



# Knockoff



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Official Publication of the Mohawk Hudson Region

## The MoHud Brain Trust in Action



### From the Solo II Divisional Championships

From left to right, MoHud RE Mike Larimer, MoHud Solo II chair D.J. McArdle, Knockoff Editor Richard Welty, NEDiv Solo II Steward Gary Bennett (not a MoHud member), Joe Platania, former Solo Events Board member Jim Garry, and David Cook, as they discuss what to do with all the garbage at the end of the Divisionals.  
Photo by Allison Montgomery.

DECEMBER 1993

## Mohawk Hudson Region SCCA Officers — 1993

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## The Mohawk-Hudson Region Knock-Off

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The **Knockoff** is the official publication of the Mohawk-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 first Wednesday of the month (the meeting).

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## Report

### Mike Larimer

### Runoffs

The last Runoffs at Road Atlanta was completed a couple of weeks ago and it is kind of sad that we don't have that to look forward to. I always looked forward to the trip back to Atlanta each fall after I moved away from there in '86. Looking forward to Mid Ohio next year is with mixed emotions. It is closer by about 400 miles and they say the weather is comparable in temperature and rainfall but there is no tradition yet established. We don't have any favorite restaurants, hotels, etc. that have been part of the tradition. I'm sure there are the same things available in Ohio but it will take some time to develop that same familiarity.

I've raced at Mid Ohio several times as it was only about an hour from where I lived east of Columbus, before I moved to Albany. The racers will like the track which is fast and competitive, the spectators have several terrific mounds to view the action from and the crews have a sea of grass on which to set up your paddock space. I would hope there would be more paving and rest room facilities than the last time I was there in '88. I heard there was some new construction but I don't know what.

The comments in the paddock at Atlanta was mostly negative with several petitions in evidence. There was discussion of the hotel "shortage" around the track and it reminded me of Atlanta a few years ago when there weren't many hotels/motels nearby and now there are dozens. I think there will turn out to be adequate facilities if a little further from the track.

This year, as I did in '91, I crewed for a friend of mine, Tom Buckley, from the New York Region who has an FP Midget like mine, only faster but we won't dwell on that issue. He finished third in NEDIV and was waffling on going up until a week or so before we left. Needless to say organization and planning were not our forte. I got to his house Friday just before dinner and he was in the garage loading and sorting what would be taken. Suffice it to say not much was left in the

garage. His tow vehicle was his wife's Jeep and we quit loading when it wouldn't hold anymore. It was a good thing he had an equalizer hitch not because of the trailer weight but because the back of the Jeep was so loaded. We left early Saturday morning and drove 18 hours until we arrived at our hotel in Winder, Georgia.

Sunday we went to the track to check in and find some paddock space and go through tech. The latter was very user friendly and quick but I should have know better because "Bubba", our favorite SEDIV tech person was lurking in the background waiting to pounce. That happened on Monday when after the first FP practice session when we were pulled into tech for a check of our wheel openings. This was just a continuation of previous years harassment on grill set back, suspension components and radiator supports. Nothing came of this because we didn't finish in the top six and have to go to tech after qualifying or the race. Production racing is always a challenge but this added dimension is not needed every year.

We had developed a plan for the week during the ride down. We would practice on the engine in the car and also qualify on Wednesday before an engine change prior to Thursday's qualifying. This was out the window on Tuesday PM when the "practice" engine blew big time taking lots of ancillaries with it like the transmission, flywheel, harmonic balancer and MSD pickup. As this happened late on Tuesday and our Qualifying session was early on Wednesday we didn't have a prayer of completing the swap on time. We planned to gather all of the parts and do it during the day on Wednesday. This completed, we were ready for Thursday qualifying. The weather was deteriorating all week long on there were heavy sprinkles during our session but we got half a dozen good laps in and put the car 17th on the grid out of 25 or so.

On Friday we played around with the car a little, checking everything we could think of, and watched a few races. The FV main straight accident on the start of their race was very scary. You could see the one car many feet in the air

above the rest and landing on it's roll bar. A couple of drivers were taken to the hospital but I don't know there status. I'm sure it will be in Sports Car next month. As usual the turn eleven "bridge" turn was the place for a lot of action and a different race line this year with the removal of the big alligator teeth separating the track from pit road.

Saturday started out rainy and pretty much stayed that way throughout the day. We went out in warm ups on rains and left them there. Everything was pretty well set for the race which was after lunch break. All of the cars in our race were on rain tires so it was not going to be a real horsepower battle. Tom got off to a great start moving from 17th to 12th by turn two having taken the inside line up the hill and finding some traction. He moved up one spot each of the next two laps and I could tell there was more to come. On the fourth lap he didn't come around and we found out later that he went off at turn seven and lodged in the sand trap with a broken gearbox. So much for our race. The race leader and pole sitter was given a stop and go for jumping the start and rejoined in about twentieth place and put on a stirring drive to get back up to third and was gaining on the leader when he lost oil pressure due to an absence of oil which came about because of a broken dipstick holder, of all things. Unfortunately British production car attrition came on strong in this race and when the race was over and they sent out the wreckers, they didn't have enough and some had to go back out a second time.

We packed up quickly as I had to catch a plane out that night to get back to Albany. By doing this I avoided the 18 hour drive back which was great. All in all I think the Runoffs were successful again this year with a lot of great racing. The weather put the damper on some things and probably kept the "I don't want to leave Atlanta" comments down to some degree. I'm planning to go to Ohio next year and start a new tradition.

### **Elections**

You will likely be receiving a notice in this Knockoff or separately with a ballot for officer

and director elections. This assumes that we have more than one candidate for a given position. If not it's a moot point and the Secretary will vote the one ballot at the annual meeting, the December meeting.

### **Misc.**

The NEDIV convention is coming up in November please call me, or any others attending, with your input. The December annual meeting will also be used to discuss, hopefully at some length, how Mo-Hud would like to address the issue of member retention, acquisition... No news on race dates from LRP. Mike Rand will be at the convention, hopefully with an update. All for now...

Mike Larimer

## **Nominations 1994 Officers**

The following nominations were made by the Nominating Committee at the November 1993 Meeting of the Mohawk Hudson Region, SCCA. As there is only one nomination for each position, the Secretary will cast one ballot for the slate at the December 1993 meeting.

### **Regional Executive**

Mike Larimer

### **Assistant Regional Executive**

Larry Morton

### **Secretary**

Robert M. Bownes III

### **Treasurer**

Stephanie Weiss

### **Directors**

Jack Hanifan

John Sheridan

### **Activities Director**

Allison Montgomery

# Join Us for the Annual Banquet!

**Saturday, January 29th 1994**

**At the Marriot, Wolf Road, Colonie NY  
(Right smack in the middle of the Capital region.)**

**\$19.94 per couple, if paid before January 1st, 1994.  
(Half that for the Uncoupled.)**

Cocktails, cash bar at 6pm  
Dinner begins at ~~8pm~~ 7:30 PM  
Dinner choices are Chicken and Beef.

Send the form below to:

Bob Bownes  
12 Hawthorne Avenue  
Troy, NY 12180

For more information, call Bob at 518-274-1280.

There is a optional exchange of inexpensive gifts as part of the festivities.

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**Yes, we plan to attend the MoHud banquet at the Marriot.**

Name: \_\_\_\_\_

Phone: \_\_\_\_\_

Number in party: \_\_\_\_\_

Amount Enclosed: \_\_\_\_\_

#chicken entrees: \_\_\_\_\_

#beef entrees: \_\_\_\_\_

### Classified Advertising

**For Sale: 1988 ITA MR-2** Low 2:30s at Glen, 1:07 at Lime Rock. Everything fresh, Panasperts. HKS, Sparco Seat, Elasten Engine, Toyos. Rains on rims, 6 extra alloys, axles, trans and complete shell (86) with cage. A lot more stuff to keep one running. \$5200.00 OBO, Thom, Evenings 518-765-2887 or Ian during the days 518-786-8001. This is a complete turn-key car.

**For Sale: 1986 ITB Golf One** season (6 races) on engine, 1:07s at Lime ROkk. Revolutions, Rains on alloys, Sparco seat, Bilsteins. The best of all mods, bushings, brakes, bars, springs etc. Complete turn-key with loads of spares. Shell only has 8,000 miles on it. Easy to drive. \$4800.00 Thom, Evenings, 518-765-2887 or Ian during the days 518-786-8001.

**For Sale: 8 aluminum alloy wheels** for Mazda RX-7 and other vehicles, \$10 each. 4 Michelin Sport XGTV P215/65R15, <3000 miles, \$200. Jim 518-439-3107

**For Sale: 1985 VW Golf Cup Car.** Has been raced competitively in the SCCA ITB class. Ready for School or Race. Excellent, must sell. \$3700 or best offer. Call Ira at 518-234-7778 evenings or leave message.

**1986 CRX Si.** Successful SSB car. Now used on Street about 33,000 miles total, 30 races. With or without spares. No cage. Price Negotiable. Mark Abraham 212-505-6397.

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## Membership Meeting Minutes Nov 3, 1993

The meeting was called to order by RE Mike Larimer at 8PM and the first order of business was Jim Bishop's Treasurers report. The nominating committee report followed and they now have a full slate of candidates for next months elections. It always takes some last minute arm twisting, but members eventually step forward and we all appreciate that very much. A motion was made and passed to provide a \$200 tow fund to Jim Garry and his codriver for their trip to the Salina Kansas Solo championships. Congratulations went out to Rich Welty for the new look of the KnockOff. The photo on the cover is a glimpse of things to come. Well done Rich! Directors Jack and John announced our intent to host a Defensive Driving Course in March, good for a 10% reduction of auto insurance rates and points (if you have any) off your convictions record upon completion. MoHud will pay for the room and lunch, members will have to pay the course fee of approximately \$35.

Mike reported that he sent our letter of intentions off to Lime Rock Park specifying our race date preferences for 1994. See last months minutes if you are interested in what they were.

Larry Morton reported his findings in pricing sound control equipment. Quest Electronics in Wisconsin sells the unit most regions use, and the complete outfit is about \$1200. In a discussion with Dalbec Labs in Albany, they felt they could find a suitable unit and refurbish it for around \$400-\$500. Jack Hannifan researched the cost of photo and laminating equipment for registrations at various events. The cost will run in the range of \$350 to \$420 plus a camera. A motion to purchase the laminating and photo equipment passed. We will continue to shop for sound equipment.

The meeting closed after an excellent presentation on Racing in the Rain by Tom Campbell. Tom solicited audience input and had a well organized seminar which everyone enjoyed. Thanks for a fine job.

Respectfully submitted,  
Larry Morton, Secretary

## Membership Report November 1993

Mohawk Hudson region has 308 members.

Please welcome these new and renewing members:

Robert E. Duncan	Latham NY
Robert G. Dwyer	Schenectady NY
Harvey Edwards	Hillsdale NY
Peter J. Forward	East Nassau NY
Frederick Fox	Campbell Hall NY
Sean M. Gallivan	Troy NY
Karl Hacker	Castleton NY
Sue Hacker	Castleton NY
Sara Krakenberg	Saugerties NY
Jeffery R. May	Guilford Ct
Kevin Meany	Slingerlands NY
Jacek Mucha	LeVal PQ
Christopher Neighbors	Poughkeepsie NY
Charles Perrault	Beacons Field Quebec
James V. Sheridan	Kirkwood NY
Judy M. Sheridan	Kirkwood NY
David Spencer	Johnstown NY
Yvan Turcotte	St Joachim deCourv Quebec
Curtis Wood	Pittsford NY

Significant anniversaries, April to November, 1993

Peter A. Dus 4/01/79	15 Years
Eric Weiss 4/01/79	15 Years
Keith E. Martens 4/01/84	10 Years
Jeffrey Campbell 4/01/89	5 Years
Cody Cook 4/01/89	5 Years
David Cook 4/01/89	5 Years
Marie Cook 4/01/89	5 Years
Tom Dolin Jr. 4/01/89	5 Years

## News & Events

### Banquet Date Flyer Inside!

Saturday, January 29th, Price is \$19.94 per couple if paid before January 1st.

### Elections, Annual Meeting

The slate is full; the list of candidates is inside. Elections will be held at the December 1st meeting at the Turf Holiday Inn, Wolf Road, Colonie at 7:30pm. Some of us may be found before the meeting at Playfield's, in back of the Turf. Come and join us there!

### Ugly Rumor Department

Word from a usually reliable source is that Formula 1's Ayrton "Ironman" Senna will sign to fight NASCAR's Jimmy "Adrenalin Overdose" Spencer for the right to a multi-million dollar bout with World Heavyweight Champion Evander Holyfield, promoted by Don King and Bernie Eccelstone. Site is yet to be determined, but Senna's manager is insisting on the first turn at Suzuka, Japan, while Spencer's manager wants the fight in the pit lane at the Martinsville Speedway. There is absolutely no truth to the rumor that MoHud's Ian O'Connor plans to parachute into the middle of the event.



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