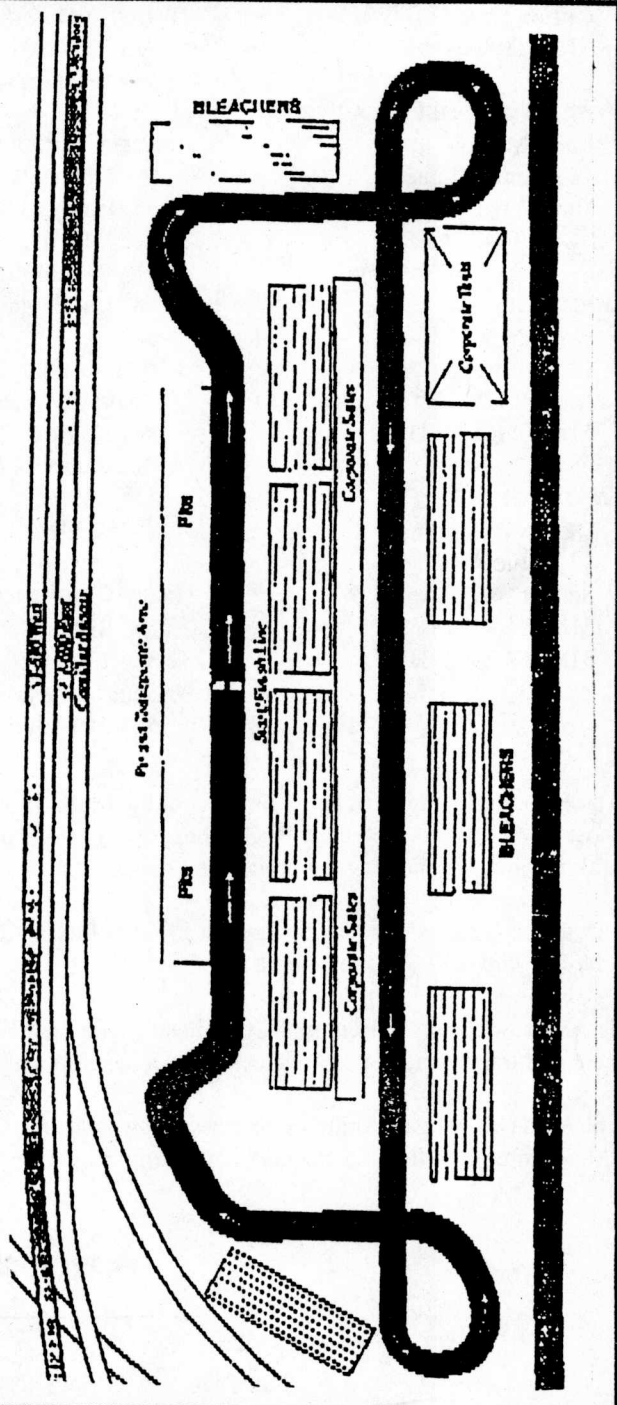




# Knock Off

Official Publication of the Mohawk Hudson Region



December 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.)

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## **REport**

This is likely my last REport for a while and so I would like to start off by thanking everyone who has helped me fulfill my responsibilities as RE. During the past three years we have had some ups and downs financially but are still on a very strong financial footing. We have resolved our tax status, conducted our annual regional race, held two divisional Solo II events, done two Trans-Am events and continued the local Solo II series. A number of people have stepped forward and chaired and worked these events and did an admirable job in conducting or working the events.

I thank you all for helping the Region continue its tradition of high quality fun events. Not all regions are so fortunate. I'll continue as a Director until my employment status becomes a real "status" and then I hope to continue racing the Midget.

## **Solo II**

The January membership meeting will be turned over to the Solo community to have what has been termed a town meeting to hash out the issues surrounding the program in MoHud. I hope all of you who are involved or interested will come out to Son's to listen and participate. If you are afraid that you might have to get involved you are probable right. There is a critical need for Solo enthusiasts to pitch in and help organize and run their events. The BOD stands ready to help in what ever way it can but a more solid program need to be defined and staffed before we continue to throw significant funds at it. There is enough work to do for several people to

plan, execute and follow-up on each event.

A pet peeve of mine is the amount of recognition, both financially and visually, that MoHud receives for its efforts in both equipment, people and services in putting on a "shared" event. In some cases there is a very distinct line of status between the various clubs and with others there is none. This needs to be addressed for 1996. I hope the new BOD will join me in insisting on stringent fiscal guidelines for the Solo II series for 1996.

## **Regional Race**

The 1996 race scheduling session this past month at the NEDiv mini-con in Baltimore was not nearly as smooth as the last one was. The main area of contention was the number and location of National races. The number and dates of the Regional races was pretty much the same as last year, i.e. too many, too close together. Our event is scheduled for July 6, 1996, a one day Saturday event at Lime Rock. This follows a two day NNJ event the preceding weekend and a NER one day event (tentatively) two weeks following. Your BOD discussed this at length at the last meeting and decided to stick with this date as our best option and try to plan accordingly.

The NARRC series will be down at least one event next year, as a result of the Bridgehampton uncertainty, to fourteen races. The NARRC Committee is of several minds when it comes to the future structure of the series. Both MARRS and NYSRRC have reduced the number of events in their schedule (so

did NESCCA) but NARRC hasn't seen fit to do so. Larry Morton has some interesting discussions ahead of him in those meetings.

#### **NESCCA (NEDiv)**

As I indicated the most hotly discussed question at the Mini-Con was the NESCCA series for 1996 and how many events were going to make it up. Finally, agreement was reached between NER and NNJ as to who would put on the one race at LRP in '96 (NER on May 4) and they will alternate regions each year as well as dates. This is not a good way to establish a "tradition" but was the best NNJ was willing to do.

The bigger issue was how to determine the min./max. number of NEDiv events each year and also how or if new tracks get included in the schedule. NEDiv does not have a way to do this at present and a motion was made to try and resolve this at the next Roundtable in Saratoga Springs. We're going to need your input in order to draft the Region's position with regard to these issues so please let one of the board members know your thoughts. We're targeting the BOD meeting in January for the final position paper to be drafted.

A motion was made and approved to have nine National events next year, the original eight tracks plus Conellsville, PA (Old Cumberland near Pittsburgh). There was another one proposed by CNY at Shannonville but that was not adopted for a number of reasons. In my opinion we should not have another event outside the US when the one we have is so poorly attended. In fact, there should be some criteria,

including number of participants, adopted by NEDiv in determining how long a venue retains its position on the National calendar.

There are several more issues that need to be addressed next year in order to assure the health of National racing continues to improve as it surely is now doing. Let us know your thoughts, especially you National drivers, so we can formulate our response.

All for now,

Mike Larimer

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#### **NARRC Notes**

by Larry Morton

The '95 racing season saw Mo-Hud drivers out in force, especially in the NARRC Series which seems to be the series of choice for our racers. Mo-Hud had 4 class champions, 4 drivers finishing 2nd, and 2 more at third in class in the series with an overall Mo-Hud showing of 38 participants in NARRC races. I thought it appropriate to recognize these accomplishments in what was probably one of small but mighty Mo-Hud's most prolific years in recent history. I ran most of the series myself, and always enjoyed our regions comradery at the track. It was obvious how we pull for each other and I know I personally felt a little more motivated to succeed than if I had been there alone. Thanks guys!

Anyway, here are the accomplishments of Mo-Hud drivers in the '95 NARRC Series where 12 of us picked series points fund checks at the end of the series.

#### American Sedan

**John Sheridan** in a Mustang had a win, 2-6ths, and a 9th

**Kevin Belden** in a Chevy IROC-Z took a 2nd

**George Smith II** in a Camaro had 3-3rds and 2-7ths

#### E Production

**Kim Graff's** MG Midget took 3 wins and 2-3rds to finish 2nd in class

**Lester Figarsky** in an MGB took a win, 2-2nds and a 3rd to place 3rd in class

#### Formula 440

**Harold Krakenberg** from Woodstock took his Zink to a 2nd, a 3rd and a 4th place

#### Formula Continental

**Jerry Zaluckyj** in a VanDiemen RF89 had an 8th and a 9th in his 2 outings

#### Formula Ford

**Jeremy Treadway** in a Swift DB-1 impressed many folks in his rookie year with 4 wins, 2-2nds, a 3rd and a 5th for the overall class win.

**Jim Quaile** in another Swift DB-1 finished with a 6th, 2-7ths, an 8th and a 9th

**Paul Tariello** in his Reynard finished 4th in his only race

#### Formula Vee

**Dick Stewart's** Protoform won the class championship with 8 wins, and 2-2nds (dominate)

**Dave Riggi** in a BRD had 2-3rds and a 5th

**Brian Davies's** Caldwell took a 2nd and a 4th

**Don DeLapp** was 8th at Lime Rock in June

#### G Production

**Dave Reynolds'** MGA won class honors with 2 wins and a 2nd

**Bob Bownes'** Spitfire also won a race and was 2nd in his only 2 outings to finish 2nd in class

#### GT1

**Tom Campbell** in a Camaro took a win early in the year but had a dnf in the season finale

#### GT2

**Benny Sangiorgio's** Ferrari was 2nd his only time out in the series

#### Improved Touring A

**Stephanie Weiss**, who lived at race tracks this summer, took 2nd overall in class with very consistent finishes all season. 2-3rds, 3-4ths, a 5th, 3-6ths, and a 7th.

**Pete Smith** in a VW Golf won the season's last race and a 2nd and 2-3rds to finish 6th in class.

**Ted Atkins** from New Windsor NY in a Mazda RX-7 finished 7th once and took 2-9ths in his races.

**Carl Barbagelata** also in an RX-7 was 6th in his only race

#### Improved Touring B

**Rick Pocock** in an Alfa Spider was the only drivers in the entire series to run all the races. His consistent high finishes dominated the class with 136 points for the overall win. With 3 wins, 3-2nds, 2-3rds, 2-4ths, a 5th, 7th and 9th he lead the pack

**Bob Smart's** BMW got quicker all year with 3-7ths, 2-8ths and 2-9ths to finish 8th in class

**Bob Behrens**, also in a BMW, had 2 3rds and a 5th in his outings

**Mike Pelersi** in a VW Golf finished 4th and 5th in his races

**Pete Doody** in another BMW was 5th in Mo-Hud's race at Lime Rock

**David Reulet** in a Rabbitt GTI was 4th in the season opener

**Tom Dolin Jr** in another GTI was 5th in that same race

#### Improved Touring C

**Fred Fox** in a Toyota Corolla finished with 2- 5ths in his races

**Jack Hanifan's** Fiat was 7th twice and 8th in his other race

**Donald Jurusik Jr** in a Rabbit took 7th in the last race of the year

#### Improved Touring S

**Manny Matz** dnf'd in the season opener but then took 9th in another race

#### Spec Racer

**Larry Morton** ran 11 races taking a win, 2 2nd, 2-3rds, 2-4ths, 2-5ths, 2-9ths and a dnf to finish 3rd overall in class.

**Bob Bunce** took 2-3rds in his outings

**Ray Gilman** was 5th and 7th in his races at nhis

**Doug Garrison** placed 6th and 8th in the Labor Day double at NHIS

#### Showroom Stock C

**Manny Matz** in a Miata took 2nd in class with 5 wins, 3-2nds, a 3rd and a 4th finishes.

**Congratulations to all drivers, crewmen, workers, friends and family for a fun season with much Mo-Hud success.**

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**Cover:** this months cover features a track diagram for the proposed Syracuse Grand Prix. The track will be 1.5 miles in length, laid out on roadways formerly used as feeders for the NYS Fairgrounds. It goes Japan's Suzuka Grand Prix circuit one better, by having two cross-over locations.

The inaugural event is scheduled for July 12-14 1996. The feature race will be a 200 lap feature for ARCA stock cars. The full support program has not been finalized, but a Shelby Can-Am pro race will be part of Saturday's attractions.

If you'd like more information contact SGP Inc. c/o Radisson Plaza Hotel Syracuse, 500 South Warren St. Syracuse NY 13202.

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They have four track configurations ranging from 1/6 mile to the 1/2 mile "Knoxville North", and succesfull prgram grads can sign up for test sessions in Sammy Swindell's 1995 winged World of Outlaws #1.

Give me a call if you're interested ---  
Greg Rickes, (518) 786-3118

## The State of Solo Events in Mohawk-Hudson Region -- where are we, and where can we go ?

by Jim Garry

(for those of you not acquainted with Jim, he is one of the regions' most dedicated autocrossers, a former National Champion and member of the Solo Events Board. - ed.)

Below are listed some thoughts on what the Mohawk-Hudson Region needs to accomplish in order to reach the next level of success in its autocross program. The points below are NOT intended as a dictum but instead are being offered as a place to start some dialogue (and eventual action) on the issue. It's a good bet all of you have ideas on this subject also and we should exchange those ideas. And so in order of importance:

### I. EVENT SITES

This is clearly THE key component of a successful Solo II program. Good sites allow for large open courses devoid of "Mickey Mouse" qualities and are more like miniature road courses while still retaining Solo II features of course design. Drivers hit less pylons, go faster (but still remain within the safety limits) and most importantly, have more fun as compared to small, restrictive sites (OK, some drivers say they prefer small tight courses but let's stick to the preferences of the majority of people). This type of course draws and retains more participants.

Therefore, we need to begin an active, passionate search for high quality sites. Currently, the Drop Zone is our best site. The problem is that it is anything but local. A one and a half hour drive is not conducive to drawing our local competitors and new people out to an

event. We first have to hook them, then most of them will drive anywhere if a good course is promised.

The NYS Washington Ave. P-Lot is our next best site and a very nice one. The problem is that we can only use it about twice per year. And objectively speaking, there are some serious restrictions there: light poles, parked cars, nearby residents ready to complain at the drop of a hat (or exhaust system)=

Our other sites consist of Cobleskill and Brodie (the oval at Lebanon Valley appears to be problematical for now). Although these sites were critical in helping in the continuance of our Solo II program during our "limp mode" period, they will not be useful in improving the program due to their severe size restrictions, not to mention the poor quality of their surfaces.

Thus it should be apparent that in order to improve the quality of our program and allow it to grow and take in new participants we MUST obtain high quality sites, preferably somewhere near the Albany-Schenectady-Troy population center. Otherwise we will not reach "the next level". The most obvious site to attempt to pin down is one of the GE Schenectady lots. One way to secure such a site is through "infiltration" whereby some SCCA or other motor sports enthusiasts employed by the company form a company sportscar club. Once established, it is often easier for them to obtain a parking lot than it is for an outside organization to do so. However, another attempt to obtain this site in the name of SCCA is in order. We can offer our experience and expertise in conducting a driver training program of

some type (perhaps Jack Hanifan's driver seminar could be incorporated into this). Other sites could include Schenectady County airport, the unsecured parking lots at Knolls (outside the fence), and any of a number of Picotte (and other large realty) properties. Potential "insiders" should be identified for each possible new site. We also need to conduct an organized, thorough survey of the area in an attempt to identify other high quality sites.

## II. EDUCATION AND SOCIALIZATION

Another signature of successful autocross programs is their ability to attract people to gather for business and social meetings away from the event site. The region's autocrossers should schedule several offseason autocross-only meetings where a number of topics could be discussed. These could include: course design, driving skill improvement, event administration, safety, site acquisition, and miscellaneous bench racing. These meetings should be scheduled at a place and time that a majority of Solo II competitors could attend. They should stress not only an educational aspect but a social aspect as well. Autocross and other motor sport oriented videos could be shown.

Such meetings would not only serve to educate our participants, but would also forge a spirit of camaraderie and encourage new people to come out (free from the pressure of having to compete before they actually understand the sport).

## III. IMPROVE THE PROGRAM'S VARIOUS ADMINISTRATIVE SPECIALITIES

This would be a continuation of the previous and on-going efforts. We need to discuss how we've been doing things and to brainstorm on possible methods of improvement. This would include registration, tech inspection, worker assignments, timing and scoring, season scoring and any other topic that impacts the Region's ability to put on a well run event and series.

## IV. MEMBERSHIP IN HVCSCC

HVCSCC (commonly referred to as "havoc", I think because it used to be called Hudson Valley Autocross Council, HVAC for short, and changed for obvious reasons of community acceptability) stands for Hudson Valley Council of Sports Car Clubs. There are four clubs in the council, including New York Region, SCCA. Jerry Bowden, a key HVCSCC member, has stated that MoHud membership would probably be accepted if we displayed an interest. We should enthusiastically apply for membership. In this way we would be on their published and widely distributed calendar, thus attaining a place "on the map" of Hudson Valley autocrossers. Our 1995 Drop Zone events were barely publicized and not widely known about. Membership in the council would improve that situation greatly in addition to improving our standing and perceived cooperation level with the rest of the clubs in eastern New York.



## V. SERIES SPONSOR

This has been left to last because, frankly, it seems like we could survive without one. However, more important than cash for such things as trophies, a sponsor's greatest benefit can be assistance in advertising of events and making them known to potential new participants. Such advertising has in the past included word of mouth, posted notices, and radio (by the way, we need to resume advertising our events in the local newspapers ... but that's another topic).

Despite great efforts over the past 11 years, the basic direction and status of the program has not changed. We CAN reach the next level in terms of event proficiency, participant numbers and fun quotient. The five points above are issues that we need to consider in order to improve Mohawk Hudson Region's Solo II program. Each of you probably have other points to add or other opinions on what has been written above. Let's get together to discuss goals and devise ways to carry out whatever we decide needs to be done to improve our program. Alternatively, and also somewhat realistically, it's possible that there will be no changes to the program at all and we will continue at our present level. That would be acceptable only if it came after a sincere but failed attempt to improve our situation. It would be a real shame if we just sat back and let things go without trying.

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January's membership meeting will be devoted to an open forum on Mo-Hud's autocross/solo II program -- come and share YOUR ideas.

## A Stewards View of Mini-Con 1995

by Roly Heacox

It was very well handled, in the pre-event preparation, in the site execution and operation of all its aspects. Congratulations to Nantland and crew and Tom Hoffman for a very good event.

Friday evening registration and welcome party gave a chance to meet and talk to friends and become acclimated.

The Mo-Hud contingent was comprised of R.E. Mike Larimer, Assistant R.E. Larry Morton, Rich and Allsion Welty and myself. Most of the regions in NEDiv were represented. This was a pretty well attended event. Among the five of us we covered a large share of the scheduled meetings. I, of course, attended the Stewards sessions and found them to be not very informative or exciting. We were introduced to our new Executive Steward and were not favorably impressed. An unfortunate circumstance for the NeDiv. I certainly hope the others from our region were presented with a more favorable aspect for our future.

The Saturday seminars and meetings covered a good array of interests and problems, informative in many respects. The NEDiv dinner and NESSCA awards ceremonies were quite well attended. It's good to see so many drivers in attendance. The dinner itself left a little to be desired but the awards were fun. I hope we will see all of you at the Saratoga Roundtable on March 15-17 '96.

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

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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.

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