



# Knock



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Official Publication of the Mohawk Hudson Region



*"I Did it My Way"*

*Competition Chair Jack Hanifan shows his style at  
the 1995 Mohud Banquet*

October 1995

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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 the general membership meeting the proceeding month.

Electronic submissions may be made via ASCII files on 3.5" MS-DOS diskettes or by sending EMail to the Internet address "knockoff@balltown.cma.com"

The Mohawk-Hudson Region, SCCA meets on the first Wednesday of each month. The meeting place is currently in a state of transition; check the latest issue of the Knockoff or call Mike Larimer for current information.

The Mohawk-Hudson Region possesses its own electronic mailing list on the Internet. To join, send a message to "Majordomo@balltown.cma.com" containing the phrase "Subscribe mo-hud" (Don't include the quote marks.)

### Advertising Rates

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## From The Editor Richard Welty

It's been a while since I got one of these out the door. My apologies to all the members of Mo-Hud for the delay; once you get behind, it's hard to get caught up.

It's time that the newsletter moved on to a new editor; Greg Rickes will be taking over as soon as a few details get ironed out. Greg has been a major contributor to the health and well-being of the Mohawk-Hudson Region over the years, and I'm sure he'll do an excellent job.

During the period that the Knockoff has been "Missing in action", a lot has happened: we had an excellent race at Lime Rock on July 4th; the Solo II program has been marching onwards; and an effort was made to rearrange the boundaries of some of the Divisions and Areas. Bill Bradshaw's column which appears elsewhere in this issue discusses the matter.

My wife and I have been very busy, too; we worked three Nationals (Allison in Sound Control and I in Tech), a couple of regionals, and I was Chief Scrutineer at the September Bridgehampton race and at the NARRC runoffs this past weekend. Working at the Nationals was very instructive.

On the subject of Bridgehampton, the Bridge may not be dead just yet. A Southampton town board meeting in September revealed deeper support among the town residents for continued operation of the track than anyone had suspected; the town board has also now realized the implications of having two golf courses above the local aquifer in close proximity to salt water. There probably won't be a National at the Bridge next year, but there may well be a Regional or two.

There has been a change in the Autocross schedule for the final event; the lot at Brodie mountain has deteriorated quite a lot, and there are now plans to experimentally try putting an autocross event or two on using the paved oval at Lebanon Valley Speedway. The first is tentatively scheduled for October 8th, and the second for a week later. Call Bruce Taylor (phone # on masthead) or D.J. McArdle (518-283-7133).

Our social events of the summer (in place of regular meetings) were quite successful; the cruise my

wife organized was greatly appreciated by all, including our guest, Area 10 Director Bill Bradshaw. My wife and I missed the Berkshire GP excursion, but we gather it was a great deal of fun (as always).

Once again, my apologies for the delays in Knockoff publication; this is probably my last issue depending on how things work out.

There are two "REPorts" in this issue; the first one is recent, the second from this spring. There is also much other material that piled up during the absence of regular Knockoff publication.

## RE Port Mike Larimer

### Of The Moment

We are into the midst of the regional racing series, the Solo II series and near the end of the NESCCA series and the action is hot and heavy. We have several members participating in each and we wish them the best of luck to the end. Our monthly meetings this summer have been few with special events taking their place. First the July 4, John Stim Memorial regional race was a terrific success with the highest entry level of any regional that I know of. Even with nine race groups we finished slightly ahead of schedule thanks to all of the officials, on and off course. The next monthly meeting was replaced by a dinner cruise on the Hudson River attended by approximately 38 people and a good time was had by all. Allison Welty was in charge of arrangements. Thanks Allison! Our next meeting, September 6 in Pittsfield will be at Frank Macy's Pittsfield Gran Prix at the Bosquet Ski Area. Hope to see you there. We will return to Son's in October.

Have you written the BOD in response to Bill Bradshaw's proposal to add another Director, which is within the By-Laws, as opposed to diverting one from the NEDiv. Please do so.

### Regional Racing

We are experiencing the second straight year of significantly smaller regional race fields. In the meantime the national series, NESCCA, is hav-

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## On The Cover

Photo exclusive to the KnockOff by MoHud's Sue Rogers

ing record entries. There must be a moral to this story somewhere. I realize this is a multifaceted problem, and in the NESCCA case success, but something needs to change. I feel that the leading cause is the sheer number of events to choose from followed by, in no particular order, class structure, cost, track relationships (cost again), NESCCA's success, other racing alternatives and maybe the economy. We've discussed the number of events issue at the NEDIV conventions for the last few years with virtually no impact. The prevailing sentiment has been let economics determine the number. This seems to me to be the no decision, slow death method and could contribute to entrants leaving to find more competition/fun elsewhere. Hopefully this year in Baltimore there will be a more constructive start to a resolution. Your input prior to the convention would be appreciated.

MoHud's success in recent years has been a direct result of one day events on non-traditional days. The feedback has been very good, not only about the event operations but, about the one day format. We hope to continue that next year with an event on July 6, Saturday, at Lime Rock Park. Because of a unique opportunity (\$\$) LRP has booked the Shelby American Club's national convention on July 2-5. At least on the surface, this appears to play to our strengths and the desires of the regional racing community. We have also been approached to investigate the possibility of a single Shelby vintage race group on our Saturday program. I'm sure there are lots of reasons our bureaucracy could say no to this but maybe there is a way to get it accomplished. If you have any ideas please let me know.

**Knock-Off**  
Our Knock-Off editor has asked to be relieved of his duties by the end of the year. A number of other interests and commitments have taken its toll on Rich. We now have all of the hardware/software necessary to do a bang-up job. If you're interested please make it known to Rich or myself, soon! The option is darkness so please consider volunteering your expertise and time.

All for now. Mike Larimer

### (an older) REPort

Mike Larimer

Welcome to the beginning of the racing season for most of our Region's members. As I write this

tomorrow we will have our annual tech party at Consignment Auto courtesy of Lester Figarsky. Hopefully Lester's MGB will sail through tech this year. At least one new car will be there, Rich Welty's ITB Alfa and maybe Kyle Belden's AS Camaro will also try to make it through for the first time. I expect we will all learn a lot about the recent changes in the SFI designations on belts and window nets and numerous other things.

Lime Rock's opening event, the first NARRC race is only 10 days away, April 28-29, and I look for a large turnout with a little help from the weather.

### Race Car Show

At the risk of repeating myself, the race car show at the Latham Circle Mall was a great success.

Thanks again to Kyle Belden for chairing it. A lot of interest was generated, especially by those big old pony cars. I can't help but feel those proper British genes "leaking" away.

### New Meeting Site

The April membership meeting was held for the first time at Son's restaurant on Central Avenue. We had the largest crowd we've had in a long time there to partake in some pizza and bench racing. Bill Bradshaw was there to give us an update on things in Denver which are always enlightening. Mary Cameron and company did a new batch of photo IDs for those who needed them. Next month, May 3, we'll be there again and I'm told we will have a speaker. YIPPEE! The logistics of the evening seemed to work out very nicely and I hope we can continue the enthusiasm for some time. Please... if you have any ideas, suggestions or volunteers for speaking at a meeting please let the committee know.

### Misc.

As boring as they might seem, our Region's By-Laws should be printed elsewhere in this issue. Please read them and bring up at the meeting or phone a board member with your comments. It has been about eight years since the last revision. They are fairly simple and have recently passed the IRS scrutiny so we need to be cautious about what we modify if anything. But it's good that you all get a chance to read them again.

All for now. Mike Larimer

**Constitution and By-Laws  
of the  
Mohawk-Hudson Region  
Sports Car Club, Inc.**

**Revised March 1989**

**ARTICLE I — The Club**

**Section 1.**

The name of the club shall be the Mohawk-Hudson Region, Sports Car Club, Inc., hereinafter called the Club.

**Section 2.**

The general purpose of the Club shall be to encourage the ownership and operation of Sports Cars; to provide and regulate events and exhibitions for Sports Cars and their owners; sponsor and promote competition events; act as a source of technical information; establish rules and regulations covering all activities of the Club; encourage safe, careful and skillful driving on the public highways; enter into contractual agreements, purchase, sell, mortgage, lease real and personal property, as incidental to the foregoing purposes.

**ARTICLE II — Officers**

**Section 1.**

The elected officers of the Club shall be a Regional Executive, two (2) Directors-at-Large, an Assistant Regional Executive, Secretary, Treasurer, and Activities Director. They shall each serve for one year, or until their successors are qualified and elected. They shall constitute the Board of Directors, hereinafter called the Board. The Directors-at-Large shall have previously held an elective office.

**Section 2.**

In case a vacancy shall occur in any of said offices, a majority of the Board shall select a qualified member in good standing to fill the vacancy until the next annual meeting.

**Section 3.**

The Board shall be responsible for all operations and activities of the Club and shall be guided by the following priorities, in the order listed:

- A. National Constitution, By-Laws and Policy
- B. SCCA Operations Manual

C. Mohawk-Hudson Region Constitution and By-Laws

D. Majority vote of the members present and voting at a duly constituted meeting of the members.

E. Majority vote of the Board.

F. Majority vote of appointed committee.

**Section 4.**

The Board shall appoint a nominating committee consisting of no less than three members in good standing of the Club who shall present a slate of nominees at the regular November meeting. Any ten (10) members in good standing may nominate a member in good standing, as a candidate for office. Such nomination must be made in writing, signed by the members making the nomination, countersigned by the member so nominated signifying his willingness to accept the candidacy and delivered to the Secretary at the regular November meeting. Nominees for Director-at-Large must have previously served in an elective capacity. The Secretary shall prepare a ballot containing the names of all persons nominated. The Secretary shall mail said ballot to each member in good standing by- with notice of the annual meeting, under the provisions of Article V, Section 4. of these By-Laws.

**ARTICLE III — Duties of Officers**

**Section 1.**

The Regional Executive shall preside at all meetings of the members and officers and shall perform the duties usually appertaining to this office. He may call special meetings of members under the provisions of Article V, Section 3. He shall be the Chief Executive Officer of the Club.

In addition he shall:

A. Appoint Administrative Chairmen and committees as necessary, subject to approval of a majority of the Board.

B. Act for the Treasurer when the need arises. He shall give bond, at the Club's expense.

C. Appoint an audit committee each year to review the Club's financial records. This committee will report it's findings to the Board one month after receiving the annual financial report prepared by the Treasurer.

In the absence of the Regional Executive, or in the case of his death, resignation, or inability to act, the duties usually appertaining to that office shall be performed by the Assistant Regional Executive.

Section 2.

The Assistant Regional Executive shall assist the Regional Executive in the performance of any of the executive duties as the Regional Executive may delegate. In the absence of the Regional Executive from regular or Board meetings, the Assistant Regional Executive shall perform the normal duties of the Regional Executive. The Assistant Regional Executive is responsible for the inventory and management of Club property.

Section 3.

The Secretary, or designated representative, shall attend all meetings of the members and Board and shall record all minutes and votes. In addition, the Secretary shall:

- A. Maintain a current membership list.
- B. Give notice of all meetings of the members or Board as required by law and this Constitution.
- C. Perform all duties incident to the office, or as required by law or the Board.
- D. Maintain a current copy of the Constitution and By-Laws.

Section 4.

The Treasurer shall have custody of all monies, debts, obligations belonging to the Club. He shall make all payments of the Club's debts. He shall collect Regional Club dues required by National Policy. All contracts, checks, drafts, notes or other orders for payment or money shall be signed in the name of the Club by the Treasurer or, in his absence, by the Regional Executive subject to such other conditions and requirements as appear elsewhere in the Constitution. He shall give bond, at Club expense.

The Treasurer shall give a report on the financial status of the Club at all Regular meetings, and if so requested, at any other meeting. A majority of the Board of Directors may appoint an Assistant Treasurer to act in the absence or incapacity of the Treasurer.

The Treasurer shall submit an annual financial report to the Board no later than January 31st, of the following year. This statement should indicate the overall financial status of the Club and the relative contribution of each major area of the Club activity to that status, including administrative and other expenses and income.

Section 5.

The Board shall submit, for membership approval, a proposed annual budget for the ensuing year no later than the Regular February meeting.

Section 6.

No obligation, debt, or other liability shall be incurred by any officer or member without the specific prior approval of a majority of the Board, with the exception of Event Chairpersons while operating within previously approved budgets.

Section 7.

It shall be the duties of the Activities Director to arrange all events for the year as specified under Article I, Section 1, Section 2., of this Constitution. The Activities Director shall submit to the members a tentative schedule for the ensuing year at the regular February meeting and keep members advised as to events of other local Sports Car Clubs and any changes in the schedule. The Activities Director shall maintain and make available, a permanent file of all event instructions, course maps, route instructions, event general and supplemental regulations and car classifications.

Section 8.

There shall be a Regional Protest Board consisting of the Activities Director and both Directors-at-Large who shall resolve all protests lodged by competitors in any event except where otherwise provided in event or other regulations. Decisions of the Protest Board shall be final. In case one or more of the above named is directly involved in such a protest, they shall be replaced by the Regional Executive, Assistant Regional Executive, Secretary, Treasurer, in that order.

Section 9.

The Competition Chairman, appointed by the Regional Executive, shall act as the Liaison

between the Competition Board of the SCCA, Inc. and the Region and its members. He shall be responsible for enforcing all Competition Regulations SCCA, Inc. within the Region. He will approve competition drivers in accordance with SCCA, Inc. regulations. He will keep the members of the Region informed of changes in Competition Regulations, procedures, schedules of Driver's Schools, races, and other matters which pertain to the Competition Program of SCCA, Inc.

#### **ARTICLE IV — Membership and Dues**

##### **Section 1.**

All members in good standing of the Sports Car Club of America, Inc., residing in the counties of Albany, Clinton, Columbia, Essex, Franklin, Greene, Hamilton, Montgomery, Rensselaer, Saratoga, Schenectady, Schoharie, Warren and Washington of the State of New York, shall constitute the members of the Club.

##### **Section 2.**

New Members: Applications for membership in the Mohawk-Hudson Region, Sports Car Club, Inc., and the Sports Car Club of America, Inc., shall be forwarded to the National Office of the Sports Car Club of America, Inc., for processing. The applicant shall be considered a member in good standing upon receipt of the application and annual dues by the National Office.

##### **Section 3.**

The annual Region Club Dues may be changed only by a majority of the members present and voting at a meeting, the purpose of such meeting having been announced in the Club's publication at least thirty (30) days prior to such meeting, and any such change in dues shall take effect in accordance with National Policy.

##### **Section 4.**

Membership in the Club will automatically lapse for non-payment of dues concurrent with National deadlines.

##### **Section 5.**

Any member may be suspended until the next Regular meeting for infraction of Club rules by vote of

a majority of the Board, or for other cause if a majority of the Board shall deem such suspension to be in the best interest of the Club. Upon such suspension, the member shall be so informed in writing, and shall be given a reasonable opportunity to be heard thereon before the Board. Any member suspended as provided above shall be presented at the next regular meeting for expulsion and shall be expelled if the majority of the members present and voting, vote to expel him or her. If the majority of the members present and voting do not vote expulsion, the member shall automatically and immediately be re-instated as a member in good standing. The vote shall be by secret ballot.

##### **Section 6.**

Any member may resign by directing a letter of resignation to the Secretary. His resignation shall be effective on receipt, provided all indebtedness to the Club is paid.

#### **ARTICLE V — Meetings and Members**

##### **Section 1.**

The annual meeting of the Region shall be held at the regular meeting in December of each year for the election of officers, and such other business as lawfully may come before the meeting.

A written notice, stating the place, day, hour, and purpose of the annual meeting or any special meeting of the Region shall be given by the Secretary not less than seven days nor more than thirty (30) days before such meeting to each member by mailing, first class, to the address appearing on the Club's Roster, said notice.

##### **Section 2.**

Other meeting of the Members or Board may be called by the Regional Executive or by a majority of the Board.

##### **Section 3.**

Board meetings shall be scheduled by the Regional Executive. All actions taken by the Board shall be entered into the minutes and be presented to the membership for information at the next regular meeting.

Section 4.

All action, except amendment of the Constitution and By-Laws, shall be by a majority vote of those members present and voting. Voting by absentee ballot, except for amendment of the Constitution shall not be allowed, except with approval of the majority of the Board in accordance with the rules they prescribe and with notice to all members.

Section 5.

All meeting shall be conducted in accordance with the latest published revision of Robert's Rules of Order.

**ARTICLE VI — Amendment of the Constitution and By-Laws**

Section 1.

The Board of Directors, or any five members in good standing, by written petition submitted to the Secretary, may propose an amendment to the Constitution or By-Laws. Upon such proposal being made, a copy thereof shall be included in a notice of the next meeting of the members, together with a ballot upon which members may vote for or against said proposal. If two-thirds of the ballots cast favor the proposal, the proposed amendment shall thereby be approved and adopted.

**ARTICLE VII — Fiscal Year**

Section 1.

The fiscal year of the Club shall be the Calendar year.

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**The Future of the Mohawk-Hudson Region Solo II Program**

Jim Garry

What a shame! The Mohawk Hudson Region Solo II program has been improving and getting stronger over the past several years. There are a variety of reasons behind this. We've got a new crop of enthusiastic people to go along with the old crop of enthusiastic people. We learned alot from the two Divisional events that we hosted, we've got new equipment, and there is access to a few good sites. Yes, things seem to be bright for the future. That's why the current situation is a real shame.

Despite repeated attempts to secure a new Solo II chairperson, the region has been unable to do so. Our current chair cannot continue in this capacity due to an extraordinary increase in the amount of work he is now responsible for on his job. The previous Solo II chairpersons have done their share and although they continue to volunteer their time toward the region's Solo II program, they should not and cannot be expected to take on the job of chairperson again.

Someone must step forward and accept the position and it has to be someone who hasn't yet held the job. Let's look at what you'd have to take on. The main tasks involved are (1) coordination of the season schedule with other clubs, (2) coordination of MoHud events, (3) ensuring that the paperwork is completed on time. Coordination with other clubs is not very difficult and involves talking

with people on the telephone and putting together schedules for the area events in a cooperative manner. Coordinating MoHud events means making sure that there are event chairpersons for each autocross and that they know what they have to do. If you do your job efficiently here, and that means delegating work and authority to capable people, you may have very little work to do. By the way, the Region has complete and organized documentation available detailing everything that anyone may need to know about putting on a MoHud autocross. Finally, the paperwork involved includes obtaining insurance from the SCCA National Office for the events, sending in sanction fees, etc. You could delegate this also.

We're not trying to con anyone here; the job requires alot more effort beyond just showing up to



events. But unless you try to take on all the work yourself, it is a very do-able job for virtually anyone. And if you really do things correctly, you will immediately begin training a successor who will be able to take over your job. This is the key to all of this. We cannot rely on someone to take on the job for 4 or 5 or 6 years. It simply isn't fair. But if we all pitch in, no one should have to be chairperson for more than one year or two years. And the more ex-chairpersons we have, the more knowledge will be generally available and the better our events will be. Oh, and by having new chairpersons every year or two, the regional Solo II program is constantly exposed to new ideas and new ways of doing things which can only make for an even stronger and more creative program.

Having said all this, the next thing we have to inform you of is that the reality of our present situation has put us on a course that will see no MoHud autocrosses in 1996. You say you didn't hear that right? Let's try it again:

**Unless Someone Steps Forward And Volunteers To Be The Mohawk Hudson Region Solo II Chairperson, There Will Be No Mohud Autocrosses Next Year And For The Foreseeable Future.**

Is this just a scare tactic? NO WAY! It's just the truth. Those that have done the work before simply can't do it anymore. This is an amateur sport that depends on the participants to do their fair share of the work. Solo II works only when everyone else works also. And working is not the terrible thing some of us seem to believe it to be. Yes it means extra effort at times but that extra effort is very often rewarding and satisfying. It also is a way to meet new people and forge new relationships. And it helps to expand your own horizons; always, what you learn in a leadership position in SCCA helps you in your "real" life at work and with other activities. This isn't BS. Ask any of our former Solo II chairs about this, not to mention our former Regional Executives, etc.

If you'd like to help out the Regional Solo II program, you can give any of the following people a call. Talk to one of them and think about it. Just don't wait too long.

Bruce Taylor (current Solo II chairperson)  
413 442-4774

Mike Larimer (MoHud Regional Executive)  
518 383-8051

D.J. McArdle (former Solo II chairperson)  
518 283-7133

Jim Garry (former Solo II chairperson)  
518 439-3107

## The Region Has Lost A Friend George Morris, Finger Lakes Region

The following came via MaryAnne Shults, Editor of the FLR Region Newsletter

Gene Birdsey took his last checkered flag Friday afternoon, September 29, after doing battle with cancer for nearly two years. He was a long-time member of SCCA and friend to many Finger Lakes Region members. Gene was born in Kansas 70 years ago, but spent most of his life in upstate New York. During World War II he served in the US Navy. After the Navy he was employed for a while as a Diesel specialist, working on those large engines found in railroad locomotives. He left this field to join the insurance industry, first as a safety engineer, and later as an executive. This took him from the Albany office to the Syracuse office, and finally to the home office in New Jersey to which he commuted from his home in Pompeii (south of Syracuse). After his retirement he moved to Corning.

It was while he was working in the Albany area that he became an active member of, and ultimately the Region Executive of, the Mohawk-Hudson Region. He represented Mohawk-Hudson on the old INEC organization and was instrumental in promoting the INEC Road Racing Championship which became the model for (some say the predecessor of) our present NYSRRC races. It was while he was R.E. that he organized the first (and several subsequent) Mohawk-Hudson regional races at Lime Rock Park, a series of races that continue to this day.

Gene was an accomplished race driver (beating this writer's Porsche on more than one occasion), first in Fairthorpe Minor, then in an Elva Courier, and finally in a Saab Sonnet. He was an entrant in his Fairthorpe in the first FLR race at Watkins Glen. When he finally retired from about 30 years of race

car driving. he became the pace car driver for many Glen Region and Finger Lakes Region races. In fact, when it became time to buy a new car, Gene bought a Probe because he felt that it would make a good pace car. It was this car that has been seen many times pacing the field at recent Glen Region races, and pacing the split-starts at the most recent Finger Lakes National race.

Gene was a friend to all and during his long racing career was always ready to help his fellow drivers in any way he could. He was a great companion — many are those who have enjoyed swapping racing stories with him over a beer or two.

Gene is survived by daughters, Daryl Jean Birdsey and Sheryl Chilton, a brother Terry, stepsons Stephen and Carey LeVan, and stepdaughter Denise LaVan.

We will miss Gene.

## 1995 Yokohama Boston National Tour Jim Garry

You want to see how an event SHOULD be run, go compete at the Yokohama Solo II Boston National Tour. This event has been finely tuned since its inception several years ago. It isn't possible for Registration and Tech to go more smoothly and friendlier. The grid was well organized, impound was a breeze and the event officials were always willing to listen to any suggestions with an open mind and friendly countenance. This year the Saturday evening picnic was traded in for a Saturday lunch featuring typical but tasty picnic fare. The reason for the change was so that competitors could sample the Boston sights and night life; it was a great idea.

Competition got started right on time both days, although the dense fog that rolled in during heat two on Sunday caused a brief shutdown. Not only could drivers not see the course too well, but it was so thick that the timers stopped working. After the fog came the rain, especially during the third heat. But it began to dry out by the end of that heat so that part way through heat four things were pretty much back to normal.

There were about 170 entries with the largest classes being C and D stock, both with over 20 entries. Those classes were real barn burners. The top four in CS were all within tenths of each other.

On the last run on Sunday, Frank Bakonyi came across the line in his MR2 with what would have been the winning time only to slide into the last pylon on the course. Seen later in impound, he just kept shaking his head and repeating "when you want it to drift it sticks and when you want it to stick it drifts". Also of note was the win by NER's Mark Daddio in a competitive F Stock class. He drove a new Firebird/Camaro to a solid margin of victory. This is notable because the current "wisdom" was that those cars "just didn't have it" for Solo II F Stock competition. Mr. Daddio debunked that myth. And as usual, Bill Goodale in his winged A Mod car was a thrill to watch. With all that downforce, horsepower and driving skill, he zipped around the course in nearly no time at all.

A good example of how lining the courses really does help competitors occurred during the rain on Sunday. With the white lime lines all washed off, competitors began to go off course in one location at the far end of the site. It not only happened to our own Arn Beebe in his ESP Mustang, it also happened to two time A Stock national champion Mike Piera who apparently had won his class with a fast last run only to have an off course called in. He was at first unsure of whether he had been OC but after talking to the course workers at that location realized he had indeed made a mistake proving that even experienced drivers are helped alot by lined courses, although they probably aren't even aware of it. In order to prevent further OC's, that part of the course was relined as soon as the rain stopped falling.

I think Arn and I were the only Mo-Hudders at the event [please forgive me if there were others there also]. Arn had his troubles on Sunday and finished out of the trophies in ESP yet he still had alot of fun. This season I've been co-driving with Mark Sirota of New England Region helping him to set up his C Modified Van Dieman RF-88. We were lucky enough to get all our runs in during dry weather. Mark finished in third place just 0.019 out of second while I managed to take my first major win in a long time. Making my weekend really easy was the fact that Mark's parents put me up at their house and fed me. I think I like the families of guys named Mark. My last co-driver, Mark Domagala, also let me spend an enjoyable autocross weekend at his folk's house.

As for the courses, they were excellent. Saturday's

course was smooth and flowing with both fast and slow sections. The designer's use of the elevation changes in the parking lot at the Bayside Expo Center was inspired and resulted in banked corners, off camber corners (including one fast off camber kink that provided alot of entertainment for spectators when drivers thought they could take it flat out), as well as downhill and uphill sweepers. On Sunday the course was run backward with just a few changes necessary. If anything, backward may have been even more fun. The only complaint heard was that a few of the gates were a bit narrow (some being set right at the SCCA minimum 15 feet). However the course flowed so naturally that in the end, very few pylons were hit.

On the Friday before the event there was a school at the site which Arn attended. He and others told me that it was well done and extremely helpful with all sorts of National competitors serving as instructors. All of the Tour events include a Friday school and if you would like to improve your driving they are highly recommended.

Overall, it was a very successful and enjoyable event. It's less than three hours from Albany and an event that can be enjoyed by all; regardless of whether you're a serious or laid back Solo II driver. There's plenty of good driving to watch, something to learn, lot's of friendly faces and camaraderie and a very well run event. Try to make it next year if at all possible.

### Minutes of the 5 April 1995 Membership Meeting of the Mohawk-Hudson Region, SCCA

Meeting called to order by RE Mike Larimer at 8:00pm.

Treasurer's report: as of 3/31/95, 16,491.67 in all accounts.

Mike introduced 6 new prospective members.

Area 10 director Bill Bradshaw was in attendance. Bill asked for membership input concerning the need for future national conventions as only 400-600 people attend out of a club with 53,000 members, cost being a major factor. Revison of the Showroom Stock Car class as pub-

lished in Sports Car was discussed.

He announced at the first Watkins Glen Regional in May a questionnaire will be circulated for driver input concerning the racing format.

Bill also commented on the NEDiv influence on the SCCA in Racing, Solo II and Rallying. He opened the floor to general comments, recommendations, and questions.

Competition Director Jack Hanifan gave out NYS-RRC trophies to Thom O'Connor for 2nd place in SSC, accepted by John Sheridan, and 2nd place in ITB to Dave Reulet.

Tech party is at Consignment Auto on 18 April at 7:00pm. Jack gave some insight on what will be checked over

Kyle Belden received a round of applause for the great job he did on the Latham Circle Mall Car show.

Merchandise — sales are brisk, total sales for 1995 so far is about \$400.00. NYSRRC and NARRC stickers are out of stock; an order has been placed for a new supply.

Solo — Bruce Taylor announced that the schedule is out and will be published in the K.O. There is no series sponsor as of yet. D.J. brought up our position as co-sanctioning region with other clubs and our insurance obligations, equipment rental, and profit and loss split.

New Business:

Jack Hanifan moved Mo-Hud order new competition decals and patches. Seconded by Bob Behrens. Discussion was held.

Tom Campbell moved to table the motion. Seconded by Greg Rickes. Motion carried.

Discussion was held on a suggestion by Bob Behrens of the benefits of a booth set up at the SCCA/IMSA race at LRP.

John Sheridan moved we authorize \$50.00 for refreshments at the tech party. Seconded by Jack Hanifan. Motion carried by a roll call vote.

Tom Campbell and Mike Larimer spoke on the Round Table Seminars.

Mo-Hud region has bid for the 1996 NEDiv Roundtable at the Sheraton Hotel in Saratoga Springs March 15th, 16th, and 17th.

Rich Welty announced that a scrutineering video is available.

May Meeting Speaker could possibly be Jeff Spraker.

Meeting Adjourned at 9:40 pm.

Phil Panos, Secretary

### Minutes of the 3 May 1995 Membership Meeting of the Mohawk Hudson Region, SCCA

Meeting called to order by RE Mike Larimer at 7:55pm.

Treasurer's report as of 4/31/95 — \$16,453.76

Membership Report: 289 members

Next board meeting is May 15th at Holmes & Watsons, Troy NY

Mike asked for input concerning our new meeting site. All positive.

Tech Party was a huge success, about 15 cars went through pre-race inspection.

Our July 4th race entry fee will be \$160.00; The entry form is complete and the Steward Positions are filled.

Rich Welty is testing a computer for Solo II that Larry Morton obtained at a cost of \$835.00, way below our budgeted value.

Mike Larimer is looking into the possibility of a summer dinner cruise for the membership.

Bruce Taylor reported on the first Solo II event, held at Brodie Mountain. Turnout was small, all participants had quite a few runs, and a good time was had by all. The next Solo II event will be held on May 13 at the NYS P-Lot.

An event schedule will be mailed to all 1994 Solo II participants.

John Sheridan reported that merchandise sales are brisk and our inventory is being depleted nicely.

Mike Larimer gave a report on how all the region drivers did at the April 29th Lime Rock Race.

Old Business:

Larry Morton has the inventory list complete. He also went to Lime Rock for his free test day. Anyone who participated in the Latham Circle Mall car show is eligible. He advised everyone to call in advance to LRP and verify that they are on the list.

John Sheridan moved to Adjourn. Seconded by Tom Campbell.

Meeting Adjourned at 8:50pm.

Phil Panos, Secretary

### Dialog with the Director Bill Bradshaw

[Bill's previous column about the proposed merger of Areas 1 and 10 is no longer relevant, so I shall not reprint it.]

Many things happened during the August 25-26 Board of Directors meeting in Denver that are of vital interest to Area 10. Most important perhaps ..... Area 10 will not go away as was proposed by the Planning Committee and presented to the membership in the July '95 issue of **SportsCar**. Instead, the BOD voted unanimously to add two new directors, one each from the Southeast and Northern Pacific Divisions, raising the total number of Directors on the Board from Eleven to Thirteen as permitted by the SCCA by-laws. Before these new BOD members can be elected and take office it will be necessary for the membership to approve the dividing of each of the Divisions involved into two areas to assure that their representation is balanced.

Many thanks go out to the members who expressed their concern for the future of Area 10 by way of letters and petitions.

Also during the meeting, the Directors were introduced to a new and exciting program designed to attract younger members to motor-sports in general and SCCA in particular. Called "SPEED FREAKZ" it targets the 35 and under age group

and emphasizes affordability and accessibility by using incentives such as the opportunity to participate in the grass roots activities of SCCA like Solo II and the race worker specialties. An important element in marketing "SPEED FREAKZ" will be an alliance with the Vocational Industrial Clubs of America (VICA) an organization of over 235,000 members between the ages of 15 and 25. Initially 10 SCCA Regions will be selected to work with local VICA clubs in implementing the program, one being an Area 10 region. Look to **SportsCar** and direct mailings to your RE for more details as they become available.

It appears to me "SPEED FREAKZ" provides Area 10 with the opportunity to increase our membership numbers whic might help us out the next time some one decides to try and make us go away.

So far this year I've managed to attend at least one meeting and one event scheduled by each of our Area 10 Regions with more scheduled during the next couple of months. As always, I've been extremely impressed with the number of successes I have witnessed and/or heard about. We may have a relatively small area but our activities equal or exceed those of many of the larger ones. We have a lot to be proud of and I have a lot to be proud of about in representing all of you.

## Membership Report July 1995 David G. Wachtel

Significant anniversaries, 07/14/95

Anne B. Gifford 05/85 10 years  
Thomas F. With 05/90 5 years  
Marilyn Madden Andrews 05/90 5 years

Michael P. Weir 06/75 20 years  
Sandra L. Neff-Weir 06/75 20 years  
Michael R. Larimer 06/85 10 years  
William Hudson 06/85 10 years  
Becky A. Reynolds 06/90 5 years

Clark W. Nicholls 07/75 20 years

New members, 07/12/95  
Name/Joined/City State

Richard D. Alexander 06/95 Wynantskill NY

Libbie Alexander 06/95 Wynantskill NY  
Hannah Alexander 06/95 Wynantskill NY  
Ellie Alexander 06/95 Wynantskill NY  
Ray Woznack 06/95 Schenectady NY  
Donald Vanslyke 06/95 Selkirk NY  
Gregory J. Allen 06/95 Albany NY  
Gloria Rodgers 06/95 Wynastskill NY  
Richard A. Romer 06/95 Niskayuna NY  
Janet Romer 06/95 Niskayuna NY  
Danielle Murphy 06/95 Niskayuna NY  
Sarah Romer 06/95 Niskayuna NY  
Ben Romer 06/95 Niskayuna NY  
Janelle Murphy 06/95 Niskayuna NY  
Michael A. Fagan 05/95 Albany NY  
Karen Cozzens 05/95 New Milford CT  
Glenn Cozzens 05/95 New Milford CT  
Roger Petterson 05/95 Fultonville NY  
Gary J. Galindo 05/95 Newburgh NY  
Charles Zeller 05/95 Albany NY  
Eric J. Kroth 04/95 Delmar NY  
Dennis Dorsey 04/95 Oswego NY  
William Blizzard 04/95 Altamont NY  
Brian Blizzard 04/95 Altamont NY  
Patricia Blizzard 04/95 Altamont NY  
Michael L. Dilbone 03/95 Schenectady NY  
Juan Froehlich 03/95 Albany NY  
John R. Miller 03/95 Bolton Landing NY

Transfer In

Michael C. Squire from 84 04/95 Chatham NY

Transfer Out

Victor Elsing to 23 04/95 Wappingers Falls NY

Interests of new members reported on: 7/14/95

Interest: Club Racing

Glenn Cozzens 203-350-8794 5/95  
Michael A Fagan 518-453-9300 5/95  
Michael L Dilbone 518-355-3426 3/95

Interest: Pro Racing

John R Miller 518-644-2483 3/95

Interest: Road Rally

Eric J Kroth 518-439-8973 4/95

Interest: Solo

Gary J Galindo 914-565-5244 5/95

Mohawk Hudson currently has 298 members.



*Peter Cunningham, driver  
Joe Andreini, co-driver  
Prescott Forest PRO Rally*

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“Friendship.

Challenges.

Variety.

Ambition.

Racing.”

*—Paul Brown,  
Rio Grande Region  
Valvoline Pro Solo, Stock 4*

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“Friendship.

Challenges.

Variety.

Ambition.

Racing.”

*—Northern New Jersey  
Turn Marshals*

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*Tom Hoven, GT3 Nissan 240SX  
Don Meluzio, GT3 Toyota Paseo  
Summit Point National*

Discovery.

Excellence.

Pride.

Tradition.

Racing.

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SCCA.**

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**REGION USE**

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

**OFFICE USE ONLY**

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.

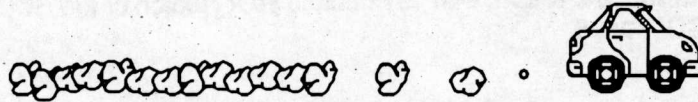
Master Charge No. \_\_\_\_\_ /  Bank Americard or Visa No. \_\_\_\_\_  
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Signature \_\_\_\_\_

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at the **Sheraton North, Towson, MD** **NOVEMBER 3 - 5, 1995**



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- Scheduling for '96 • NEDiv awards • Dinner and dancing • Optional Shop-'til-you-Drop
- Seminars for: F&C, T&S, Registration, Scrutineering, Stewards, Solo & Club Racing Drivers
- Meetings for Regional Administration, Solo, Rallye, Mini GP, Regional Racing Series, NESCCA

**All for only \$75 plus your room**

- Hotel reservations should be made directly with the Sheraton North, Towson, MD Call (410) 321-7400 •Rate: \$74 (+ taxes) •Specify King or Double •Checkout 1:00 pm Sun. (Mention that you are with SCCA. Hotel is located at I-695, Exit 27A, just east of I-83)

- Friday: • Closed Scheduling Meeting at 4:00 pm • Hospitality party 7:30 - 11:00 pm  
• Registration 6:00 - 11:00 pm (Saturday, beginning at 7:30 am)

- If you have questions or need additional information, call: Tom Hoffman (410) 239-7617
- To register for the 1995 Mini Convention, please complete the attached form and return to:  
**S. Wantland, NE Division Mini-Con, 701 Crosby Road, Baltimore, MD 21228**  
(All preregistrants will receive a confirmation, map, & other info - do it NOW)

-----  
Name (as it should appear on your badge) \_\_\_\_\_ Phone \_\_\_\_\_

Address: \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Region: \_\_\_\_\_ Specialty \_\_\_\_\_ Reg'l or Divis'l office you hold (if any) \_\_\_\_\_

- \_\_\_ **\*\*Full Registration:** \$ 75
- \_\_\_ Seminars only: \$ 45
- \_\_\_ Lunch only: \$ 25
- \_\_\_ Seminars & Lunch: \$ 65
- \_\_\_ **\*\*Banquet only:** \$ 35

<p>Make checks payable to: MINI-CON '95</p> <p>Preregistration deadline is: <b>OCTOBER 20</b></p>
---

**\*\* Banquet seating guaranteed ONLY for those preregistered by the October 20 deadline. NO tickets at the door. NESCCA award recipients must also honor the deadline. Act now!**



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  - Craft shows
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  - Graduations, ETC.

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# News & Events

## Meetings

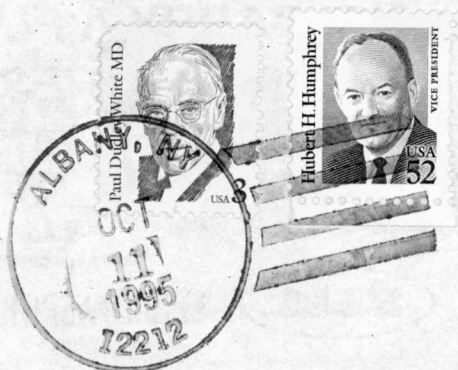
**Monday, October 16th** — Board Meeting, Son's Restaurant, 1186 Western Avenue, Albany.

**Wednesday, November 1st** — General Membership Meeting, Son's Restaurant

**Monday, November 20th** — Probably a board meeting, at Son's. Call Mike Larimer to confirm.

**Wednesday, December 6th** — General Membership Meeting, Son's Restaurant

RD 1, Box 286  
Rensselaer, NY 12144



Clark W. Nicholls  
65 Hartwood Rd.  
RR 2 Box 493  
Lee, MA, 01238-9543