSA been available? Or that the answer, for them anyway, is now to consolidate their hold on SCCA?

What can be done to stem the tide that is already upon us, the 'member-oriented romantics', as Mr. Crow's Mr. Petty calls us? Our only voice is through the Area Directors. We must tell them exactly what we want the future of SCCA to be. If we want a 'new' SCCA, we can tell them so, or we can say nothing and it will happen. If we want to retain, or perhaps re-obtain what we have had, we must tell them that, as well as how we feel it might be possible. Should Nick Crow be given a free hand or should he be fired and, if so, then what? Should SCCA sell (to Crow or whomever) the pro and spec vehicle 'profit centers' and return to just-for-fun competition, supported only by dues and entry fees? Should Costa Dunias be brought back (if he's available and willing)? Tell the Area Directors and also mention that if they won't or can't speak up for the members, the members will find new directors.

"Lead, Follow, or Get Out of the Way" and "If You Can't Run with the Big Dogs, Stay on the Porch" are two of the cockier, more obnoxious and arrogant expressions used by those who would lead by their own method in their own direction. They've become a shorthand credo for business in the '80's and '90's. They appear on the desks of the lacoccas of the world, and anyone disagreeing is dismissed as a loser or as insignificant. Just look at the shape Chrysler is in. Then tell your Area Director, and send a copy to the other directors, that it's time the members were honored before the 'new' SCCA under Crow & Company follows Chrysler down the tube.

(Mr. Bergman is RE of WNY Region - ed.)

13-Jun-92 16:56:48

Sb: #SCCA

Fm: Costa Dunias 73740,33

To: ALL

Thank you for your expression of concern and support.

You need to know that the decision to leave SCCA was mine and that, after 12 years in the same organization, I needed the opportunity to explore new horizons and new challenges. There comes a time in life to move on and, although I have immensely enjoyed my associations within SCCA, this is that time for me.

I am also tremendously grateful to SCCA and Nick Crow, not only for the past 12 years of employment but also for the tuition money and time to earn my MBA.

Lastly, you also need to know Nick Crow is just as dedicated to the future health of SCCA as I am, despite what some people might be thinking out there. Although he and I had our differences over the years, they have always been professional and amicable and we have always been united on the most important item: the health of SCCA. I feel as though the years I have given to SCCA will be well protected with Nick at the helm. My fondest wish is that all members of SCCA channel their energies into constructive solutions to the very real problems which face us, rather than engage in divisive and negative attacks.

Thanks again for your sentiments,

Sincerely yours,

Costa Dunias

June 11, 1992

To: James B. Barbour
Director, Area One

Fr: Walter J. Huber
R.E., NNJR

Re: Costa's release - Operations Manual

Jim, I had occasion today to phone Englewood and took the opportunity to also speak with Costa's office. Sharon put me through to Costa and it was from him that I actually learned that he had been released. It certainly ruined my day to hear that this dedicated and conscientious person was no longer to be in the office ready to handle the problems brought to him by the many friends and acquaintances he has made over the years.

I guess that I'm also really feeling sorry for myself, as I'm one of the people who relied on Costa to give me the straight scoop when I called with a question and to offer a solution when I called with a problem. I'm also angry with myself, perhaps feeling that I didn't write soon enough or complain loudly enough at the earliest reports of his employment being in jeopardy.

Damn!

How interesting, though, that only last night I just happened to re-read the foreword to the Operations Manual. I have repeated the Statement of Policy and the Prime Objective from the foreword and I have highlighted some sections for emphasis:

Statement of Policy

From the Board of Directors - 1969, 1975, and 1977

The Sports Car Club of America, Inc. is governed and operated by a large number of members in positions of authority and responsibility -- Directors, Officers, salaried executives, and many committee members and appointed officials. It is imperative that all members recognize the fundamental principal that, as in any other corporation, all of these people owe to the SCCA a duty of great loyalty in occupying such positions of trust, and should therefore direct their principal efforts towards advancement of the Club and its programs.

Prime Objective

The Prime Objective of SCCA is to provide an enjoyable experience in a friendly environment at SCCA events. Each procedure and action of workers, officials, and competitors shall emphasize and encourage this philosophy.

1990 Edition
SCCA OPERATIONS MANUAL

Published
January, 1990

Jim, I think if there has been one person in the national office recently who has epitomized the loyalty requested in the Statement of Policy and helped everyone toward the Prime Objective of the SCCA, it has been Costa Dunias.

Does the Board of Directors plan on doing anything about correcting the injustice of Costa's release?



BE A PART OF SOLO II HISTORY!

The 20th Anniversary running of the Solo II National Championships, sponsored for the past eight years by Yokohama Tires is September 13 - 18, 1992

The Valvoline Pro Solo Championship Finale immediately follows on September 19 - 20, 1992.

In celebration of this year's event, a one hour program is scheduled to be aired on Prime Sports Network, September 24th during the Chevrolet Motorsports Hour at 7:00 P.M. Pacific Time.

Never before have the Yokohama Solo II Nationals offered so much value for participants.

Schedule of benefits for the week:

- *2 banquet nights*
- *3 dinner nights*
- *2 snack/refreshment nights*
- *Free shuttle from paddock to course area*
- *Ice water for administrative and course workers*
- *Motor home services available on site*
- *Talent/entertainment night*
- *Activities night including softball, batting cages, dunk tank, video games and other games*
- *Displays of Solo II memorabilia over the past 20 years.*



Come join the competition, camaraderie and celebration!

For more information call Sharon Monroe or Debbie Chandler at 303-779-6622

Minutes from Membership Meeting, August 5, 1992

The August meeting was called to order by RE Mike Larimer at 8 PM. There was no old business to discuss so we proceeded to committee reports.

SOLO reported a very successful event last weekend, with a driver's school hosting 35 cars on Saturday, and 70 cars entered in the Sunday competition. The previous event at Cobleskill hosted 41 cars.

Competition Chairman Jack Hanifan announced the recent accomplishments of our racers including Pete Smith's third place finish in the World Challenge Race at Lime Rock and Mike Weir's track record in DSR at Watkins Glen.

Membership's Dave Wachtel announced 6 new members and a very successful recruiting effort at the TransAm. Our booth had over a hundred requests for membership applications on raceday. Great effort Dave.

Knock-Off Editor Mike Weir said he is going to attempt some photos in upcoming issues.

Race Chairman Kurt Weiss reported on the TransAm weekend where everything went very well and a good time was had by all involved. A discussion followed regarding our options in the future at Lime Rock. Apparently, we now have right of first refusal on next years TransAm and also a single day event. We also contracted for a vendor booth at the upcoming Vintage Fall Festival on Labor Day weekend. Rich Welty agreed to head this effort to set up a membership booth. We are allowed 2 free vendor passes each day for the 3 day event.

Rally's Jim Bishop has laid plans for a rally preceding our September

meeting. The rally will start and end at the Holiday Inn, with registration from 6 to 6:45 PM at Playfields and the first car off at 6:15. Titled See Scenic Suburbia, the rally will be a simple time/speed/distance event.

RE Mike Larimer announced that the board has approved Bob Bownes as Asst RE for the balance of the year. Mike is also looking for a nominating committee to set a slate for the upcoming elections in December. If you are willing to assist, contact Mike.

Mike Weir initiated a discussion about the recent letters and computer bulletin board discussions about an apparent shakeup at SCCA's National office with the alleged firing of Costas Dunias. Many feel the club is turning its back on Club Racing in favor of the Pro series. Tom Campbell gave a detailed report on a meeting that took place at Pocono on this topic. (see RE's notes and articles in this issue - ed.)

Motion to adjourn by Mike Weir, second by Larry Morton.

Respectfully submitted,

Larry Morton,
Secretary

*****NYSRRC STANDINGS*****

Denise Simmons, NYSRRC pointskeeper, has sent me the following information on MoHud members participating in this series:

Manny Matz is first in SSC with 60 pts
Pete Smith is third in ITA with 50 pts
Kim Graff is first in FP with 28 pts.
Congratulations, all!

we'd be loose on the Miracl-Gro and then have a bad push when we'd get to the Kentucky Blue, or the mower would just not want to stick when we'd go up over the planting of Burpee All-Season Color-Wonder zinnias in turn three, and we finally broke a CV joint, so we parked it."

"Tough break, Al. And now back to Sam and Bobby in the announcer's booth."

"Well, Bobby, it looks to me like they're having just some inCREDIBLE trouble keeping out of the ivy planting over there at the foot of the boxwood hedge. It, from here it seems there's a layer of something dark just under the top of the grass on the track surface, it looks to me, yes, it looks as though there's OIL out on the track surface."

"I think that's horse manure, Sam."

"No! I mean, I really SEE this down there! This isn't like the time when I asked if the drivers closed their eyes when they got right up next to the wall! How come you guys don't have any respect for me?"

"No, Sam, the brown stuff you see is horse manure, they spread it on the grass to make it grow better. It has nothing to do with the fact that you're without a doubt the most clueless yahoo ever to report on a motor racing event."

"Oh. That's very different. Nevermind."

"And we'll be back to this exciting ESPN coverage of the Bandini/John Deere 200 after these messages..."

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by Scott "don't get me started on the COMMERCIALS" Fisher, Sunnyvale CA.

[this article originally appeared in Alfa Aldente, the Newsletter of the Alfa Romeo Owners Club of New York]

The National Lawn Mower Racing Championships (the NLMRC) is just starting to get professional recognition for the new and exciting sport of racing riding mowers. It's probably only a few years before television viewers will click the button on the remote and their wide-screen entertainment centers will display something very much like the following:

"Just to give you some idea of the tension, take a look, there's Cristina Fittipaldi, she made those ear-rings herself you know, and it looks like she's performing a Yanomamo Indian fertility ritual so that the grass will grow faster under Emerson's mower... And now here's Dr. Jerry Punch with A. J. after that incident under the peach tree..."

"Well, A.J., what happened?"

"Aw, some stupid sumbitch ran over a dog turd and sprayed it up into the airstream, an' that idiot Cheever ran into me tryin' to keep it offa his face shield. Why they let dumb bastards like that out here with professional racers - "

"Thank you, A.J. And now back to you, Bob Varsha..."

"We've got some action down in four! It looks like Mario has run over a sprinkler head and now there's an inch of water all over the racing line in the short chute, bringing out a full-course yellow and Safety One! What do you think about that, David?"

"There's some supposition, I suppose, that Mario might have done that so that Michael could catch up with the field after his stop-and-go penalty for running over the garden gnome on lap 42. I, heh heh, it reminds me of a time when I was driving the Zauberfloete Z-20 at the 'Ring, that's the old Nurburgring of course, and I had a bit of an off-course excursion. You might remember, you know, the front wing on the Z-20 was shaped, well, it was shaped just like a snowplow, and when I missed my braking point for the Karussel, you know, there's a groove in there that we used to stick our wheels into and let the car follow it all the way around, and I..."

"We'll talk to Mario in just a minute, but while the yellow flies, let's catch up with Al Unser Jr. about his disappointing day, and here's Jack Arute with Little Al..."

"So, Al, what happened?"

"Waal, Jim, the McCormick-Honda was runnin' great all day, my crew did a great job, but we'd been having problems all weekend on the back of the course where the surface changes from Miracl-Gro to Kentucky Blue grass. We tried two or three different setups in qualifying, the new Goodyear tires worked great, but

From the editor's desk:

The main item of interest this month, in my view, is the controversy about future directions of club racing and, perhaps, of the SCCA as an entity. Just after rushing the previous issue into print, I received a number of other regions' publications in which I found evidence of major internal strains in our club. I have tried to select and abstract as fair a cross-section of these as possible, believing that the members who were unable to attend our monthly meeting and not privy to these other communications should know what has been said, if not what has happened. My own opinion appears below.

Larry Morton submitted his minutes to me by telephone this month, Mike Larimer and Clark Nicholls provided articles on disk, and Rich Welty was kind enough to send a copy of the "Mowersports" article by electronic mail. I thank these individuals for their special efforts. These media make my job much easier and enhance prompt distribution of information: any potential contributors are encouraged to make use of these means.

Speaking of "Mowersports," I welcome further submissions in an informative or humorous vein. Give me a call!

It is proving difficult to incorporate photos in the KO. They need to be halftoned first, to enable subsequent photocopying to give the effect of grayscale. I am trying to avoid the costly traditional process, and haven't been able to get the electronic alternatives to work well yet. You should see some in future issues, however.

Now, about the club issue. It isn't clear that there even is an issue, yet the signs are ominous. For the national office to even suggest a position like vice president for club affairs is puzzling. While it confirms the importance of club racing, it also demotes it to a position of equality with other activities. Our organization remains the Sports Car Club of America: a club, not a pro racing association or federation of promoters. The paragraph of the bylaws quoted elsewhere is succinct and sufficient guidance for the direction of the club, and I think it is in danger of being ignored. Please take the time to be sure your director knows how you expect your interests to be represented. Although he won't be standing for re-election next year, John Castle is still the area 10 (to which Mo-Hud belongs) director for the balance of the year. You may write him at 21 Woodside Drive, Penfield, NY 14526 (716-385-9894).

mpw

Late News: Area 10 Director John Castle has advised me that the club has hired Bill King for the position of (approximately) "Vice President of Regional and Member Relations." Bill is an SCCA member of long standing, and most recently head of Goodyear media relations.

VIEW FROM THE PITS
Clark W Nicholls

Mo-Hud did it! We successfully staffed an SCCA Pro Racing weekend at Lime Rock. I'm not happy with the way the Pro staff interfaced with us amateurs, doing things that normally are forbidden in the pits at Lime Rock without letting us know, but all in all things went well, in part due to those of us with scanners listening in on the pro frequencies. Thanks to my Friday staff: Dave Cobb, Dave Hathaway, Tom Hallberg, Bob Polastre and Ernie Riggi. Saturday brought out some more of our old timers to join in: Dave Cobb, Gary Goetz, Tom Hallberg, Mark Majcher, Pete Nixon, Phil Pizzoferrato, Bob Polastre, Ernie Riggi, Eric Weiss and Tom With. Thanks to everyone for your help! I'm sure we have enough hats to last a few races until the next Pro race on September 25-26th.

I hope to see many of you at the August 14,15 Regional, the Vintage Fall Festival September 4-7, and the NARRC runoffs September 18-19 at Lime Rock also.

Mo-Hud will have a presence at the Valvoline Runoffs at Road Atlanta again this October. I am an Assistant Chief of the Pits for this event again. From Mo-Hud Dave Cobb will again be there, hopefully joined by Kevin Newell after a year's absence. Carol Hall may be on the Grid team or in the Pits also. If you want to WORK an event, this is the one to try! Other Northeasters taking the trek with us are Dave Hathaway (perhaps Rona?), Al Olmstead, Willy (B-17) Zachman and Donna Corsini. We all look forward to this event and working with our friends from all over the country!

Wanna join us? Give me a call! (*address and phone inside front cover - ed.*)

Local Racer....

A highlight of the weekend was the performance of the Region's own Pete Smith, former production racer and Firehawk campaigner, now ITA scourge, in the World Challenge series. Pete arrived Friday morning to help in the day's activities as the person responsible for the worker party that evening. He had brought along his race car so he could go up to New Hampshire on Saturday for the NER double regional. He saw the times of the WC "D" class practice session and figured that he could place in the top three and make a buck if he could get into the field. All he needed to do was 1) get his car accepted, 2) get his pro license, 3) get a physical and 4) get some tires. Sounds easy enough if you have all winter but in about three hours or so he was on the track for the qualifying session, made three or four laps and came in with a well oiled engine exterior as a result of a missing oil filler cap. On race day, starting dead last in the field, Pete quickly moved up to fourth in class when he was separated from the third place car by the overall leader. As luck would have it the pace car came out putting him nearly a lap down. Late in the race when the leaders were again lapping the field a red flag incident occurred which put him only a few cars behind that third place car. When the race was restarted with nine minutes left Pete was nine seconds behind crossing the line. In a few short laps he dispatched that car and crossed the finish line third. The applause from the multitudes was enormous, you would have thought he was maybe, I don't know, a more mature Scott Sharp or something. After this the Trans Am was anticlimactic.

Mike Larimer

the Report

Thank-You

We received a very nice thank you note from Beth White, a volunteer at the Ronald McDonald House in Albany, for the donation of the two remote control trucks we used at our recent indoor rally.

Assistant Regional Executive

Bob Bownes has accepted the position of Assistant R. E. for the balance of the year filling the vacancy created when Greg Rickes resigned as R.E. and I assumed that position. Bob is active in the Region's Solo II program as well as the Triumph Club and will add another viewpoint to the Board. Please join me in welcoming Bob to the Region leadership. Also, I'd like to thank John Sheridan for acting as interim director until Greg assumed that position.

Mohawk-Hudson Region Duracell Trans Am

Our big race event of the year has come and gone with only very pleasant memories, and maybe a little revenue surplus, surviving. We all owe a debt of gratitude and thanks to all of those who participated and lent a helping hand to make this a very successful event. I particularly would like to thank Kurt Weiss for his terrific work at organizing the whole show and working tirelessly, maybe he got a little tired, throughout the event. A large number of the Region "regulars" were in attendance, as were a couple of new faces. *(The KO also received a note from region member Connie McIntyre, now with the pro racing department, thanking the region members for their help in timing and scoring - ed.)*

Our membership booth, a new endeavor, seemed to attract quite a few

interested souls over the weekend, being located in the manufacturers midway on top of the hill. The other specialties reported generally smooth sailing as well. The workers' party we threw on Friday evening seemed to be a big success and the definite highlight of the evening was the Kurt and Rick Show (as in Weiss and Pocock). They had the crowd on their feet, both nights, salivating over who would receive the next Flow Master hat or the Bermuda vacation or tennis lessons or latex caulk. The list was seemingly endless, due in large part to the efforts of Rick Pocock going up and down the paddock putting the touch on anybody and everybody. I wonder what he does in real life?

Local driver Pete Smith made a bit of a splash in the World Cup Challenge: see article elsewhere in this issue.

Denver Doings

There have been many letters flying back and forth regarding the June resignation of Costa Dunias, Vice President for Special Events. A number of them will be printed elsewhere in this issue. It seems to be the strongly held opinion of many that President Nick Crow is trying to shape the SCCA into a professional organization like IMSA, CART, etc. and the "firing" of Dunias was only the next step in that quest as Costa was viewed as an advocate of the club view, with close ties to the present members' interests and desires. That Nick Crow continues to support Steve Petty, VP of Club Racing only adds fuel to the fire. As the controversy won't be over anytime soon, please feel free to express your opinions to me or one of the Board members so we can pass it along.

That's all for this month

Mike Larimer

Oct 4 EMRA Time Trials, Pocono (PA) Raceway
Sun

Oct 7 Mohawk-Hudson Region membership meeting, Holiday Inn Turf, Wolf Road,
Wed Colonie, 7:30 p.m.

Oct 11 Autocross team championship, Horseneck Beach (MA) New England Region
Sun SCCA info: (617) 472-8944

Oct 23 SCCA solo I time trials, New Hampshire Intl. Speedway "Racing Against
Fri Leukemia" weekend, New England Region SCCA

Oct 24 Autocross, New Hampshire Intl. Speedway, "Racing Against Leukemia"
Sat weekend, New England Region SCCA

Oct 25 SCCA regional race, NHIS, "Racing Against Leukemia" weekend, New
Sun England Region SCCA

See Scenic Suburbia

A Rallye to be held before the September Meeting, 9/2/92

Registration: upstairs at Playfields/Holiday Inn - Turf, from
6:00 to 6:45 P.M.

First car off at 6:15 (or so...this will be a very relaxed
event).

Finish: Holiday Inn - Turf at around 7:30.

Format: time-speed-distance
 moderate speeds
 all paved roads

Entry fee: none!

Trophies: TBA

For info call Jim Bishop at 518-346-8366(h), 518-457-3225(w)

Mohawk-Hudson Region Motorsports Calendar

- Aug 23
Sun NASCAR Busch Grand National, New Hampshire International
- Aug 28 29
Fri Sat SCCA Drivers School, Watkins Glen
- Aug 29
Sat NASCAR Busch Grand National North, Riverside Park, Agawam (MA)
- Aug 30
Sun New York State Road Racing Championship, Watkins Glen
- Sep 3
Wed Mohawk-Hudson Region SCCA monthly membership meeting: See Scenic Suburbia Road Rally, first car off at 6:15 p.m. Eand and meeting follows at Holiday Inn Turf, Wolf Road, Colonie 7:30 p.m.
- Sep 5-7
Sat-Mon North Atlantic Road Racing Championship, NHIS, New England Region SCCA
SCCA National Race and North American Touring Car Series, Mosport Ontario, Western NY Region SCCA
- Sep 4-7
Fri-Mon 10th annual BMW Vintage Fall Festival (vintage races, swap meet, concours, art show) Lime Rock Park
- Sep 5 6
Sat Sun Formula car races, Pocono(PA) Raceway, RCCA 914 636-9233
- Sep 12 13
Sat Sun EMRA Vanderbilt Cup races, Bridgehampton(NY)
Vintage races, Watkins Glen, SVRA
- Sept 13
Sun KT Motorsports/Yokohama Autocross Championship #8, Brodie Mountain, New Ashford MA, info: 518 283-7133
- Sep 15-18
Tue Fri SCCA National Autocross Championship, Salina KA
- Sept 18 19
Fri Sat North Atlantic Road Racing Championship finale, Lime Rock Park
- Sept 20
Sun NASCAR Busch Grand National North & Winston Modified Tour, New Hampshire Intl. Speedway
- Sept 25 26
Fri Sat IMSA Exxon Supreme Series, Firestone Firehawk Endurance Championship and SCCA Oldsmobile Pro Series, Lime Rock Park
- Oct 3
Sat EMRA sprint races & two hour enduro, Pocono (PA) Raceway, info
- Oct 4
Sun KT Motorsports/Yokohama Autocross Championship #9, Brodie Mountain, New Ashford MA, info: (518) 283-7133