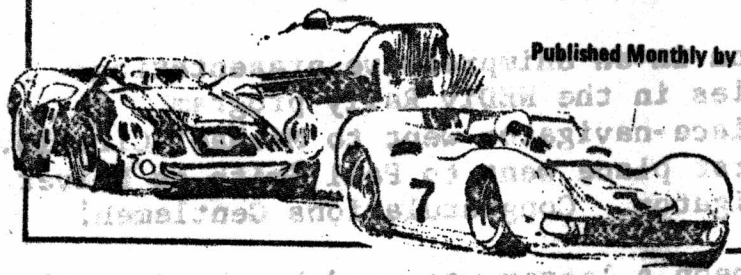
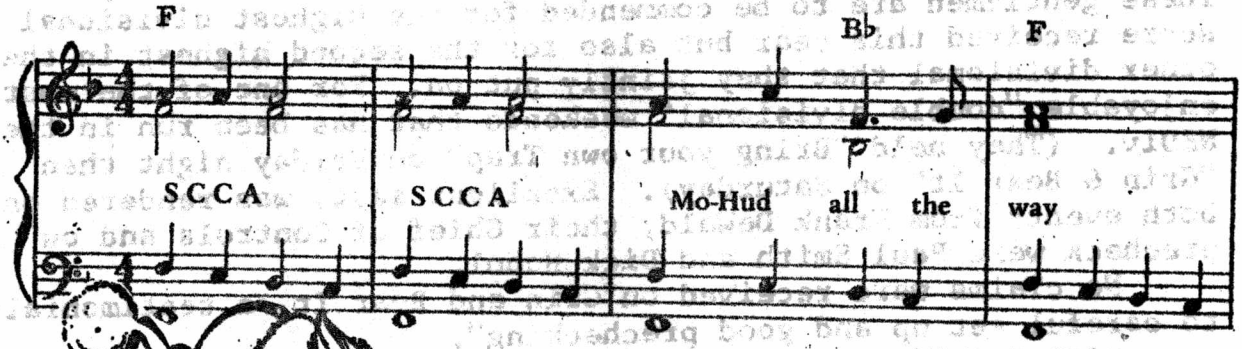


Published Monthly by SCCA – Mohawk Hudson Region

the knock-off



DECEMBER 1974

RALLY CHAMPIONSHIPS

At the NEDiv Convention in an unimpressive presentation Mo-Hud had three win trophies in the NEDiv Rally program. In Class A (Equipped) fifth place-navigator went to Michael Cirello. In Class B (Unequipped) First place went to Paul Smith as Driver and Norm deCarteret as Navigator. Congratulations Gentlemen!

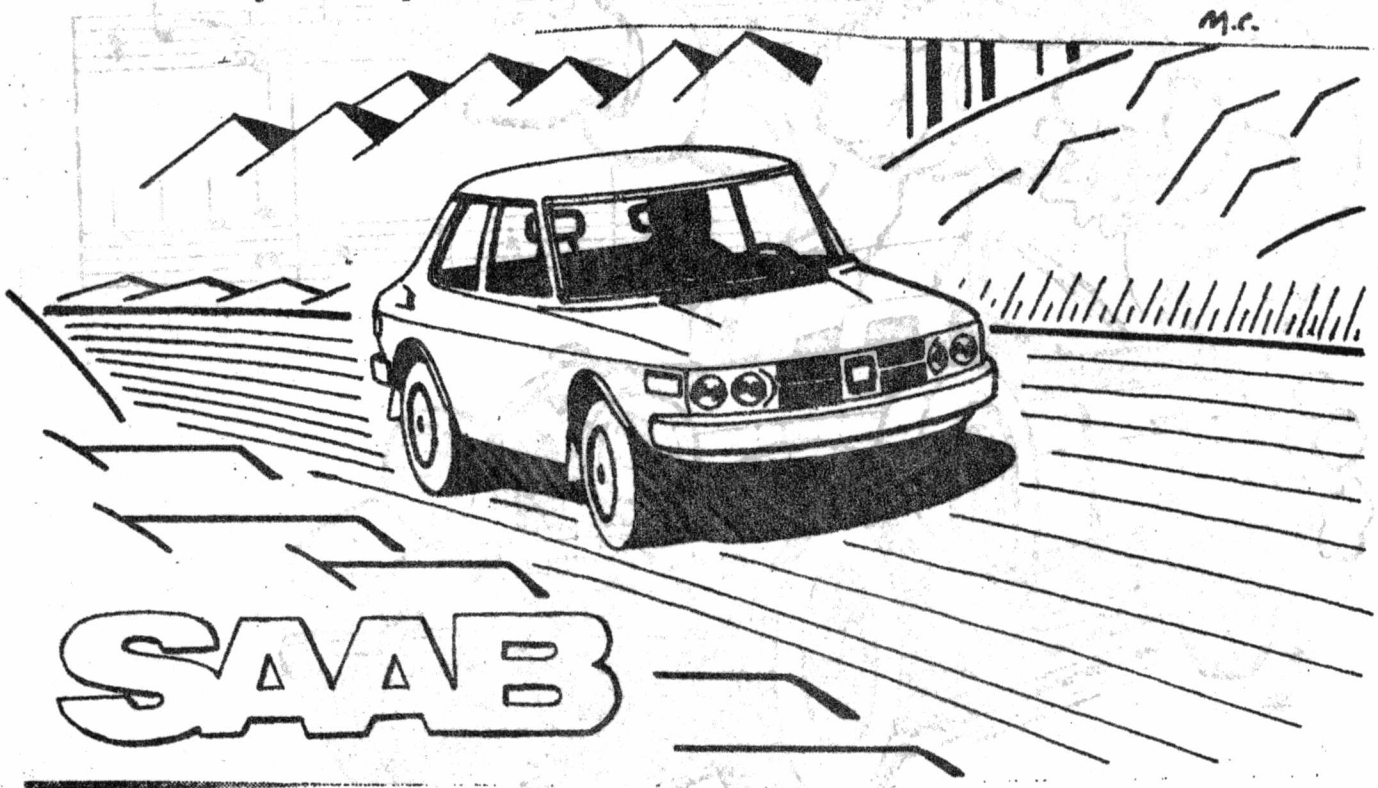
Also at the same luncheon a letter was read by the Council Chairman, Phil Henderson - excerpts as follows:

"Based on CER averages the rally of the year is "Grin and Bear It" with Norm deCarteret and Mike Cirello as Co-Rallymasters. These gentlemen are to be commended for the highest divisional score received this year but also for the second highest in the other divisional that they jointly put on. For one of the most enjoyable "double divisional" weekends that has been run in the NEDiv. (They held "Bring your own Trap" on Friday night then "Grin & Bear It" on Saturday). Excellent asst. was rendered on both events from Frank DeWald, their Chief of Controls and on precheck were Paul Smith and Dick Hohol.

No claims were received on Grin and Bear It, a testimonial to careful set up and good prechecking".

NICE GOING GENTLEMEN!!!

(This rally was sanctioned thru Mohawk-Hudson Region, SCCA and run by the Aquarius Club of New York).



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the sCene

Right on! I am going to do it again - do what? Stomp on some toes, that's what. You see, I just think that racing, and particularly road racing, is so great that I am not going to sit on my hands while the world messes up the game. Look at the text of the ad copy here presented. I picked it out of a recent issue of Compost Press, as I call it, because the text of the ad speaks to a problem that is getting ever greater and more vexing. Note that the comments are by Brock, who is certainly no stranger to racing, including those forms practiced by the SCCA. Read the first sentence again, sort of roll it around in your mind, and ask yourself if it is not true, after all.

Rising entry fees, endless tech lines, petty club officials, short races, lousy hotels, plastic food, senseless rule changes, lack of sleep, trailers, dumb speed limits, radar, traffic cops, dwindling sponsorship, and the general high cost of racing getting to you? Stop! Open your eyes and look skyward. That's clean, quiet, fresh air up there as far as you can see—and it's all yours—for nothing! In it you can enjoy the most thrilling sport in the world, hangliding. If you thought the edge of adhesion in fifth gear through a long sweeper with the tach needle pushing the red line was a rush—try twenty miles per hour in a complete silence a couple of thousand feet over God's green earth. Hangliding will give you a whole new dimension of thought! For a very tiny fraction of what you now spend in racing you can experience what man has dreamed of for centuries, self launched flight, the true feeling of freedom. Our "Brock 82" Rogallo type hanglider is quiet, non-polluting, costs nothing to fly and can be flown just about anywhere. What's more hangliders stay up (the record is over 10 hours) on atmospheric energy and that's free too! There's no phony "energy crisis" in the sky. Think about that. We know what we're talking about; we used to do a bit of racing under the name "BRE." If you're interested write us for the complete story.

So, I am going to point out a few things that need to be discussed, and let the (horse) chips fall where they may. I have observed over the years that if at any point in time more than six members of the Region are speaking to me it is excellent evidence that I have kept silent too long. What the hell -

My comments will perforce concentrate on single seaters, but the principles still apply.

Let's first take a look at a few things that are happening now, and later a quick look into the recent past.

First, from the Drivers Meeting column of the December issue of Sports Car.

In a section pertaining to Formula Ford there is presented a lengthy review of the definition of the chassis frame, and how it must be space frame, and that stressed panels are most specifically prohibited. Fine.

In a section of Formula SCCA we are told, among other things, that commencing in 1976 Formula B cars must incorporate deformable structure, that is, those cars registered after January 1, 1976 - I presume this means new cars built after that date.

Why? In case the question seems obscure, let me repeat it. Why? According to the writing, FIA requires these structures for Formula II. So what? First, let's array some arguments in favor of the announcement - it conforms the cars to what is required by FIA; the cars will then be eligible to run in the Canadian pro series for Formula Atlantic; the cars will be safer, and to hell with the cost (if it saves only one life).

How about some questions - Is there any factual data available to show that, in any US SCCA race, that any Formula B driver has been injured or killed for lack of deformable structures? Such an unfortunate incident could easily be the case, but why aren't we given the data, if available.

Another question - why do we have to do it just because the FIA requires it? We seem to be so often caught in a mindless aping of the Europeans, perhaps on the theory that since they race these exotic single seaters so much they must know what they are doing. No necessarily so. We all assumed the CSI and the GPDA knew what they were doing, and we covered the tracks of the world with steel barriers. Now they must be moved, or something.

As to the old saw about saving a life, and to hell with the cost - think again about the Formula Fords. It is well known that the safest construction for formula cars is monocoque, with deformable structures. Even in the face of this knowledge, and while we are going to require it of Formula B cars, we go ahead and <u>prohibit</u> it on Formula Fords, the rationale being one of cost. If you look at it just so, it is absurd.

As to the FB cars being eligible to run in the Canadian series, why in hell do we have to always follow where others lead? Our leaders have been telling us that FB cars can't be sold as a viable pro series. We all know of the resounding success of the series in Canada. By our deriliction in leadership we now have to let the Canadians dictate to us, or at the very least we have to play the game by their rules alone.

* * * *

Let's move now to the "On the Technical Side" column.

There we find a discussion of brake lights versus the required "position" lights on the back of formula cars. The stated purpose of these position lights is for use as an aid in visibility during marginal weather conditions.

If I recall correctly, these position lights were required to be fitted, starting in 1973. Seems like a good idea - I started using one in the early '70's, primarily for my own protection. If the guy can see you better, maybe he won't hit you. Right?

Now, after a year, the rules are being slightly modified, and to assure that the position lights are sufficiently bright, acceptable bulb numbers are listed.

It is this sort of lack of planning that drives me right up the wall. It is no secret that most formula cars run without any electric generation facilities so any use of electrics cuts into the on-board battery. Thus, it does not take the Rand Corporation to figure out that formula owners will seek to fit the smallest possible bulb, and many have done so. Why weren't the bulb requirements made clear in the beginning? (Never mind that there is an "or equivalent" proviso, not when there are specific numbers available.) I find that the bulb numbers given are all with tha large glass envelope, and so will not fit in the round and conical shaped lamp we so often see used as position lights, and, on sports racing cars, as brake lights. SOme of the numbers given are dual filament bulbs - but there is no indication of which filament is to be used, and one is brighter than the other. Now that there are required bulb numbers, now long will it be before a part of tech inspection will be disassembly of the position light, so "we can check your bulb number?"

Related question - with these required bulb numbers, why it it that formula cars will be required to carry position lights that are <u>brighter</u> than the brake lights on sports racing cars? (those little conical lamps typically use a #67 bulb, which is not on the acceptable list.)

More important related question. What are the facts? Again we are not given any data. It seems to me that if the brightness of a position lamp is all that important, then some place and some time, within the last year, there has been an accident in which at least one proximate cause was an insufficinetly bright postion light. If that has happened, let's hear about it.

Other wise, this whole thing is just another example of rules making for its own sake.

* * * *

In the same column, we are reminded that Halon on-board fire systems can only be checked by weight, and that they should be weighed often, and that the bottles should be so mounted that they can be easily removed by competitors to check the weight. This is all very good, but I have just cancelled my order for

a Halon system. Why? Because I am not going to go through a tech line and be told to remove my bottle, so the wieght can be checked. I'll stay with the nice and simple 10BC hand held, that can be easily inspected.

In a related item, the column urges great care in the fabrication of extinguisher mounts, to prevent the unit from becoming a missile in the car, or, if externally mounted, dropping to the track so the guy behind you can have it for lunch. This is good advice - just this past season I had an incident where my extinguisher bracket (mounted on the gear box) was slightly hit by an overanxious competitor, and the result was a number of laps around Lime Rock with the bottle dangling off the back, and then finally falling off. I wonder if extinguishers of any type should be mounted where they can be hit, or be ripped off during the course of a shunt.

* * * * * * *

That's about enough whiz-bang for today. Next time I do the writing thing, I'll regale you with stories of the various dumb calls I have been subjected to by race officialdom during the 1974 season. Now that some time has passed, some of the incidents are even amusing, or close to it.

Then later, if it's not the year 2525, I'll tell you why formula C is the best and most sensible racing class in SCCA today.

In the meantime, go back and read Brock's ad copy again, and please - think about it . . . . .

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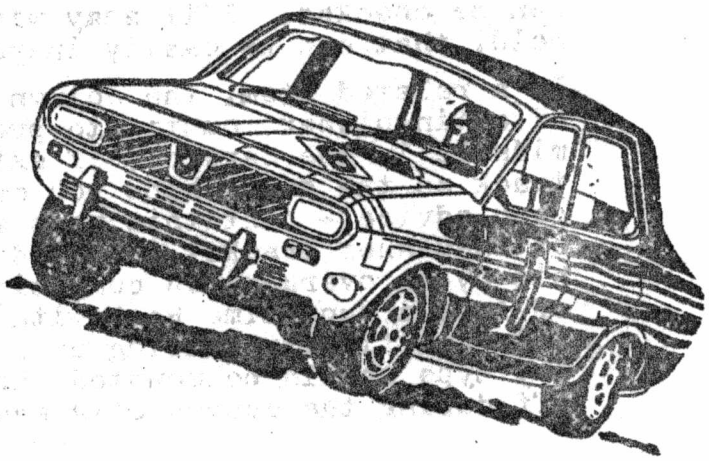

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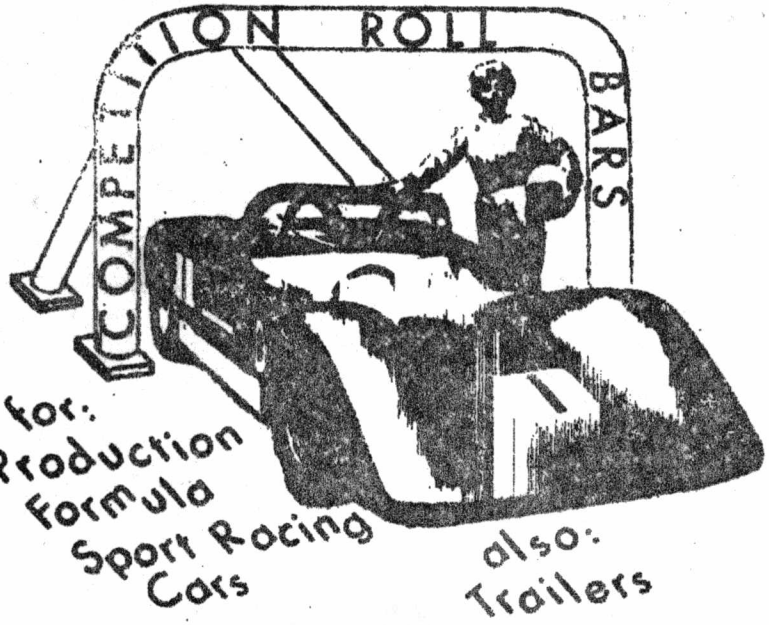

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Mohawk-Hudson SCCA
Membership Meeting
November 6, 1974

The meeting was called to order by R.E. Carl Corrin at 8:25.

Treasurers Report:

Begining Balance	$8124.41
Income	20.00
Expenses	100.00
Ending Bal.11/5/74	$8044.41

plus an additional amount of about $200.00 forthcoming from two Autoslaloms held in October.

Secretary Report: Approved as read.

Asst. R.E.: No report.

Activities Director: Rally Nov. 10, 1974 with Harry Whitton as Rallymaster. Harry reported the starting point at 1:00 pm will be Cotrofeld Sunoco, with a duration of about 90 miles. Harry has solicited about $200.00 in additional prizes for his rally.
Empire has a rally Nov. 17, 1974. Berkshire has a rally Nov., 24, 1974.

Competition Director gave a report on Road Atlanta with two of our members going down with one DNS and Karl Daniel finishing 10th.

Old Business: Autoslalom of October 13 had 33 cars with B. Ruschetti chairman and October 27 having 47 cars and S. Hunting chairman. The later being the final autoslalom of the season.

Slate of officers for 1975 with no new petitions received by the secretary:

Regional Executive	Hap Farnsworth
Asst. R.E.	Gene Birdsey
	Craig Robertson
	Candy Schaf
Secretary	Marie Corrin
	Connie McIntrye
Treasurer	Jack Fantelli
Activities Director	Phil Panos
Directors	Carl Corrin
	Art Frederick
	William Morris

Bill Morris who is running for Area 11 Governor spoke on his candidacy.

New Business: The NARRC Banquet has been changed to January. The banquet chairman Phil Panos has been trying constantly to contact the pointskeeper to get the final results but to no avail. With no results we do no know who are class winners and who to send invitations.

NEDiv Convention: At Painted Post Nov 15-17. Carl presented a letter from Harry Handley to solicit to all Solo II participants whether they would like the Solo II Championship limited to SCCA members only. The membership present was in favor of member only championship.

At the Area 11 meeting Gene Birdsey hoped that those attending from MoHud would bring up the possible change of points keeper for NYSRRC . He suggested Bob Stevens or Roger Holman.

The Car & Driver Race was discussed. The consensus was we should attempt it but first to check thoroughly into it especially the problem of Race Control with Car & Driver and to be sure certain points were in writing and according to the GCR.

Toni Hilferty hoped the region could obtain a new timing device for the Autoslaloms as the current one isn't dependable.

Next Executive meeting is at B. Morris on November 25, 1974.

Carl Corrin expressed his thanks to all members for their work in the passed year.

Meeting adjourned 9:15.

CHATTER

SUCCESSFUL OPERATION . . .
Marilyn Heacox is recuperating at Ellis Hospital in Schenectady after surgery performed on Monday, December 2nd. Reports have it that she will remain at Ellis for 10 to 11 days. Let's all send Marilyn a get well card and our best wishes.

CORVAIR DRIVERS BEWARE . . .
The world of ice racing is about to be invaded by Fiats. This year instead of corvairs only in the rear engine class we have Dave Wachtel preparing a Fiat 850 Spyder and Jack Hanifan is readying his Fiat 850 Coupe to join forces with Lee Beauregard — Corvair's here they come! ! !

NEW ADDITION . . .
Dave and Rona Kidd of Lenox, Mass. have added a new son, Ian Joseph, to their family. How will all three fit in David's immaculate Corvette for the autocross season of 1975. Best wishes to the proud parents.

MOST IMPROVED . . . Paul Hacker?
Who would think that after the 1973 racing season and an excellent start for the then "rookie" Paul Hacker that the 1974 season would find him accepting "The Most Improved Driver" award from the New York State Road Racing Championship Series (NYSRRC). . . as well as first in class and first overall. Congratualtions! ! !

SLIPPERY RACING . . .
Get out the snow tires, and off you go. This years Ice Racing is about to get underway. Roly Heacox has informed us that we have a full schedule ahead with New York State Ice Racing Assoc. early January finds us at Onderdonk Lake. It's so close — come out and watch, work, participate. For more information Call: Roly at 872-1661 or Lee Beauregard at 456-0019. We need you ! ! !

THIS YEARS ROOKIE . . .
Although John Stim completed his drivers school in 1973 with his Datsun 1200 in C Sedan — 1974 found him out on the track for the first race. Excellent beginning and Congratulations on your first place finish in your class in the NYSRRC Series. Any plans for next year? How about Nationals? Will 1974 see J & S Racing at the track with the twin 1200's? Keep us filled in.

AND THEN THERE WAS THREE . . .
1975 will bring a new arrival to Ted and Martha Sloper of Mass. Ted is a regular at the autocross scene and Martha just joined Mo-Hud this year. Will this new arrival be able to handle their Datsun 240Z as well as the expectant Mom and Dad. Congratulations!

THIS IS YOUR PUBLICATION — WE NEED TO KNOW WHAT YOU'RE DOING
All "tidbits, chatter, idle gossop" will be appreciated

KNOCK-OFF STAFF — Jean, Marie, Judy

Mohawk-Hudson Region SCCA - Knock-Off

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Autoslalom Final Point Standing-1974

Name	Car	5/12	6/29	7/28	8/18	10/13	10/27	Total
		CLASS 2						
Frederick,Art	Lotus Elan	8	10	8	10		10	46
Beauregard, Lee	Lotus 7	10	8	10	8		8	44
Olsen,R.						10		10
Keller, A.	Deserter		6					6
Morris, W	Lotus Elan		4					4
Vallellinga, D	Meyers Towd.		2				1	3
Beauregard,Judy	Lotus 7			1	1			2
Erkes, Joe	Dune Bug	1	1					2
Chiera, H.	Opel-Ghost		1					1
Fredericks,Mike	Mimi Cooper		1					1
Thiem, R.						1		1
		CLASS 3						
Kidd, Dave	Vette		10	10	10	8	10	48
Hunting,Steve	Porsche	10	2	8	8	10	8	44
Tracinski,Walt	Vette	8	8	2	4	1	6	28
Wright, Wilson	Vette		2	6	6			14
Loda, John	Porsche		6	1	2		1	10
Shatkin, Lloyd	Italia		1	4				5
Barbas, Jay	Vette			1	1			2
Wylie, Arnie	Vette	1						1
		CLASS 4						
Sloper, Ted	D-240z		10	10	8	8	8	44
Beaudoin,Tom	Porsche		8	8	6	6	6	34
Pelkey, Tom	D-2000	1			1	10	4	16
Larrivee,Gary	Triumph			2	4	1		7
Leahy, William	D-240z				10		10	20
Hanifan, Jack	Porsche			6	1			7
Farrell, Bob	Porsche		6					6
Petrella,John	D-240z			4	1			5
Rautenstrauch,J	D-240z		4					4
Roberto, D	D-240z					4		4
Bixler, Bob	MG Mid.		1	1				2
Boody, F	D-240z				2			2
Bregman, E	TR-6		2					2
Geer, Howard	Tr-Sptfire						2	2
Yaggi, Henry	D-240z		1	1				2
Whitton, Harry	D-240z				1			1

		5/12	6/29	7/28	8/18	10/13	10/27	Total
		CLASS 5						
Hilferty, Tony	BMW	10	2	8	6	10		36
Robertson,Craig	BMW	4	10	1	10	2	8	34
Benson,Craig	BMW	6	4	4	8	8	4	30
Fullam, Peter	TR-4		1			6	6	13
Laponia, Tom	BMW		1		1	4		6
Danforth, Nat.	BMW	8	8					16
O'Connor,Tom	MGB		1	10				11
Marko, Jos.	BMW		6		4			10
Cornell, Phil	BMW						10	10
Mearns, Dave	Capri V-6			6				6
Chinman, Roy	MGB		1		1			2
Beaudoin, Tom	Honda C						2	2
Perron, P.	Lotus Cort				2			2
Crowe, Mark	Honda C	1						1
Shatkin, L	Lotus Cort.				1			1
Ward, D.	MGB					1		1
Hinterberger							1	1
		CLASS 6						
Hanifan, Jack	Fiat	8	2	8	6	1	6	30
Sciarra,Butch	Saab		6		10	8		24
Wilson, Jim	Alfa B				8	6	10	24
Leonard, Mark	Saab	6		1	4		1	12
Leonard, Jim	Saab	1		1	2		4	8
Morris,Gerald	D-1600	10	8					18
Beaudoin,Tom	Fiat			10				10
Mann, Harry	Opel		10					10
Nolan, J	Alfa B					10		10
Bishop, Jim	Fiat						8	8
Scullen, Steve	D-1500		1	6				7
Moskowitz,H.	Fiat			4	1			5
Andrews, Dan	Saab		4					4
Moxley, Alan	Fiat			2				2
Beauregard,Lee	Fiat				1			1
Dignan, Ernie	MGA		1					1
		CLASS 7						
Nudi, Jeff	Pinto	4	10	10	10	10	10	50
Bishop, Jim	Fiat	6	2	8	8	6	1	30
Palmer, Gary	Pinto	8		2	4	8	6	28
Sumner,Clayton	Pinto		4			4	8	16
Hacker, Paul	Colt	10						10
Keitel, Peter	Pinto		8					8
Behan, Jim	Pinto	1	6					7
Torre, Joe	Subaru				6			6
Lemke, Dave	VW			6				6
Hanifan, J							4	4
Spears, Steve	Pinto			4				4

		5/12	6/29	7/28	8/18	10/13	10/27	Total
		CLASS 7 Cont.						
Dill, Tom	VW				2			2
Corbett, Jim	Capri	1	1					2
Smaldone, Ron	Mustang II			1	1			2
Many, Dick	Ghia	2						2
Morgan,							2	2
Rickes, Greg	Pinto		1					1
Corbett, Bill	Maverick	1						1
Moran, D						1		1
Welch, Rich	Honda 600		1					1
		CLASS 8						
Ruschetti, Bill	Duster	10	10	10	10	10	10	50
Fisher, Sandy	Camaro	8	8	8	8	8	8	40
Fisher, Donna	Camaro	6		6		4	2	18
Deans, John	Camaro	1	1			6	6	14
Griffen, Jon	Dart		6		1			7
Beardsley,	Cuda						4	4
Smullens, Pat	Firebird		4					4
Bisemer, Joel	Mustang		2					2
Drake, Howard	Cuda				6			6
Lombardi, P						1	1	2
Shalat, Stu	Camaro			1				1
		CLASS 9						
Fisher, Donna	Camaro		10			10	8	28
Schaf, Candy	Opel	1	1	10	1	8	6	26
Beauregard, Judy	Lotus 7						10	10
Loda, Elizabeth	Porsche		8	1				9
Walker, Linda	Vega			8				8
Campbell, Carol	Pinto		6					6
MacDuff, Harriet	Camaro					1	4	5
Geer, Nancy	TR-Sptfire						1	1

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Dear Santa:

These "kids" have been good all year, won't you see fit to drop these "gifts" off on your annual run:

To the K.O. Staff articles from everyone.
To Carl Corrin his own oil well - seems he keeps blowing engines and loses all that oil.
To Steve Hunting a new manifold to stop that clacking noise.
To Sandy Fisher all 1st places instead of the 2nd's.
To Ensign Benson sea sick pills.
To Butch Sciarra his own private pylon so he doesn't have to hit 6 at one run.
To the "Funny Lady" more Cold Duck.
To Nancy Geer a good pickle season for more of "Mother Geer's" pickles.
To Judy Beauregard her own parking lot.
To "Fast" Eddie a ball of string so he'll have yet another hobby to start.
To Dave Hathaway because he liked them so well, a 1st place trophy left from 1974 Lime Rock Race.
To Phil Raeder a speck of dust for his "White Room".
To Howard Geer a neon sign saying "Howard's Used Car Lot".
To Dave Wachtel a new tow car so he can at least get to the races.
To Paul Hacker- James Bond gadgets so the Burger King doesn't follow so closely.
To Bill Hoffert a rally where everyone will finish.
To Roly Heacox lots of ice for the "Racing on the Rocks" Season.
To Jack Fantelli a special diet for "Harry" so he loses 500 lbs.
To the Fredericks a clear Septic Tank for the annual picnic. Oh yes, Art thanks you for last year's painting of the Lotus.

All these things and whatever you happen to drop off will be appreciated.
Also to everyone a coming year of Peace and Prosperity.

Thank you,

Marie

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NORTHEAST DIVISION CONVENTION.....

A group of 8 Mo-Hud people journeyed down to the big city of Painted Post, N.Y. for the NEDiv Convention which was hosted by the Glen Region. The Glen had everything arranged through out the whole weekend to make it pleasant for everyone. There was even a Rally to get to the convention for the brave. Two Mo-Huders, Hap and Helen Farnsworth took first place.

Upon arrival Friday night at registration everyone got a real neat brief case full of all sorts of goodies including two free tickets to the cocktail party and race movies that followed.

Saturday bright and early (8:00 A.M.) the NEDiv Council was called to order with 16 out of 18 regions represented. There was a scheduling session with the outgoing schedular, D. Rost. He mentioned regions must get written permission from the home region of the track concerned or from the Area Governor. The listing fee is still $25.00. After the morning meeting there were various seminars for each speciality. Briefly here are some of the important things covered:

Timing & Scoring went over requirements of the Chief T & S at a race. There is an attempt to have all race results similar throughout the Division.

The Flag & Communication Seminar discussed how corner workers could be more efficient, i.e. An organized system of hand signals, possible use of fluorescent gloves and better comm. between stations. A possible additional use of the white flag, that for a "limper" or slow car instead of the yellow flag.

The Scrutineer Seminar discussed how to be more pleasant at tech., seeing this is the second group. encountered on race day. Car log books were discussed as many drivers are coming thru tech. without one. This should be the duty of each driver to obtain one from their region's R.E. A driver without a log book should probably have a more thorough tech inspection.

At the Medical Seminar the main thing discussed was the new appendix M. It is effective in 1975. This requires more updated equipment. Also each region should have a team consisting of a physician, nurse and E.M.T.

Rally Seminar: All Divisional and National rallies will have to offer a Class C in 1975. This is "seat of the pants". On the regional level Class C should be kept as simple as possible some regions have two sets of instructions, one for novices and one for the more experienced. A booklet on hints for novices might be helpful.

Competition Seminar: Better communication to drivers is needed. The Drivers Newsletter was discontinued because of cost. This information is now printed in the Sports Car but possibly it should be in regional publications also. The Competition Board

is studying the car and driver log books. They are not being used as intended. At Drivers School all instructors must have National Licenses. The dry sump issue can be reviewed again if members will write to the Comp. Board. Graded Licenses was also discussed.

Solo Seminar: Art Trier of N.Y. Region is the NEDiv Solo Steward. The 1975 Solo II runoffs will be held at Watkins Glen G.P. Course on Aug 16 & 17. It was proposed and passed that in 1976 non members will not be allowed to run the Solo II Runoffs.

At the Race Officials Seminar the basics of the Steward Program was given. Our Area 11 has 20 Stewards.

The Race Chairman Seminar was a panel discussion. The Race Report was discussed. It was hoped that the report could be gone over with each Chief of Speciality. (Our region reads it to all the members at a membership meeting). It was suggested a 1-10 ratio be used rather than the present satisfactory-unsatisfactory . Suggestions for better races: A questionaire to all drivers (after the race) to see how the race could have been improved, also if entry forms could be similar it might be of help to the drivers.

On Saturday night the banquet where the NEDiv driver awards were presented. Paul Hacker received a trophy for first place in SSS.

On Sunday morning Cameron Argetsinger spoke to the convention. He gave a report on the financial condition of the club which is improving. He announced that the Can-Am has had its problems and is now canceled. He said the National Dues had been raised to $25.00 to restore better services to the members. (?) Following his talk was a panel of the Area Governors. We found out how fortunate our region has been to have had Roger Clouser for our Governor. He has informed us of "what's going on", our new area 11 Governor will be Bob Perry.

The NEDiv Council had its final neeting of the weekend. Election of officers was held. P. Henderson Chairman, U. Albers Secretary, Eleanor Perry Treasurer, Jim Poor & SUe Roethel members at large.

The Round Table in the Spring of 1975 is at Washington, D.C. The Mini-Convention in the Fall of 1975 is at Philadelphia,PA. This is a great time to see what is going on behind the scenes.

It should be realized that all seminars are mere discussions. We can only hope these thing will be done.

The host region printed complete recaps of each seminar. If anyone is interested contact me and I will see that you get copies.

.... Marie Corrin

WELCOME TO MO-HUD:

Kimberly Ann Barton
Thomas Laponia
Helen Farnsworth
Robert Goldstein
Dale Hinterberger
Clayton Sumner
Sharon Barbas

****

Results of the Saratoga Safari Rally held 11-10-74 with Harry Whitton, Rallymaster.

1st	Class C	Hap & Helen Farnsworth	414 points
2nd	Class C	Alex Neff & Dot Childrud	663 "
3rd	Class C	Clark Nicholls & E. Weiss	741 "
1st	Class B	Margaret & Lyn Camin	112 points
2nd	Class B	Candy Schaf & W. Tracinski	286 "
3rd	Class B	Dave & Marty Hathaway	369 "

##

How do you get points for the Workers Award and Lewis Trophy? Just participate and the points add up.

Race Chairman	90	points	K.O. ARTICLE	30	points
Ntl Rally Chairman	90	"	Work at Rally	25	"
Rally Chairman	75	"	Work at Solo II	25	"
Solo I Chairman	75	"	Enter Rally	20	"
Solo II Chairman	50	"	Enter Solo II	20	"
Work at a race	35	"	Attend Meeting	10	"

And the following people accumulated points for 1974

Craig Robertson	575	points	Craig Benson	395	points
Wally Tracinski	565	"	Sandy Fischer	375	"
Carl Corrin	535	"	W. Ruschetti	360	"
Candy Schaf	500	"	Dan Egy	300	"
Greg Rickes	460	"	Hap Farnsworth	285	"

Next year lets see your name listed here! (Remember the K.O. gets you 30 points for writing an article.)

****

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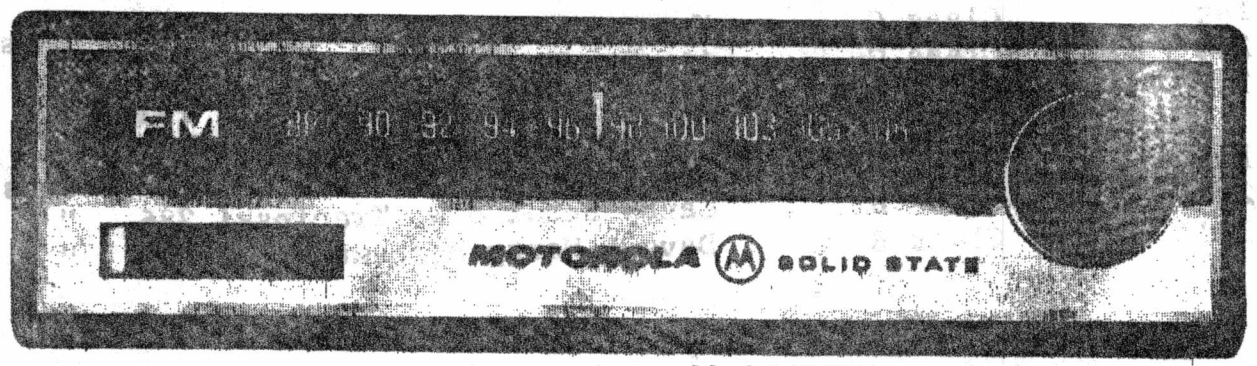

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Our annual Banquet was held on Dec. 7, 1974 at the Center Inn. I hope everyone had a good time. Anyone who didn't come missed out on the cocktail party, but then some that did come should have missed the cocktail party.

The annual election of officers was held. The official results were:

Hap Farnsworth	Regional Executive
Craig Robertson	Asst. Regional Executive
Marie Corrin	Secretary
Jack Fantelli	Treasurer
Phil Panos	Activities Director
Carl Corrin	Director
Bill Morris	Director

There were many awards, some funny and some very serious.

The Rookie of the Year went to John Stim.

Best Single Performance went to Phil Raeder for his drive at Watkins Glen Nationals. He finished first and set a new long course record. Phil also holds the short course record. This is in Formula C.

The driver of the year was a tough choice so two trophies were presented:

Paul Hacker: His record for the year is 1st in NYSRRC, 1st in NARRC, 2nd in NERRC and 1st in NEDiv points. He had 11 - 1st, 7 - 2nds and 1 - 3rds. through out the year in his SSS Colt.

Ted Wenz: His record is 1st in NYSRRC, 1st in NARRC and 1st in NERRC. He had 11 - 1st, and 2 - 2nds in his CSR.

The Solo II Championship trophies were awarded. The Solo II driver of the year was Bill Ruschetti and the most improved driver was Jeff Nudi. Unfortunately there was no Rally Championship.

The workers awards went to Craig Robertson, 1st., Wally Tracinski 2nd, and Carl Corrin 3rd. The Lewis Trophy went to Wally Tracinski, this is a combination of workers points and participation.

Congratulations to all the winners.

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Last weekend I went to the New York Road Racing Championship banquet and saw six Mohawk-Hudson Region drivers win their classes. That is quite an accomplishment for our small region. Paul Hacker won the "Most Improved Driver of the Year" award and the "High Points Driver of the Year" award. For obvious reasons I felt it was a nice banquet. I was disappointed to find out John Stim did not recieve the "Rookie of the Year" award, but I understand the people in charge of the championship are going to make amends. In John's first year of competition, he took a second in over all points and won his class. A congratulations should go to all our drivers for their fine representation in NYSRRC.

Jean Hacker

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ROAD RACING CHAMPIONSHIPS

The following are results of the New York State Road Racing Championships (NYSRRC). Included are the first place driver and any Mo-Hud drivers (listed in capital letters) and their place.

AP	Gorden Gardner	
BP	Guy Jennings	
	BERNIE DEGRAFF	4th
DP	Russell Rung	
	DUANE MATEJKA	6th
CP	Dan Smith	
EP	Fran McAllister	
	GENE BIRDSEY	7th
FP	HAROLD CAMERON	1st
	BOB CLAFFIE	11th
GP	Gary Pecka	
	DAVE HATHAWAY	9th
HP	Michael Kirkland	
SSSC	Paul Richardson	
SSS	PAUL HACKER	1st
	DON COOK	8th
A/S	Tom Morgan	
B/S	BOB BUNCE	1st
C/S	JOHN STIM	1st
	DOUG JONES	4th
FA	Jim Crawley	
FB	George Atkins	
FC	PHIL RAEDER	1st
FF	Ted Peckham	
FSV	Bob Dago	
FV	Perry Buzzell	
ASR	Bob Millker	
BSR	Al Zeller	
	BILL MORRIS	4th
CSR	TED WENZ	1st
DSR	Roger Posthumus	
	ELEANOR MORRIS	3rd

NERRC or New England Road Racing Championship

BP	Ray Anton	
	BERNIE DEGRAFF	4th
CP	Peter Schmidt	
DP	Don Zahoruiko	
EP	Alan Howes	
FP	Doug Garner	
	HAROLD CAMERON	2nd
	ROBERT CLAFFIE	4th
GP	Robert Wanta	
	DAVID HATHAWAY	2nd
HP	Fred Wentzell	
AS	James Crittenden	
BS	Ken Fullerton	
CS	JOHN STIM	1st
SSS	PAUL HACKER	1st tie
SSSC	Larry Snover	
FB	John Stowe	
FC	Richard Powell	
FF	Joe Sposato	
FV	James Havell	
BSR	John Sorbello	
ASR	Albert Deleo	
CSR	TED WENZ	
DSR	JACK FANTELLI	1st

ELEANOR MORRIS received 32 points in DSR but did not register at the required three events, hence not eligible for the year end award.

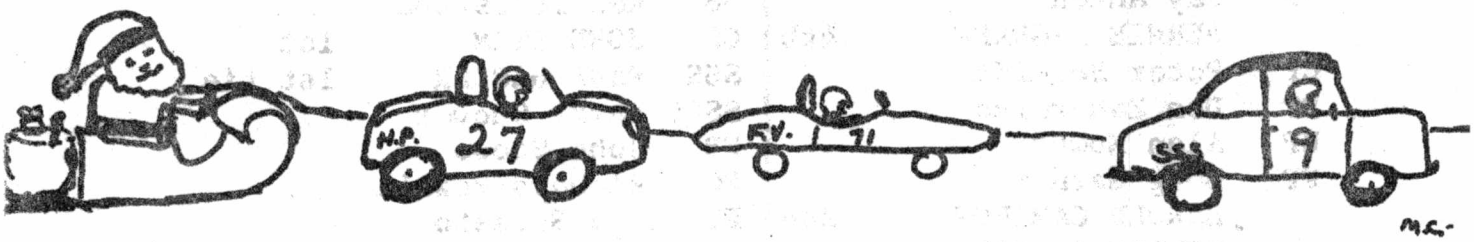
These are the results as received. The NARRC standings are still unavailable. As soon as the pointskeeper sends them we will print them.

HACKER RACING
SSS 1974

1974 was a GOOD YEAR, certainly not GOOD RICH, but none the less my Dodge Colt ended the long season with more dents than in 1973. After 34 races and 20 wins in two years of campaigning,1975 will not be as hectic a season. I only plan to run 8 SSS races, unless I am flooded with sponcership money, or another younger car. The Colt now has 50,000 miles on it, but only abused on weekends. I might be singing another tune if SSS becomes a National class. As soon as that happens, I'll do my best to be at Atlanta.

Thanks to my crew Steve Rice, Jean, and good friends John Stim of the now famous J&S Racing Team and Jimmy Behan, 1974 was not only a good year but a fun year. After you have spent 14 weekends camping,working, driving, sweating, drinking,crying cussing with these people, you find out what good friends are. I want to thank them all for also helping me win the Mo-Hud region's "Competition Driver of the Year"award for the past two years. Last of all I would like to give a special thanks to everyone in the region for their help and encouragement.

Hack



From the Editor:

We have another issue behind us, maybe it'll get easier and I hope steadily improve. It will improve if you send in more articles. We will print what you send to us whether it is a Letter to the Editor, a technical article, a newsy one or what ever.

This also being our holiday issue we hope everyone has a Happy Holiday and Santa, etal. gives you the things you want.... A new Race CAR??????

Mc

I sit here with my new coffee cup acquired at the annual banquet, (you would have to have been there to appreciate the cup!) looking back on another successful year for the Mo-Hud Region, thanks to Carl Corrin's perseverance. I note with pride that we pulled off another outstanding race event at Limerock, Autosprint, and another strong Solo II series inspite of location difficulties. The Rallye series almost reached championship status and was capped by a 40-plus car event; a new high entry for a Mo-Hud regional rallye. I reflect upon a year in which our ranks of competition drivers grew rapidly and each progressed, with some turning in truly amazing performances which are a credit to them and shower much glory upon the Region.

In all, it was an excellent year, right down to the final event. There's been the "Longest Day", the "Longest Yard", but we had the "Longest Banquet"! As I said, you had to be there to believe it! And I've never seen the Region's ladies more beautiful. They seemed to emerge from season-long hiding behind typewriters, stopwatches, nomex underwear and the Tech line, as butterflies, coiffed, gowned and radiant. It was quite a sight. Come next year and you'll see what I mean.

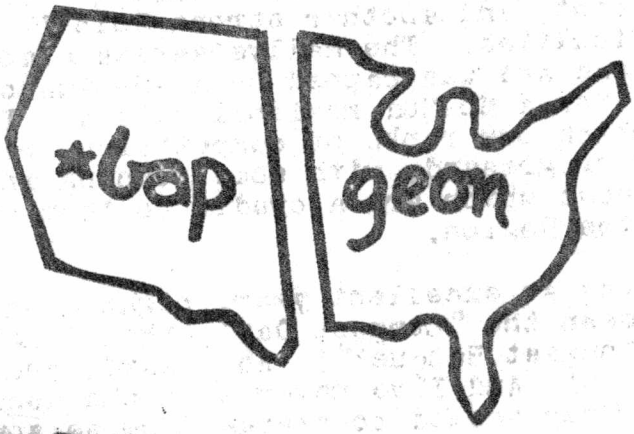
It is now time to look forward to another new year and a host of new challenges. We have ambitious plans for a combined driver's school and race on August 2&3; Solo II and Rallye championships; and of course, Autosprint. We hope to benefit from our strong ties with our sister clubs in the area and increase the degree of cooperation with them and their members. We hope to grow in new memberships through the efforts of our able Membership Chairwoman, Jean Fantelli. But each member must be our best ambassador. Bring a friend to an event. SCCA is not a closed club. And I urge you newer members to participate. Get into the action. Be Chairman of an event. You'll get plenty of support and assistance from the more experienced hands.

If we will all do our best to maintain the tradition of excellence which has been this Region's trademark, we'll have done our job well. If you have an idea or a complaint, call me; night or day. Better yet, come to Executive Board and membership meetings and be heard. The first of these are Monday Dec. 30th at my house and Wed. Jan 8th at the Center Inn, and our first event of the 1975 season should be the North Atlantic Road Racing Championship banquet on Saturday January 11th.

Remember, a safe drive is no accident!

Hap Farnsworth, RE

BAP/GEON



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