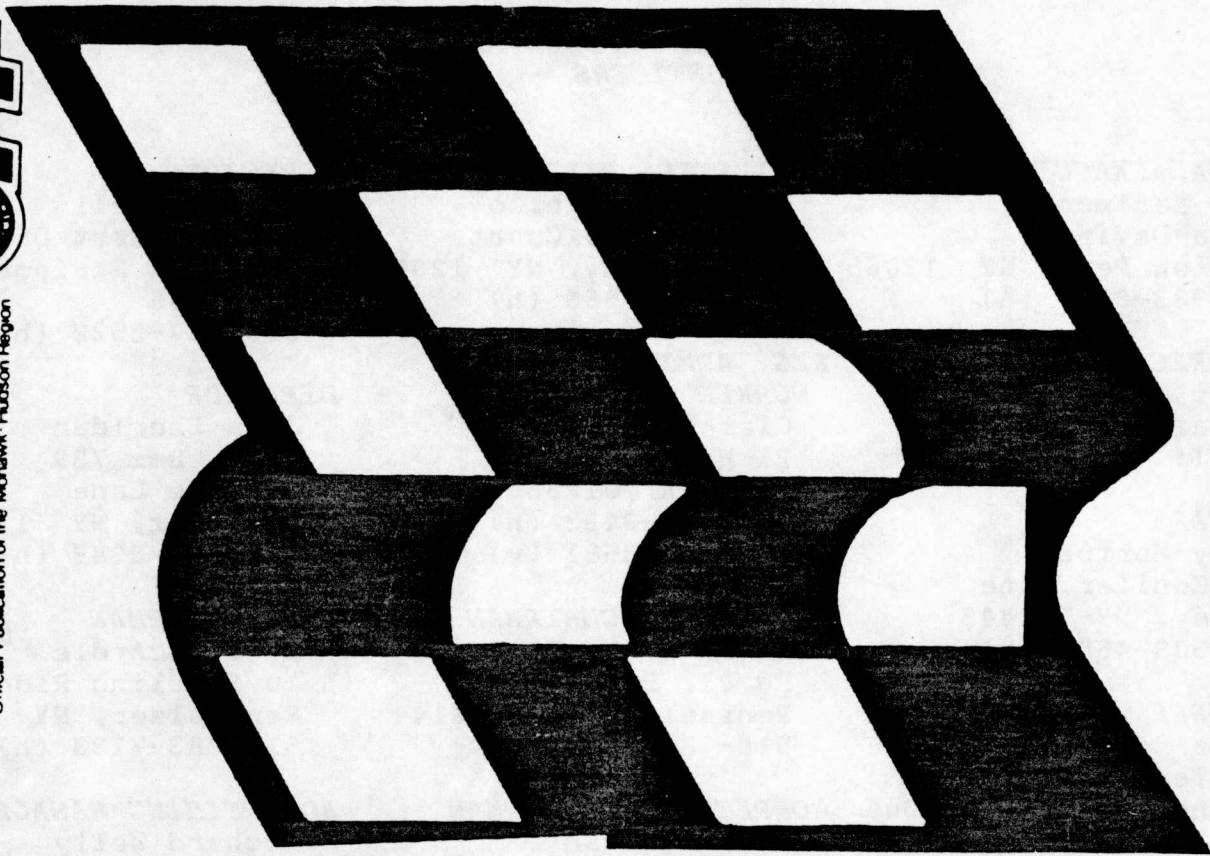




Official Publication of the Mohawk-Hudson Region



**Mohawk-Hudson SCCA**  
**OCTOBER 1992**



Official Publication of the Mohawk-Hudson Region

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

**EDITOR**

Michael P. Weir  
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518-877-8482 (h)

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.

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<p><b>REGION USE</b></p>
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Dear Prospective SCCA Member:

To apply for membership in the Sports Car Club of America, the world's largest member participation automotive organization, please complete the form below in full and return, with payment, to your Region or the SCCA Membership Department, P. O. Box 3278 DTC, Englewood, CO 80155.

**PLEASE PRINT OR TYPE**

Applicant's Name \_\_\_\_\_ Date of Birth \_\_\_\_\_  
 Home Address \_\_\_\_\_ Telephone \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_  
 Business Address \_\_\_\_\_ Telephone \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_  
 Occupation \_\_\_\_\_ Marital Status \_\_\_\_\_ Spouse's Name \_\_\_\_\_  
 Additional family membership names and birthdates. \_\_\_\_\_

Have you been an SCCA Member before: \_\_\_\_\_ No \_\_\_\_\_ Yes \_\_\_\_\_ Year.

I am interested in the following areas of SCCA activities:

Pro Racing  Club Racing  Road Rally  Pro Rally  Solo  Worker/Official  Other \_\_\_\_\_  
 (Indicate with an "X" which address you wish mail sent to, and which telephone - or both - you prefer listed in the Region's roster.)

Membership in the Sports Car Club of America is dual — National and Regional. Dues are for one (1) year from the date of payment. Make one check/M.O. for the total amount payable to: SCCA, Inc.

Annual National Dues	Annual Regional Dues	Total
Regular Member \$40.00	Regular Member \$15.00	\$55.00
Spouse Member 10.00	Spouse Member 5.00	15.00
Junior Member 25.00	Junior Member 10.00	35.00
Family Membership 60.00	Family Membership 15.00	75.00

<p><b>OFFICE USE ONLY</b></p>
-------------------------------

Spouse must be Regular member's spouse. Junior and family junior members must be under 18 years old.

I hereby apply for membership in the sports Car Club of America, Inc., and its Mohawk-Hudson Region and agree to abide by the bylaws.

Applicant's Signature \_\_\_\_\_ Date \_\_\_\_\_

Enclosed is my check or money order for \$ \_\_\_\_\_ U.S.

Master Charge No. \_\_\_\_\_ /  Bank Americard or Visa No. \_\_\_\_\_  
 Expiration Date \_\_\_\_\_ Interbank I.D. No \_\_\_\_\_ Expiration Date \_\_\_\_\_

Signature \_\_\_\_\_

**Classifieds**

1985 Red Devil F440. Race or Solo ready, 1987 suspension upgrade, mounted rains, some spares. \$3500 with tilt trailer. Car is located near Watkins Glen, NY. Carl Matuszek, 215-683-3840.

For Free: (12)13x21.5x7.5 Firestone slicks and (4)13x20x8 Bridgestones, used but good for autocross, drivers school, whatever. (4) 15 x 8 wagon wheel type steel wheels for Jeep Wagoneer with centers. Just come pick them up. Mike Larimer, 518-383-8051

8 BWA alloy wheels, fit Mazda RX-7 and others, 5 1/2 x 13, \$60/set. Jim Garry, 518-439-3107

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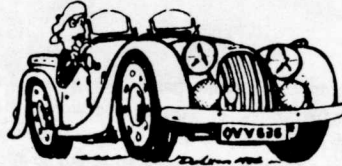
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Howard Duncan  
Solo Events Manager  
Rally/Solo

June 18, 1992



Dear Morgan Lovers of the World,

I have to admit right up front that this is a form letter in response to your expressions of concern about the potential delisting of Morgan cars from the Solo II rules. The reason for the form letter is the volume of letters regarding the subject.

Obviously you folks are passionate about your cars and their eligibility for competition. I find such passion to be refreshing and inspiring in this age of objective, analytical car selection for competition. Sometimes a response like yours can remind us of why we are involved in all this craziness.

The Solo Events Board decided at their May 30th meeting to drop the delisting concept. However, they are still concerned with the possibility of a "fringe" vehicle being an overdog in a particular class. Therefore they proposed the reclassification of the Morgan Plus 8 from C Stock to A Stock and have directed the Stock Classification Committee to look at all other cars that were under consideration for delisting and consider whether other reclassifications should be proposed. Again however, all cars will continue to be listed.

The SEB appreciates your interest and involvement in the sport.

Sincerely,

Howard Duncan  
Solo Events Manager

Denver, Colorado, August 15, 1992

The Board of Directors of the Sports Car Club of America (SCCA), Saturday, reaffirmed that the SCCA is a member-driven organization based upon individual Regions.

Meeting in Denver, Colorado, Carl Haas, Chairman of the SCCA Board, stated "On behalf of the SCCA Board and staff, I wish to reaffirm that the foundation of the SCCA is its Regions and their members."

Haas further indicated that the Board recognized its need to improve communications among the SCCA Board, National staff and 52,000 SCCA members. "Communications is always a problem in a large volunteer organization", Haas said, "However, the Board is confident that the hiring of Bill King as Vice President of Regional and Member Relations, will help alleviate our Region communications problem."

The entire statement adopted by the SCCA Board follows:

"The foundation of the SCCA is its Regions and their members. The Club consists of members assembled into locally organized Regions, supported by the National staff whose purpose is to assist them in carrying out their programs. The guiding principle of the SCCA is that the ultimate direction of the Club rests with the members. Thus, all important decisions affecting the members must follow a system of "due process" in which (a) the members are notified in advance of proposed changes that affect them, (b) they are given time to respond to their elected representatives, and (c) the final decision in these matter is made by the Board of Directors."

Carl Haas, Chairman  
SCCA Board of Directors

## NOTES FROM BOARD OF DIRECTOR'S MEETING -- AUGUST 1992

John Castle - Director Area 10

### GENERAL -

The Board of Directors met 14-15 August for two long 7AM to 10PM days. In addition to formal agenda items which follow, we had a chance to:

a) become reintroduced to Bill King, the new VP of Regional and membership affairs, and introduce him to the Board and its actions.

The first plus is that he survived the weekend and did not resign. But more seriously, I feel that he realizes the problems, both real and perceived, and will act with the members in mind.

I believe he is aware that the Board of Directors will be receptive to his input and that his input will be uncensored by the President.

b) discuss among ourselves, and with Nick Craw, our concerns and our directives. Personally, I would like to say that I am leaving the Board with a great feeling of optimism. In the past year and a half the BoD has been reinstituting itself in the role assigned to it. This is in a large part due to the Chairman who, in addition to many hours working to extricate us from former financial problems, has allowed the Board to proceed as intended. Fortunately, we have an influx of new members who correctly expect this to be the accepted standard.

\*\* During this session the BoD approved the previously agreed to transfer of Tioga County from the NEPa Region in Area 2 to the Glen Region in Area 10. This means that Bill Bradshaw now resides in Area 10 and can legally run for a position on the Board of Directors from Area 10, of which he has been a member since joining SCCA over 25 years ago.

### MEMBERSHIP

Membership is down since the first of the year, but much less than followed the last dues increase. This is not too bad considering the present economic conditions.

The Family Membership eligibility has been increased from 18 years to 21 years of age 1 Oct. There will be a new-new membership/license card which will be two sided (no medical information), printed on heavier stock, and about the size of the old membership cards/licenses.

### FINANCE

We agreed to paying off the mortgage on the Headquarters building. Although this will reduce our current cash reserves, it will result in a saving of about \$140K over the next 3 years, at which time the present mortgage would have to be repaid or refinanced anyway.

The extra space in the Headquarters is now fully rented, which will more than cover building operations and maintenance.

### CLUB RACING

Runoffs@ - A contract has been signed with Road Atlanta for two Runoff events ('92 and '93). We will accept bids in 1993 from other racing venues for possible relocation. note: For this year we will see a general clean up/repaint with new sanitary facilities and coax underground

cable for TV and communications at the track. This will probably be the last year of the track in the present configuration. Plans call for: widen the entire track/change corner #1 and bleacher location/reconfigure between corners #3 and #5 with passing areas (some straightening) and outside viewing areas with access bridge from infield/ no chicane/ and reconfigure the area before the bridge.

The Runoffs will probably be on TV this year although the format is not decided on.

Showcase Nationals - Despite criticism from the individual events, CenDiv wants to continue the concept of a Showcase Series next year. ( It would seem that the basic key to any success of such series is - overall cooperation among Regions (scheduling etc.) with competition between Regions in organization and presentation of the events. Bids will be accepted next year for a four to five event series in another Division in 1994. Although this leaves the rest of the country without a series - much experience is being gained on good and bad ideas with CenDiv as the guinea pig.

Engines - Spec Racer conversion package will be presented for member input shortly. The new engine will stress reliability with reduced cost after initial conversion.

Member input favored option 2 for the F440 engine, and Club Racing will proceed on this directive.

Comp Board Minutes - passed except for changes in 'General' - 14-16 to include IT along with SS/ 'SS' - bolt in welded roll cages not passed/ 'IT' - withdrew reclassification of Honda Civic Si '86-'87/ 'Formula' - tabled rule on tire marking.

Production Car Rules - passed

Moving new cars into Production Car classes - approval given to proceed with the idea.

Approved a \$500K loan to Buttonwillow Race Course (near Bakersfield CA) subject to BoD approval of final contract. (note: The situation in southern CA is nearing having no track to use. It was felt that this will be a well secured, relatively short term loan that would benefit Club racing in SCCA.)

### RALLY/SOLO

A Solo II Regional handbook is being sent to all Regions. This will cover organization and presentation of Solo II events.

Ten of eleven Tour events have been run with an average entry of 159.

Solo II Nationals (at Salina) will be on TV Prime Network at 10PM Sept. 24.

### PRO RACING

'Popular Mechanics' magazine is getting involved in the Trans-Am series with continuing articles on the Archer brothers and will be cosponsoring the season finale at Sears Point.

note: Out of curiosity, I purchased a pack of the Erin Maxx trading cards on the Trans-Am series at the Trans Am/NASCAR weekend to see what they were like and found on the package that they were "licensed by the Stock Car Club of America". I was told that misprint will be corrected.

83 Marlboro Rd  
Delmar, N.Y. 12054  
518 439-3107  
August 21, 1992

Mike Larimer  
4 Via DaVinci  
Clifton Park, NY 12065

Dear Mike,

I just read your paragraph titled Denver Doings in the REport of the September 1992 Knockoff. I wish to make a few brief comments about the issue you raised.

I have no love and little respect for Costa and did not mourn his leaving. I do not view Mr. Craw's "firing" of Costa as a blow for member oriented activities. In fact, my view is appreciably different than the compuserve letters that have been circulating in various regional publications.

During my five years as an SCCA Solo Events Board member I have had a fair opportunity to see both of these men at work. My dealings with Costa always left me with a bad taste in my mouth. He has been dishonest with me and the Solo Events Board on several occasions. He also felt that Solo should "come into line" with Club Racing. While at first glance this may seem like a reasonable goal it should be remembered that Solo is an incredibly grassroots oriented activity and it's rules are based on allowing stock cars to continue to run on the street and in competition almost in perpetuity. In addition, the rules are set up to allow cars to be as inexpensive as possible to campaign. Trying to force Solo to take on the rules of Club Racing as Costa had hoped to do would be disastrous to our sport. Costa didn't seem to care.

On the other hand Nick has always been above board and concerned for Solo activities. He feels strongly that Solo is part of the strong backbone of this club and is the best and most economical way to bring new members into SCCA. He also wishes to let members interested in Solo govern their own sport. One of the things I will remember Nick for the most is something he told the Solo Events Board at our June 1990 meeting in Denver just after he had re-hired Terry Bassett and appointed him as Vice President of the Rally/Solo Department. [By the way, Costa was adamant that Rally/Solo didn't deserve their own VP...to put that in a Club Racing perspective would be like saying that there should be no division between Pro and Club racing.] Anyway, at that meeting, Nick told the Solo Events Board that he was going to increase the Solo budget to allow a larger staff. He said that we should look on this as a loan or investment and would expect a return on that investment. What he expected back was an increase in membership services, an increase in Solo members, and an increase in "just havin' fun...a value all in itself". Now tell me, does that sound like a leader who is "trying to shape the SCCA into a professional organization like IMSA or CART", to quote you.

I do believe that Nick is trying to make the club a more efficient organization but that does not mean he is trying to kill the club aspect. As with national politics, anytime someone suggests change there are a number of folks who staunchly resist that change regardless of how much it may be needed. This story of Nick trying to take away the club part of SCCA is just that: a

story devised by his detractors. Club oriented or not, attempting to move an organization like ours out of an early '70's mode and into the '80's (never mind the '90's) is a reasonable and sound goal. To vilify the man for this is unreasonable.

I also read the compuserve letters that Mike Weir published in the Knock-Off. I find it interesting that my compuserve letter wasn't included in the "cross section" of letters that appeared. I'm sure that it never even reached Mike's desk. Some cross section. My letter was in opposition to the sentiments expressed in the letters that were published. Also, one of those compuserve letters appearing in the Knock Off was written by a Chip McKinley to Hward Duncan, SCCA Solo Events Manager regarding the proposed delisting of the Morgan sports car from Solo II stock category (a proposal that has long since been dropped). What in the heck does that have to do with Costa and the club? I think it points out the confusion over this issue and the zealously of some people to create a battle where no battle is warranted.

Mike, I hope that you, as our Regional Executive, will look to all sides when digesting information on this issue. It is not as clear cut as some would make out. And Costa's departure is not the ominous note that some would have us believe. The next 12 months will be a very telling period for our club. Will we over react to the doomsayers and dump the most productive National staff we've ever had? Or will we see through the misinformation that's been spread and act together to devise constructive solutions to our problems? It's our call. How will you react?

Sincerely,

  
Jim Garry  
MoHud member

cc: Mike Weir  
Knock-Off Editor

Mohawk-Hudson Region SCCA

**BMSC NEWS**  
**SEPTEMBER - OCTOBER**  
**1992**

this year PRESENTING:  
**THE HALLOWEEN RALLY  
FROM HELL**

**DATE: SATURDAY NITE NOVEMBER 7, 1992**

**START: PRICE CHOPPER PARKING LOT, RTE 7+20 LENOX, MA  
FINISH: SOPHIA'S, RTE 7+20 LENOX, MA (ACROSS THE STREET)**

**REGISTRATION: 4:00 - 5:00 PM**

**DRIVER'S MEETING 4:45 PM (YOU BETTER BE THERE!)**

**FIRST CAR OFF 5:01 PM**

**LIMITED TO FIRST 50 CARS (NO FOOLING) !!**

**FUN TYPE RALLY / TOUR**

**60-75 MILES IN MASSACHUSETTS AND NEW YORK**

**TULIP ROUTE INSTRUCTIONS**

**LOTS OF CHECKPOINTS**

**OVER BY 9 PM + YOUR CAR NUMBER (IN YOUR DREAMS, THAT'S WHEN THE  
LAST CHECKPOINT CLOSSES !)**

**RALLY MASTERS FROM HELL:**

**CLARK NICHOLLS (413)243-3433**

**PETE NIXON (413)442-7135**

**NOTE: EACH CAR MUST HAVE AT LEAST A DRIVER AND A NAVIGATOR!  
(TWO OR MORE PEOPLE PER CAR)**

**BMSC MEMBERS ONLY! (EACH CAR MUST HAVE A MEMBER INSIDE)  
NON-MEMBERS PAY \$12 MEMBERSHIP FEE**

**PRIZES FOR BEST COSTUMES**

**THIS IS THE ONLY AND LAST FLYER FOR THIS EVENT, SO DON'T LOOSE IT!  
WE DON'T RETURN PHONE INQUIRIES TO PEOPLE WHO GOT THIS IN THE MAIL!**

FOR IMMEDIATE RELEASE

On September 1, Mr. Tom Griesemer, President/CEO Of Gray Travel International, headquartered at 6300 South Syracuse Way, Suite 475, in Englewood, Colorado, announced the termination of its working agreement with the Denver Headquarters of the Sports Car Club of America. Gray Travel International was the operational entity that was known to the members of SCCA as SCCA Travel.

SCCA's Denver Headquarters will begin receiving travel services from another travel company effective September 21, 1992. "We felt, under the current volume scenario, it would not be in the best interest of the members of SCCA to compete with this competitors bid due to what would be a necessary reduction in service levels provided to the members and simultaneously meeting the financial obligations of this bid," said Mr. Griesemer.

Mr. Griesemer went on to say that SCCA regions that continue to utilize the services of SCCA Travel/Gray Travel after September 21, 1992 will begin receiving a percent of the earned revenues returned on all travel that their members book through his agency. The revenues will be paid directly to each region by his company. Regions should look for their first revenue checks in mid-October.

In addition, Mr. Griesemer was quoted as saying, "our commitment has always been to the members, because it was the members who have made SCCA Travel/Gray Travel what it is." SCCA Travel/Gray Travel's growth has been over 400% since its inception back in October of 1991. "This growth would not have been possible without the support of the general membership. I hope our new revenue sharing program shows our dedication and thanks to each of the members of SCCA who have supported us in the past."

Bruce Tarletsky, Vice President of Corporate Services for SCCA Travel/Gray Travel, noted, "The financial commitment we are making to each region can return a minimum of \$3,600 yearly to each region at no cost to the region."

"You as a member will not pay more for your tickets by remaining with SCCA Travel/Gray Travel," said Mona Smith, Manager of Operation. If a member finds a lower fare (at the time of ticketing) from the new travel agency for SCCA Denver Headquarters on a published airfare, SCCA Travel/Gray Travel will match it or pay the difference on behalf of the member. Ms. Smith went on to say "the advantage of our offer is that a member no longer has to fly a particular airline to receive a savings, they can now fly the airline of their choice and still receive a substantial savings."

As of September 21, 1992, none of the services offered by the staff of SCCA Travel/Gray Travel, which members have grown accustomed to, will change. The only change will be a new toll free number for the members to call, 1-800-272-4729.

Bruce Tarletsky, Vice-President of Corporate Services for SCCA Travel/Gray Travel and a member of the Colorado region of SCCA, Stated, "All of us at SCCA Travel/Gray Travel have come to know each member as a friend first and a client second. We ask that the members of SCCA stay with us and together we can continue to make SCCA Travel/Gray Travel the type of travel service the will continue to be of benefit to the members, their regions and SCCA Travel/Gray Travel International."



canopy on Saturday morning and manned the booth for most of Friday and Saturday. I have rarely been privileged to meet two more dedicated and enthusiastic volunteers. Beth and John were quick studies and mastered the intricacies of SCCA programs in no time at all. They exemplify the best qualities of SCCA volunteerism.

D.J. McArdle took time from his hectic business activities to put his extraordinary sales skills to work on behalf of the region. When D.J. was there, no one was able to pass close to the booth without being treated to a convincing argument as to why it was a great idea to join SCCA immediately if not sooner. I was almost tempted to apply for membership until the spell was broken and I remembered that I've already been a member for over twenty years! Since D.J. is the Solo Chairman, he was also able to promote the solo II program to great effect.

As for me, I spent most of my time explaining to folks about the SCCA club racing program and how to obtain a racing licence. Of course I tried to convince everyone that Formula Ford was the class for them but some were actually considering racing in other classes. They claimed a desire to race cars, not fly them! Open wheel drivers are misunderstood, we don't crash that much, really, we don't, honest.

Thanks also to past R.E. and Track Announcer Greg Rickes for making the original arrangements for the booth and for making periodic mention of the booth during lulls in race day action.

I had anticipated giving out perhaps twenty or thirty brochures and maybe ten membership applications. What a pessimist! At least one hundred and fifty brochures were distributed and we soon ran out of xerox copies of the MoHud membership forms. We had to dip heavily into the supply of original forms from National. We could hardly write in the regional dues amounts on the blank forms as quickly as they were snapped up by interested spectators. If I had known that demand would be that great, I would have kept an accurate count, sorry folks, next time.

Much was learned from this exercise, mostly that SCCA isn't getting out the message well enough. Lots of people seemed aware of SCCA's existence, but didn't have a clear idea of the myriad of activities and services provided by the club or how to get more information. Most of them when informed, were eager to learn more and took handouts and an application form and some of those may even join the club. The challenge of both regional and national is to get the word out to the many race fans representing an untapped pool of new members.

We were asked some questions which we were unable to answer. Mostly regarding race car categories. Since there are so many competition classes these days, we should have had the proper reference material available at the booth. We also had some requests for SCCA merchandise such as stickers, patches and rule books which we were unprepared to fill.

Other regions which put on spectator events showed interest in setting up recruiting booths at their events, so we can look forward to being emulated to the overall benefit of the Club.

Overall the recruiting effort appears to have been a success. If even half the people who took application forms sign up, the booth will have been well worth the effort. We will know soon.

*Dave Wachtel, membership chairman*

August 6, 1992, MEMBERSHIP REPORT

Significant anniversaries last month:

S.M. Decker	40 Years
Paul F. Gifford	15 Years
Manny Matz	15 Years
Richard Shapiro	15 Years

Significant anniversaries this month:

Paul R. Campbell	5 Years
D. Richard Pocock	5 Years

We would like to welcome the following new members to the region:

			Interest(s)
			-----
Robert C. Behrens	Wynantskill,	NY	Pro, Club Racing, Solo
Charles G. Hilton	N. Bangor,	NY	Pro racing
Joseph H. Platania	Albany,	NY	Autocross, Club Racing, Vintage
John Mark Sheppard	Scotia,	NY	
Robert E. Vines	Albany,	NY	Solo, Road Rally

Transfers from other regions

Matthew S. Veselitza	Cobleskill,	NY
Jeff A. Greenfield	Lenox,	MA

Mohawk Hudson Region has 263 active members as of 8/06/92.

Recruiting at the Trans Am

The First Annual Mohawk Hudson Trans Am Recruiting Extravaganza is finally over. Everything came together at virtually the last minute and the result was terrific. The Mohawk Hudson Recruiting booth was located in a generous space smack in the middle of the manufacturers midway. I would like to thank VP and general manager Mike Rand and Phil Rosette, VP of Marketing for Lime Rock Park for providing us with this fine location as well as for being all around great guys.

Our "booth" consisted of a canopy sheltering Sean O'Connor's ITB race car and an eight foot long table covered with back issues of Sports Car, informational handouts, photographs and schedules. The photographs featured Formula Ford, IT and C Sports Racing cars and Thom O'Connor's Pro Rally SAAB. Bob Wright also provided a large eye catching photograph of the FF2000 Swift he was driving in the Pro Continental race.

In addition to the race car, Sean O'Connor provided the canopy, transportation to the track in the KT Motorsports van and assistance in setting up and tearing down the display. Without his help and material assistance, this effort would have been much more difficult indeed.

The Mohawk Hudson sign created by new members Beth and John Sheppard was both eye catching and elegant. The region will be able to use it proudly for many years to come. They also erected the

as beneficial to the region as a well-attended regional race. Mike Larimer will write to the track personnel in order to see if we could swap the TransAm for a regional date, or possibly we could do the TransAm and co-host a regional weekend where another region would manage the Friday-Saturday portion, we would come up with offtrack events for Sunday, and then MoHud would present a Monday race, possibly a restricted regional. This would have to coincide with a Monday Holiday. Other options were expressed, so Mike will check with Lime Rock to see what is feasible.

**SOLO:**

We felt the Solo program is gaining momentum and fully support efforts to build it further. It is recognized that D J McArdle needs more assistance to oversee the program and put on the events. It was understood that Jim Garry is vacating his spot on the solo board to spend more time soliciting large locations in the MoHud area to put on events that can handle 70+ cars. The board will ask for a proposal for better timing equipment that can time multiple cars. We are also going to strive for better media coverage, through Activities Director Paul Tariello. Lastly, we want to develop the 1993 schedule before the March opening event, so it can be published in surrounding areas to attract a larger draw of cars.

**Annual Banquet:**

It was decided to secure a banquet date in late January or early February to replace the February meeting. The banquet could feature a guest speaker, and be a kick off to the 1993 season.

**Saturn Rally:**

Jim Bishop has the go ahead from the Saturn dealers to put on a

rally in late September. All expenses including the picnic will be paid by Saturn, but it would be restricted to Saturn customers and employees. Jim could use some help to run the event, so if you are interested give him a call.

**Other:**

It has also been requested that the region consider contributing to a towing fund for people participating in the Solo Nationals in Kansas.

Respectfully submitted,  
*Larry Morton, Secretary*

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*(further notes from RE Mike Larimer...ed.)*

**Northeast Division Mini-Convention**

I received the registration form in the mail this week for the Mini-Con to be held November 13-15 at the Sheraton Tara Hotel in Nashua, NH. The highlight of this event is likely to be the appearance of Nick Craw, SCCA President. In addition there will be a large number of seminars covering such topics as Rally, Solo, F&C, car prep, corporate sponsorship, etc. Surely, something for everyone. I'll bring copies to the October meeting.

*Mike Larimer*  
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**\*\*\* Remember the NARRC awards ceremony: Sunday, September 20 at 10:00 A.M. for brunch at Lime Rock Park! Ticket deadline was September 12, so this is just a reminder.**

MINUTES OF THE MEMBERSHIP MEETING -  
SEPT 2, 1992

Meeting was called to order by Mike Larimer, RE at 8:30 PM. A motion to accept the minutes of the last meeting was passed and we moved on to committee reports.

Competition Chairman Jack Hanifan announced the accomplishments on the race track of several of our members. John Sheridan won the first time out with his new American Sedan Class Mustang at Watkins Glen and Bob Barans got signed off for a Regional License and competed in his first race.

SOLO Chairman D J McArdle announced an upcoming event at Brodie Mountain on Sept 13. Jim Garry is on his way to the National Championship in the Mid West, and a recent event at SUNY Cobleskill hosted 35 cars.

Rally's Jim Bishop relayed information about a rally hosted by the Saturn dealers for their customers. The event would be put on by MoHud SCCA, the dealers in the area cover all expenses for the rally and a picnic to follow. There were no objections to our taking on this task.

RE Mike Larimer announced that the Area 10 Director position which will be vacated by John Castle, will be sought after by both Ned Beman and Bill Bradshaw. It is Mike's intent to have Bill as the guest speaker at our next (Oct) meeting. Mike also appointed a nominating committee of Pete Smith and Greg Rickes to begin work on a slate of nominees for our own upcoming election. The ballot must be finalized by the conclusion of the November meeting. A brief discussion concerning possible dates for our annual banquet took place with the outcome being we

would accept any dates available in Nov, Dec, or Jan.

Treasurer Jim Bishop reported the status of the treasury and also noted that, if no more bills were received, we achieved a small surplus for our TransAm efforts. Jim also reported the results of a short rally held prior to the meeting, in which Mike & Sandy Weir beat out John Sheridan and Dave McClumpha by one second.

\*\*\*\*\*AND SEAN O'CONNOR IS GETTING MARRIED THIS MONTH\*\*\*\*\*

Motion to adjourn by J Sheridan and second by G Rickes.

Respectfully submitted,  
*Larry Morton, Secretary*

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Minutes from Executive Committee meeting held Sept 9, 1992

In attendance were Mike Larimer, Bob Bownes, Tom Campbell, Jim Bishop, Paul Tariello, and Larry Morton.

The meeting was called by RE Mike Larimer to discuss plans and strategies for the upcoming year in MO HUD Region. The subjects discussed were for examination and opinion, no formal plans were set down.

Elections:

We will wait to see what the nominating committee comes up with before we solicit anyone. Most current members are willing to serve another term.

Race dates:

As we understand it, we have first refusal on the 1993 Trans Am at Lime Rock, and a single day, unmuffled event. We viewed the opinion, that the TransAm, although it was a lot of fun to do, is not

## the REport

### Worker Turnout

A tally was made, by our registrar Mary Cameron, of Mo-Hud members who worked the Trans-Am back in July. The total was over fifty including those who signed in on the chuck wagon list. I was actually a little bit surprised at that figure, surprised that it was so high. Not a bad showing out of our 250+ region membership. One tends to forget that those attending the monthly membership meetings represent mostly "local" folks and that our geographic coverage area is fairly large. Thanks again for the support of our only road racing event of the year.

### The Election Process

The election process is underway again as required by the bylaws. A nominating committee was formed at the September meeting consisting of Greg Rickes, Pete Smith and Dave Reynolds. Last year as you may recall we were one candidate short of a slate with Greg Rickes volunteering to carryover for a few months until we were past the signing of the Trans-Am contract with Lime Rock Park. This year I don't expect a repeat of that but I don't know if we will have more than one candidate per position either. What really matters is that those who are elected are willing to do the work necessary to keep the Region a viable entity in area motorsports. While the Board and the other appointed officials of the Region do give a large commitment of time and energy it takes many more volunteers to make it a successful Region. I hope that if you have enough interest in motorsports to join the SCCA that you will also have enough interest to run for office and/or volunteer to help in any one of the many events put on in the Region/Division throughout the year.

### Run-Offs

I mentioned at the September meeting

the availability of one writer and one photographer credential for the Run-Offs. All it takes is a letter from me to the track requesting your credentials and \$100, refundable after publication of a picture/article in a "valid" publication. The Knock Off counts! No one at this writing has come forward to request it so if you are planning to go and actually PAY why not try this and get you money back to boot. We'd love to hear your tales of adventure in Georgia.

*(a letter from the national office further advises that the photographer and writer passes will allow access to different areas, and one person can hold them both...ed.)*

### Denver Doings

You recall the number of letters appearing in last months Knock Off concerning the resignation of Costa Dunias and what it meant to the future of the "club" aspect of the SCCA. It appears that Denver has heard the drums beating in the wilderness and taken some actions sooth the beast. On August 15th the Board of Directors "...reaffirm that the foundation of the SCCA is its Regions and their members." They also went on to recognize the need to improve the communications among the Board, National staff and the membership. The later being addressed by the appointment of Bill King as Vice President of Regional and Member Relations. I feel this is what was needed at this stage of the process and only time will tell whether it will be effective or not. One thing is for sure, as in any organization with an elective leadership, you have to tell the people who represent you what direction you want them to take.

That's all for this month.

*Mike Larimer*

*(more from Mike elsewhere...ed.)*

**Mohawk-Hudson Region Motorsports Calendar**

- Sept 23  
Wed EMSC road rally, info: 518 356-5244  
DIRT Modifieds, Coors 200, Lebanon Valley Speedway, W. Lebanon NY
- Sept 25 26  
Fri Sat IMSA Exxon Supreme Series, Firestone Firehawk Endurance Championship and SCCA Oldsmobile Pro Series, Lime Rock Park
- Sept 27  
Sun **TENTATIVE, Road Rallye for Saturn Owners Only sponsored by Saturn of Albany and organized by Mohawk-Hudson Region; checkpoint crews and other workers may be needed. Please call Rallye Chairman Jim Bishop for details**
- Oct 3  
Sat EMRA sprint races & two hour enduro, Pocono (PA) Raceway, info  
Road rally, EMSC Island Paradise III, info 518 237-6307
- Oct 4  
Sun **KT Motorsports/Yokohama Autocross Championship #9, Brodie Mountain, New Ashford MA, info: (518) 283-7133**  
EMRA Time Trials, Pocono (PA) Raceway
- Oct 7  
Wed **Mohawk-Hudson Region membership meeting, Holiday Inn Turf, Wolf Road, Colonie, 7:30 p.m.**
- Oct 11  
Sun Autocross team championship, Horseneck Beach (MA) New England Region SCCA info: (617) 472-8944
- Oct 15  
Thu Empire Motor Sports Club/Patroun Chapter BMW Club Performance Driving School, Lime Rock Park info: 518 370-5227
- Oct 10-18  
SCCA Valvoline National Championship Runoff, Road Atlanta, Gainesville GA
- October 17  
Sat Vintage Sports Car Club Fall Finale, Lime Rock Park
- Oct 23  
Fri SCCA solo I time trials, New Hampshire Intl. Speedway "Racing Against Leukemia" weekend, New England Region SCCA
- Oct 24  
Sat Autocross, New Hampshire Intl. Speedway, "Racing Against Leukemia" weekend, New England Region SCCA  
IMSA Firestone Firehawk Endurance Series finale, Sebring FL
- Oct 25  
Sun SCCA regional race, NHIS, "Racing Against Leukemia" weekend, New England Region SCCA