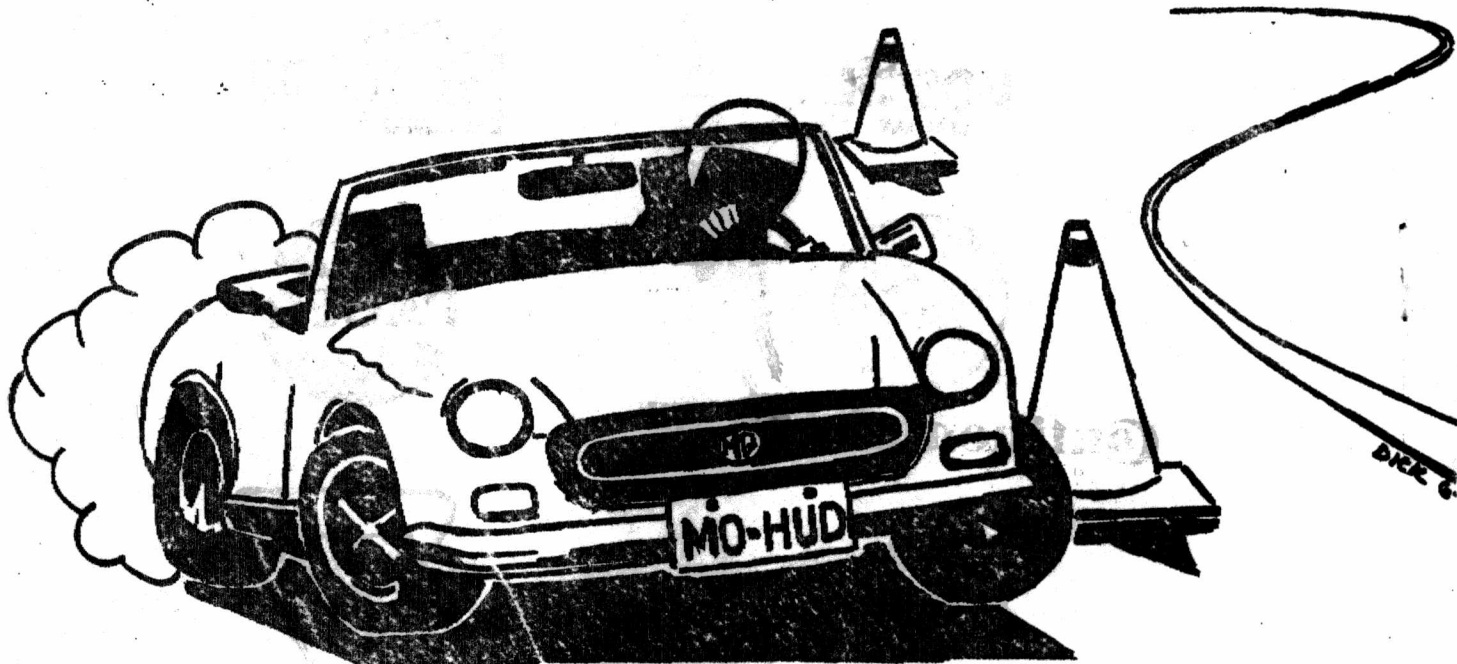


JULY 1975



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The Mohawk-Region SCCA membership
meets the first Wednesday of each month
at the Center Inn, Glenmont, at 8:30 p.m.

KNOCK-OFF

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ONE MINUTE

The Membership meeting of the Mohawk-Hudson Region SCCA was called to order July 2, 1975 by R.E. Hap Farnsworth at 8:20pm.

Secretary's Report was approved as read.

Treasurer reported a balance of \$6668.00

Competition Director reported the National at Pocono has been cancelled until the 2nd week in September. Hap asked Bill to clarify who gets GCR's sent from Denver free of charge. Bill said all National Drivers receive them but not Regional or Log Book Holders.

Activities Director reported on upcoming events. We need a chairman for the August Autoslalom. Autosprint had 64 entries and lost only \$29. BMSC will be changing their lot for Gymkhanas.

New Business:

Dave McClumpha brought up the new 5 minute time a driver has after the checkered flag is displayed to complete his last lap. Dave believed at longer tracks it will make a difference. He felt we should write a letter to Denver.

Phil Panos made a motion seconded by Ernie Dignan that when a Governor's memo is received a copy be sent to all members. After discussion a vote was taken and the motion was passed. Greg Rickes questioned who could receive minutes of the Governors meetings. Hap said they were available on request. Greg made a motion we send for a copy to be available to all members. Seconded by Dave McClumpha, motion carried. Gene Birdsey mentioned that the Area Governor, Bob Perry is at every Area 11 meeting, generally held each month at Syracuse.

Karl Hacker asked for help in the SSS problem of unsafe wheel inter bearings. It was believed that a letter should be sent to the competition board in Denver. Paul said no one listens to the problems of SS.

The race on August 2 is in need of workers for all phases.

A motion to recess the meeting was made by Bill Morris seconded by Dan Egy.

Respectfully submitted,

Marie Corrin, Secretary.

Following the meeting Bob Tullius spoke to the members and answered questions.

RESULTS OF BERKSHIRE WEST RALLY

June 21, 1975

	<u>Driver/Navigator</u>	<u>Club</u>	<u>CP4</u>	<u>CP6</u>	<u>CP7</u>	<u>CP9</u>	<u>CP10</u>	<u>P11</u>	<u>P12</u>	<u>P13</u>	<u>P14</u>	<u>P15</u>	<u>Total</u>
1	1A Folsom/Butler	VSCC	9	9	0	2	2	1	15	3	3	4	48
2	2A Frausel/Frausel	SCMSC	4	3	43	1	7	4	7	9	11	3	92
3	1B Caruthers/Todd	MGCC	4	25	3	33	7	4	12	4	1	9	102
4	3A Lavallee/Andersson	TCNE	7	7	59	10	3	2	2	12	12	5	119
5	4A Fisher/Rerick	OSRT	9	14	50	8	2	10	9	4	4	13	123
6	5A Baker/Howard	TCNE	8	12	49	7	5	10	9	6	14	6	126
7	6A Buffum/Hauman	SCCVt.	2	2	3	21	44	24	20	0	6	5	127
8	2B Farrell/Hannum	-	6	26	2	2	15	15	9	14	18	22	129
9	7A Sedgwick/Cade	WASCC	0	18	36	12	8	4	11	8	16	87	200
10	8A Sinkler/Tate	SCMSC	5	3	67	83	6	39	6	12	2	17	240
11	9A Spunzc/Leonard	SCMSC	2	107	15	18	13	17	13	6	19	33	243
12	3B Porter/Suomu	WASCC	1	13	11	32	69	6	30	44	26	26	258
13	4B Wichmann/Camin	VSCC	4	18	45	134	51	18	31	4	0	12	317
14	5B Coyle/Ahern	SCMSC	2	22	20	88	5	89	18	12	34	48	338
15	1C Rabinowitz/Smola	TCNE	10	1	53	23	20	11	27	27	27	148	347
16	6B Nicholls/Comber	BMSC	11	8	66	209	25	8	67	14	8	1	417
17	2C Burchsted/Vincent	MGCC	23	29	45	45	59	58	55	1	31	73	419
18	3C Sexton/Merk	TCNE	1	5	16	128	33	57	30	5	40	118	433
19	4C Mulhern/Nagle	-	30	7	16	23	11	16	34	17	8	283	445
20	10A Ciesla/Ciesla	TCNE	15	20	143	71	9	16	64	7	73	39	457
21	7B Peterson/McLafferty	VSCC	5	3	130	53	3	0	22	192	23	83	514
22	8B Bishop/Fischer	EMSC	15	6	80	150	85	7	14	4	61	334	756
23	5C Miller/Bush	-	15	5	108	56	99	117	139	2	66	170	777
24	6C Blumer/Conklin	-	10	77	57	500	69	21	34	17	32	47	864
25	9B Johnston/Johnston	-	0	183	68	94	50	59	23	123	53	234	887
26	7C Mangan/Mangan	EMSC	15	22	112	134	68	47	117	33	95	254	897
27	10B Norton/Rummel	-	7	28	114	48	550	136	6	1	32	105	1027
28	8C Stegemoen/Valente	BMSC	9	1	127	123	231	31	147	174	93	92	1028
29	11B Zuckerman/Peterson	WASCC	13	77	207	500	87	21	17	7	48	55	1032
30	9C Yemma/DiDonato	SCMSC	4	78	149	55	36	32	51	56	21	550	1032
31	10C Dow/Quirk	-	15	88	214	48	130	139	34	27	21	500	1216
32	12B Duford/Kelleher	SMAK	6	55	112	19	42	500	295	12	34	182	1257
33	13B Taylor/Williams	TSTC	3	36	65	500	112	1	122	2	500	500	1841
34	11C Solomon/Forma	EMSC	11	6	110	500	500	500	37	5	42	187	1898
35	12C Wright/Wentorf	M-H	208	500	25	500	384	178	123	1	5	214	2138
36	14B Kane/Podracik	M-H	4	500	4	193	500	262	359	89	118	550	2579
37	13C Stauffer/Cantwell	-	5	132	181	500	500	500	500	43	100	177	2638
38	14C Sciarra/Chiera	BMSC	5	47	280	98	500	98	500	500	500	500	3028
39	11A Technanski/Briggs	EMSC	500	500	500	500	23	74	500	23	6	500	3126
40	15C Morris/Schaf	M-H	97	500	201	500	500	500	342	500	500	48	3688

A PROPOSAL FOR LICENSING REQUIREMENTS

William G. Morris
June, 1975

Novice Permit: No change, leave as present.

Regional License: In addition to present requirements, include provision for automatic conversion of Senior Competition Licenses of other recognized clubs into SCCA Regional License if the driver holds current SCCA membership. Award "Regional Points" based on finishing position (i.e. 9-6-4-3-2-1).

National License: Awarded only after accumulating ten (10) Regional Points (points may be carried over from one year to the next). Renewal requirements same as at present.

FIA License: Same requirements as at present.

SOME POSSIBLE IMPLICATIONS:

1. Will tend to make the National License more of an "advanced" license, and less of a "Prestige" license. The average level of competence at a National race would be increased.
2. New drivers who have completed the Novice Permit requirements and demonstrate outstanding racing (both driving and car preparation) ability could advance to a National License in two races. Those with less ability will be forced to accumulate more experience, but with sufficient perseverance will eventually also get a National License.
3. Will increase the stature of both the Regional License and the Regional Race, to the point where they epitomize "Club Racing", and not just a stage that one passes through on the way to a National License.
4. Will tend to even the relative populations in the various racing classes. A new driver would be less likely to choose FF or FV because it would probably take him longer to accumulate the necessary points to get a National License.
5. Will place added emphasis on preparing a competitive car if one has National or Professional racing ambitions. Involvement at the Regional race level would continue to be as simple or as sophisticated as the competitor chose to make it.

.....by Craig Robertson

Race 1: SSS & SSSC Dennis Honeywell's Porsche was never seriously challenged. He set a new lap record of 1:12.8. Second overall and 1st in SSS was Pat Bedard with a new lap record of 1:13.6. Paul Hacker with stood a stiff challenge by Steve Cairns to finish 3rd o.a. Don Cooke was running as high as 4th o.a. until he had some problems and dropped out on lap 16. Jim Behan was shunted both in practice and the race. Peter Hermance's Pinto had overheating problems from a blown head gasket and dropped out early. There was a good fight for fourth in SSS between Jon McKnight's Wabbit and the Opels of Steve Smith and Dick Herman.

Race 2: C Sedan & DSR. Jim Buffo's Mini led every lap. Doug Jones ran a strong second holding off Ray Petry's Mini until his engine blew on lap 24. Doug tied the existing track record during the race. John Stim made a long pit stop on lap 3 which put him 4 laps down on Buffo. He re-entered the race just behind Buffo and was able to keep up. His pit stop was for throttle linkage problems. John moved up by attrition to finish 6th o.a. Sherry Hengst finished 5th to take the DSR crown. Eleanor Morris finished 9th, 2nd in DSR

Race 3: G & H Prod. A duel between Joe Hauser and Bob Wanta. Wanta got the lead on lap 15 and held it four laps until he broke. Hauser lowered his own GP mark to 1:03.8. Bob Criss lead HP, 3rd o.a., until passed by Mike Dale on lap 27. He regained the lead on lap 28 but lost it for good on lap 29 and finished 2nd in HP. Randy Canfield was third in HP and tied Criss for a new lap record of 1:04.6.

Race 4: F.V. The race was totally between Jon Van de Car and Bill Cruze. Cruze seemed able to sneak by on the straight occasionally but Jon would go deeper into big bend and repass. On the last lap Cruze slip-streamed Jon and edged him at the line. Jon said he felt the engine "Burp" once and Cruze was alongside. The victory margin was less than 1 car length. One of the two drivers set a new lap record of 1:02.6 but the scorers neglected to indicate which.

Race 5: F.P. A super race between David Loring and Rick Bell. Bell won in a disputed photo finish, unfortunately minus photo. Bell set a new lap record of 56.7. The field included such drivers as Chris Gleason and Peter Moody from Super Vee racing, Tom Davey, Bruce Feldman and Bruce Mac Innes. Mo-Hud's Mike Field finished 15th in a good drive.

Race 6: A B C/SR Anthony Ciccale ran away and lapped the entire field in his BSR. setting a new lap record of 53.8. There were three ASRs led by Eno de Pasquale in a Lola who lowered his lap record to 55.0 and finished second o.a. Fred Stevenson came from last on the grid, after crashing on Friday, to finish 3rd o.a. and 1st in CSR. Fred lowered the lap record from 59.1 to 56.0. Oscar Koveleski couldn't get his McLaren running right and DNF'd in a rare appearance.

more.....

July 4th Nationals Cont.....

Race 7: F-SCCA Eric Kerman led initially but cooked heavily on lap 12. Ken Duclos held on easily to win setting a new lap record of 51.9. Mike Rand made a spectacular drive from 22nd to 5th on lap 5 and finished second behind Duclos. Dick Wrightson ran away with F.C. lowering the lap record by 2 seconds to 55.2. Peter Dodge won the Super Vee portion of the race. Phil Raeder had difficulties with the car and with the heat and finished 6th in FC. Race 7 was the last race for which official results and lap times were published.

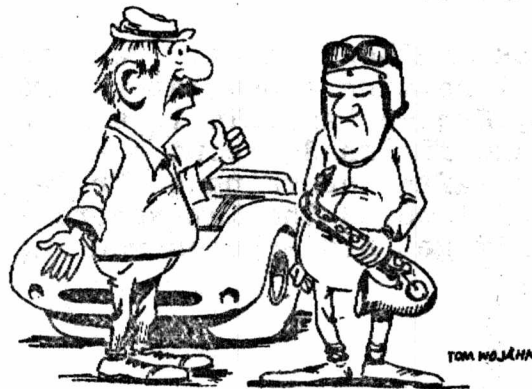
Race 8 John McComb had no trouble taking the DP - B Sedan overall win. Bob Sharp was second oa and 1st in BS. No other car was near these two. P.L. Newman was second in BS while Gary Rutherford was second in DP in an Alfa Spyder. Duane Matejka of Mo-Hud didn't make the start of the race but later appeared in the pits.

Race 9: E & F Prod. Brian Fuerstenau's MGB ran 1st the whole race. Ken Slagle' FP Spitfire out qualified the Group 44 car but ran second oa during the race. John Kelly spun his Midget 1500 on lap 2 and had to work through the pack. He finished 6th oa and 3rd in FP. Don Valenti of M-H finished 8th oa, 5th in EP after a steady upwards climb through the pack. Tom Collier was second in FP, 5th oa.

Race 10: A B C Prod & A Sed. Qualifying promised a quick race. Sharp was on the pole, Tullius alongside, Jocko in third and Al Anderson in fourth spot. Both Tullius and Anderson were under the track record for BP. Tullius went into an early lead, however the car was knocked out in a crash on the main straight on lap 7. Sharp stayed ahead of Jocko for the overall win. Anderson finished 1st in BP, 3rd o.a., the only other car on the same lap as Sharp. Jim Crittenden finished, 4th o.a., 2nd in AS while his teammate Ray Anton was 5th o.a. 2nd in BP. Bernie DeGraf drove a steady race and moved up to finish 3rd in BP despite overheating and lack of brakes.

Race 11: FF consi. Holger Ahl won the race in a Titan.

It was a very fast day at Lime Rock as lap records fell in almost every class. Out of 14 classes racing in the first seven races there were 11 new lap records and one was tied. If results of the last 3 regular races were available probably six out of the eight classes would show new lap records.



"SURE, I WANT TO HEAR YOU PLAY, ERNIE
... BUT YOUR CLASS IS ON THE GRID RIGHT
NOW!"

NUTS AND BOLTS

.....by George Dennis

The classified ads in the back of Autoweek are the first thing anybody reads this time of year. Who's selling his car? What's the going market price on my cherished little Wombatt Special? This used to be the time when a lot of guys would put a ridiculous price on their car and put it up for sale. If anybody was dumb enough to pay the price, a new and better car could be purchased and some money would be left over for a new trailer.

In the last two years with the energy crisis and all, it seems most of the good cars don't show up on the auction block. So, where does that leave you if you have been saving your pennies waiting for that super deal to show up in the ads? If you're not careful, when you sign your name on the dotted line, you will become the proud owner of one of the shiniest, slowest pieces of tired iron that ever turned a wheel on a race course.

With the exception of a few big buck operations nobody, I repeat NOBODY sells a super car. It doesn't make sense when you think about it. If the car was good the guy would keep it for himself. You say, maybe he ran out of money and has to sell out? Well, chances are the last half of the season he was skimping on a few things that needed to be done knowing that he would try to sell it over the winter. So, if you accept the fact that you're going to get screwed a little, the problem becomes trying to not get screwed a lot. Here's a few hints that may save you some time and money.

Try to find out the last season's racing record of the car you are interested in. Beware of the guy who only raced three times, but finished second in the Podunk National. Chances are there were only two cars at the Podunk National. Try to talk to as many people who raced against the car as you can. Do as much research as you can about the type of car, the specific car and the seller. Do this BEFORE you go to talk business.

When you're talking to the guy about his car remember he is only going to volunteer good information about the car with some insignificant bad points just so you will think he is telling the truth. It's up to you to ask the right questions based on your knowledge and observations. He may tell you he has never had a crash with the car. You look underneath and there is a diagonal wrinkle running the full length of the car. You might ask who crashed it to cause the wrinkle.

Don't be too concerned about the engine. If it runs that's good enough. Unless it was built by a well known engine shop you will want to tear it down anyway. If it was built by a professional shop make the guy prove it and check with the shop to be sure before you buy.

The main areas of concern should be the legality of the chassis

more.....

Nuts and Bolts Cont....

components, the safety equipment and the goodies that are in the suspension. If you spend \$2000. to buy the car and it takes another \$3000. to put the thing on the track, you are better off paying twice as much for the car that requires \$500. to go racing.

Major structural damage is the first thing to look for. Check the car's log book for notations about accidents. Minor fender benders need not concern you but it's the big ones that count. Take a tape measure along and check the wheelbase on both sides. Does it conform to what the book says? Are both sides equal? Pull all the wheels off. Look in the backs of the fender wells. If there is damage here, that minor crash may have been a little more severe than the guy wants to let on.

What's the general appearance of the suspension? If it's rusty and shows no signs of attention, you can bet it hasn't even been looked at let alone magnafluxed. Some dirt and oil that wipes off easily may just mean it wasn't cleaned up after the last race.

What kind of shape are the fluid lines in? If the brake lines are heavily rusted and pitted, it's time and money to replace them. Are the oil cooler lines made of patched up garden hose or are they a fresh looking high quality hydraulic line? Better yet, aeroquip. Are there any oil spots on the floor? Drips are a trouble indicator.

The toughest thing to find out is if the same stuff is on the car that was there when the guy raced it. It's the old switcheroo game. You think you're paying for super trick stuff when in fact it's plain old bolt on, cleaned up factory items. More than one guy has bought a super car and paid the long buck only to find out all the good stuff has been removed and replaced with routine competition equipment. If you're not familiar enough to recognize what's good and bad take someone along you can trust. Hopefully, he knows and can recognize the real trick items.

When you are buying a used race car you are not just purchasing a vehicle. You are buying all the time, effort and knowledge that has gone into it in the past. What is the condition of the guy's shop? What kind of tools does he have? Does he have the required equipment to maintain a race car? Torches, an arc welder, a pile of scrap components, a supply of bits and pieces of sheet metal and scrap steel. Is the shop super clean or super dirty? Just enough disarray that an afternoon of cleanup, (that theres never enough time for) would put the place in order.

Most racers have a trophy box somewhere. This is where the melted pistons, broken rods and stripped gears are kept. The inspection of this pile of junk will give you an indication of the weak points in either the car or the mechanic's ability to put the thing together. Looking through this memorabilia usually leads to some good bench racings stories. Anybody that doesn't have a pile of busted parts is either very neat, or lying to you about how reliable the car is. A race car that doesn't break once in a while hasn't been made yet. Don't let the bench racing keep you from doing what you came there to do. That is, find out about this car you're thinking about buying.

TUNED EXHAUST.....the return of

by Terri

I had a staff meeting today with my supervisors, and the primary topic of discussion was the training and orientation of new staff, and the need for professional advancement....at even the supervisory level. The importance of attitude was stressed, and the transmittal of attitude to new staff by the example and competence of the supervisors.

Make sense?

Now lets talk about driver's schools. A frustrating yet rewarding experience, full of introspections and resulting in a fear for the future of SCCA.

Phil and I worked at the Glen Driver's School. He taught open wheel car racing and I flagged. We have, once again, many impressions (when do we NOT?) and conclusions. And a fear for the future of SCCA.

While I flagged just about every weekend from '63 through '69, and my reputation is still credible with the NEDiv regions. I have not flagged regularly since I took up with my race driver. There were so few flag people at the Glen Driver's School that I was enlisted to be a station captain on both days, and assigned one trainee.

It used to be that if you didn't flag a couple of Drivers' Schools, you couldn't flag a pro event. Just a few years ago, Sunday flaggers and free loaders were not tolerated. We fear for the future of SCCA.

Something as important to the sport as a driver's school, which is the only way we have to increase the number of people who race, is not regarded as important enough to flag. Where are the folks who care?

I don't know the answers, but I keep forming more and more questions. Is it the Economy? Do people have to be more selective about where and how often they can get away? Is it materialism, wanting the free admission to the BIG events and not caring about a non-brag event such as a drivers' school? The majority of the few who were at the Glen were competent and dedicated. But where were all the rest? We fear for the future of SCCA.

The school was fully subscribed, with alternates for each group. So drivers are TRYING to become racers in spite of the incredible costs and other obstacles. There were plenty of instructors, but we question their effectiveness, because we have reservations about their attitudes. Negative, After the first session, an instructor (a formerly nationally licensed driver not currently racing) was

more.....

TUNED EXHAUST.....the return of continues

heard to say "Boy, what a bunch of stupid. I already have ten reasons to flunk one guy". Hadn't he even considered that he had ten things to teach one guy? There was the usual fiasco of an instructor demolishing a student's car, further supporting our contention that instructors should stay OFF the course.

I hope I can convince PR to write about the school and about how he believes a school ought to be handled. He must do something right. Consider, Students were assigned to instructors sequentially from the entry list. There were 40 formula cars. Phil was assigned four Formula Fords, randomly. He worked with the drivers, helped them with chassis settings, took observation walks, suggest re-gearing, and, I guess you could say, he "instructed". At the end of the school, for the practice starts, each start had one of Phil's students as the first car through the ninety. The five lap race was run, and Phil's students finished 2,3, and 4. (one left after the first day, with a lunched motor).

So much of racing depends on attitude. You can't train a driver by destroying his self esteem, by running him down, by subjecting him to some sort of psuedo initiation rite designed to make the instructor BIG and the student little. Yet that was the prevailing tone of a great many student-instructor relationships.

I truly fear for the future of SCCA. When a hundred new drivers have spent the hundreds of thousands of dollars that they have, I think we should treat them considerately, we should not destroy their cars, we should not put them down. We should show how GOOD we are by making them better.

Phil did it. He isn't afraid to share what he knows for fear some young hot shoe will dust him off. That happens quite regularly. In fact, our Glen Short Course lap records were set while we were being dusted off by George Atkins, a FB driver who Phil had just taught how to drive the Glen.

We, the "in crowd", have to stop pushing people around and start being nice....or everybody will go away and there won't BE any SCCA. When it stops being fun, nobody wants to play: our conclusion is that the club is almost there. The initial successes of the first pro series made some of us arrogant and callous, and the rewards for participation became material instead of personal. The Club racer was subordinated to the pro-racer, even in the attitudes of the workers, I'm sorry to say. Helpfulness turned to derision (pooh! Flag for Sprites when we can flag for Can Am cars?) Hey gang....I hate to say it, but there were four sprites at the driver's school: have you seen a Can-Am lately?

If the Club, and the officials, and the workers, will just look around they will see all the slightly wistful Club drivers, out there....and if we are nice to them, maybe they will come play. or come back and play. And bring others with them. But right

now, with the prevalence of negative and destructive attitudes, the absence of caring, it isn't fun any more. And we fear for the future of SCCA.

The workers who didn't come to the Driver's School are the poorer for it, since the school was also the training ground for the practical use of the MPV approach and the dispatching of Medical Technicians to incidents. Those who plan on flagging the more prestigious events where this plan will be implemented "live", missed a very educational experience.

The instructors who "hassled", rather than instructed, did themselves and the sport a disservice. The new driver, assuming he eventually becomes licensed, will now feel obliged to hassle trainees in his turn.

What IS the future of SCCA?

It is all of us - doing our own thing for our own personal reasons. I hesitate to use the phrase "ego trip", for it is not truly descriptive of why flag people will brave the elements day after day, nor does it explain why drivers will spend the time and money they do for 30-40 minutes of racing. Their reasons are far more generous than "ego-trips"!

SCCA Racing - Racing for its OWN sake, simply because it is a worthwhile endeavor of man, is out there. DO we turn away, or do we accept the challenge and really make something of it?

And as I mentioned in my first paragraph - attitude, enthusiasm, competence - must come from those who are, as a gift to those who would be.



CHIEF, THE COMMITTEE WHANTS TO KNOW
WHERE THE BEER IS.

I'M ONLY HERE FOR THE BEER

by "Dirty" Ernie Dignan

Why do you like to be a flagger? Everytime I am asked this question I wonder about my sanity. Let's analyze it.

I am lucky enough to get up with the crack of dawn (or earlier) to ready a race track for other people to use. I get to stand out on same for the entire day regardless of rain, hot sun, snow, sleet, fog, mud, and/or dust. I won't even get into the insects. Talk about logic - muddy, dusty tracks, dirty greasy race cars with hot sticky black tires, and I am told to dress from head to toe in white clothing. Again, I won't talk about the expense of such a wardrobe. Getting bored? Catch this, I have to pay annual dues for this privilege. They tell me to pack a lunch for I may not see a break. At the end of the day we are thanked (and this is important) and handed several free beers which never seem to be enough so most of us pack some of our own. NOW FOR THE PUNCH LINE.

But I am not complaining! If I were paid to do it, it could never be enough. So why do I do it?

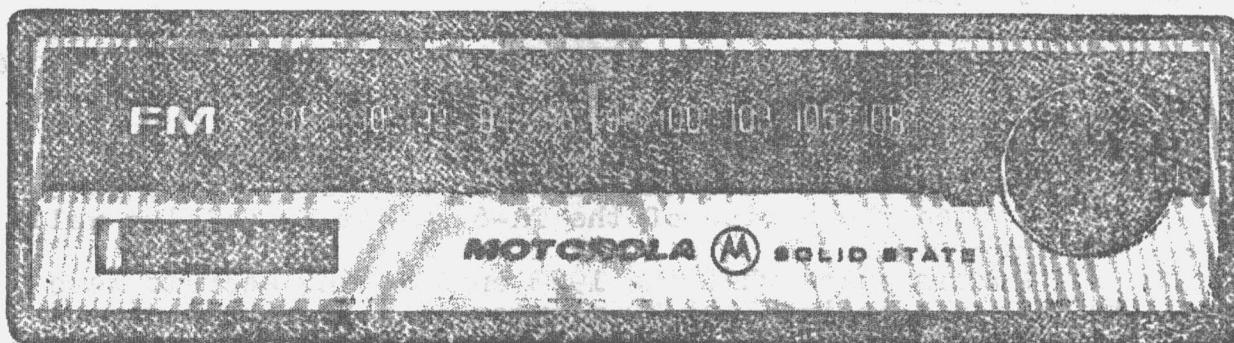
People, like in anything, make it worthwhile. There is a certain social activity at the track that I get to enjoy with my favorite people. Yes, even the chief stewards.

Secondly, it is the doing of a job that needs doing and doing it right because someones life may depend on it. Yes, I am talking to you HERO RACE CAR DRIVER. Remember, no matter how you feel, that turkey out there all dressed in white on the edge of the track is there trying to tell you something because he feels somebody's life is in danger, maybe yours. He is advising you that you have to make an intelligent decision by use of a flag or day-glo gloves or paddles. It's all up to you. Sure, you have gone by a corner and seen a yellow flag up for some car way off the course, an oil flag when there was no oil or hazard, re-entry people holding you when you knew you had room to get back out, but think, it's your race car and life and you are going to have to explain why you hit the other guy's car to him, his wife, or the stewards.

Picture this, you come into turn nine at Lime Rock and a car is sitting in the line after the apex and there is no flag, oil and sand all over the corner and no flag, you slide into the barrier and find no people in white - (as stupid as we are we can yell for help in our phone system). Better too much flag than no flag at all.

But we need your help too. When you go through a corner and you see oil with no flag, stick an arm out the window and point down and we will investigate and display a flag. When you find yourself with a disabled car out on the course, get out of it as fast as you can and help the people get you and your car out of danger. Enough with the lesson, remember that our sport is accused of insanity often enough without proving it. WE are in it for the fun it provides so let's keep the fun in it (can you imagine all this suffering and no fun). We carry a great responsibility to each other and the sport and that's why I'm only here for the beer, for which I thank you all.

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RACEY NEWS

First sorry to the Pittsfield Boys - The Parsimonious Racing Team is still around, alive and going strong.

Pete Kapcio sold his FF and is negotiating for a Super Vee Pro Ride. Good Luck

Bob Bunce is still re-preparing his Datsun - parts problems and his recent marriage has slowed progress. Congratulations!!

Also married was Craig Benson, our former Secretary and Chief of Tech. Congratulations and We hope the Bride gets re-stationed out of the Phillipines.

The membership meeting with Bob Tullius was very interesting some of the highlights:

What happens to cars when they are finished? The last car they sold two weeks ago sold for \$18,000. That car raced against two of their previous sold cars they were pitted 1,2,3.

Asked if the new TR-7 will be a good race car? Bob said can Richard Petty make a Race Car out of a Dodge?

Bob was impressed with the race car handling of the TR-6. He expected the demise of the TR-6 but it is selling well with the public.

Bill Morris asked what the 1973 engineering secrets were to make the engine last 29 minutes of a 30 minute race. After chuckles Bob said there was Head gasket problems but no cronic problem.

Phil Groggins was in the audience and had raced years ago with Bob - Memorable was the time Bob ran over Phil's Hood.

Asked what assistance the Group 44 gives other drivers- Bob said they are instructed to give help anytime to anybody They have a telephone time from 4:30 to 5:30 each evening of the week. The number is Area 703-437-4144.

Jon Van de Car protested the protest. It was found the exhaust manifold was 4 grams over rather than 7 grams under when sent to Denver. Also seems NER used the protestors scales at the time. He found it does pay to fight city hall. Great going Jon. Jon is also leader in FV.

Our new artist for the cover is Dick Welch. Dick drives a Honda in Autoslalom. Judy has been doing a great job on covers in the past issue. We welcome Dick and also welcome any other artists or authors who wish to contribute.

AUTOSPRINT 1975 RESULTS

Class 1

2	B. Morris	Lotus Elan	202.3	158.8	1
86	S. Haven	Special	206.2	206.5	2
13	S. Scullen	Datsun	215.4	237.1*	3

Class 3

23	W. Wright	Vette	158.6	156.8	1
32	D. Kidd	Vette	206.3*	200.2	2
1	J. Barbas	Vette	205.0*	206.2	3
8	D. VanDenburg	Vette	212.5	208.5	4

Class 4

18	T. Sloper	Datsun 240Z	153.1	152.1	1
70	T. Smith	Porsche 911T	159.4	154.9	2
16	J. Loda	Porsche 914-6	158.0	156.3	3
59	G. Tanner	Porsche 911T	158.8*	153.7*	4
10	V. Stegemoen	Datsun 260Z	210.4*	205.1	5
56	P. Prata	TR 6	219.9	210.0	6
78	T. Phelan	TR-6	214.8x	212.4	7
19	J. Petrella	Datsun 240Z	205.1**	213.2x	8

Class 5

47	B. Farrell	Porsche 914	203.1	200.0	1
15	R. Smaldone	MGB	204.0	200.7	2
50	G. Helser	Porsche 914-4	214.2	202.5	3
9	R. McLagan	MGB	211.0	204.8	4
04	P. Brown	Porsche 914	208.4	204.9	5
17	K. Juen	Porsche 914	206.2	211.1	6
69	W. MacKay	MGB/GT	213.8	207.6	7
08	P. South	MGB/GT	210.8*	208.7	8
5	C. Zeller	MGB	220.0	213.0	9
60	M. Miecznikowski	Porsche 914-4	239.2*	216.2*	10

Class 6

7	B. Sciarra	Saab 97	204.1	201.4	1
55	J. Hanifan	Fiat Spyder	208.5*	203.2	2
67	D. Wnorowski	Spitfire	210.5*	208.6	3
12	A. Russoniello	Fiat 850	210.8	219.7	4

Class 7

0	F. Andrews	Rabbit	203.4	200.0	1
20	T. Beaudoin	Honda	200.0***	200.6*	2
05	D. Welch	Honda	213.7	213.9	3

* = Pylon
x = Off Course

... And It Rained

Cont.....



AUTOSPRINT 1975 RESULTS

CONT.

Class 8					
41	P. Cornell	BMW 2002	159.4	153.4	1
35	J. Nudi	Pinto	201.0	154.6	2
93	T. Hilferty	Opel	200.7	155.6	3
80	T. Smith	BMW 2002	158.6	157.0	4
31	J. Gorss	Corvair	157.2	DNF	5
90	D. Riley	BMW 2002	204.3	157.9	6
26	M. Atkins	BMW 1600	202.8	158.8	7
48	C. Robertson	BMW 2002	200.0	202.8*	8
27	P. Vooris	Capri	212.1	201.0	9
49	B. Bixler	Vega GT	205.0	202.6	10
30	J. Doum	Capri	204.3	212.5	11
21	K. Schnitzer	BMW 2002	210.2*	204.6	12
40	S. Gratton	VW	209.5	204.7	13
66	R. Phillips	Capri	209.4	204.8	14
73	S. Magee	Capri	DNF	204.0*	15
3	G. Kegler	Vega	219.0	209.8	16
61	T. McIntyre	Toyota	220.1	214.3	17
91	C. Brown	VW	DNF	221.3	18
Class 9					
42	S. Fisher	Camaro	201.6	145.9	1
76	A. Anderson	Monza	204.5	150.7	2
11	H. Drake	Cuda	227.5*	150.7	3
68	B. Bowen	Monza	209.6	157.3	4
24	D. Fisher	Camaro	206.2	157.9	5
00	J. Deans	Camaro	209.2	154.0**	6
6	J. Griffin	D. Dart	208.3	155.4**	7
99	R. Mahoney	Mustang	210.1	DNS	8
4	P. Lombardi	Buick	211.3	218.0	9
37	M. Covello	Pinto	210.2*	DNS	10
Class 10					
22	E. Loda	Porsche	204.5	200.6	1
25	C. Schaf	Opel Rallye	216.9	206.0	2
75	P. Gorss	Corvair	203.4*	201.1*	3
88	C. Phelan	TR-6	231.8x	227.3x	4

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what's happening?JULY

19-20	Drivers School	Thompson	New England
	National at Pocono has been POSTPONED until		Sept 6-7
26	Regional Race	Lime Rock	New England
26-27	National Race	Nelson Ledges	Mahoning Val.
27	EMSC Autoslalom	Peripheral Parking Lot	Washington Ave.
28	Mo-Hud Executive Meeting	Birdsey's Home	Averill Park

AUGUST

2	MO-HUD REGIONAL RACE	LIME ROCK PARK	'YA ALL COME
2	Regional Race	Nelson Ledges	Steel Cities
6	Mo-Hud Monthly Meeting	Center Inn	Glenmont
9-10	National Race	Watkins Glen	Glen
	Regional Race	Thompson	New England
	Regional Race	Pocono	Tri-Regions
9	EMSC Blind Rally		
10	AMEC Autocross	Albany-Saratoga Speedway	Malta
10	BMSC Rallye	"The Center"	Lenox, Mass.
16-17	National Race	Summitt Point	Wash, D.C.
	Regional Race	Nelson Ledges	Misery Bay
	Drivers School	Thompson	New England
	SOLO II RUNOFFS	WATKINS GLEN	GLEN
22-23	Drivers School/Regional	Lime Rock	NNJ
23-24	Regional Race	Watkins Glen	Glen
24	BMSC Autoslalom	Contact Dave Kidd	413-637-1092
25	Mo-Hud Executive Meeting	TBA	
31	Mo-Hud Autoslalom	Perpheral P. Lot	Washington Ave.
30/1	National Race	Lime Rock	New England

looking back ..

1967 Officers: Gene Birdsey, RE, Dave McClumpha Asst RE, Bernie Burns Treas, Judy Bubar Sec., Act. Director Bill Morris, Directors Art Frederick & Phil Raeder, KO Editors the Corbetts.

The K.O. received special Honorable Mention in competition for the best regional publication in SCCA in 1966.

A new column enters KO in Feb '67 - which ends "remember that guy who race sedans are sober, steady, reliable, clean-cut, fearless, rational, well adjusted and handsome all the rest are beasts. This is by the new Comp. Dir. Phil Raeder. Phil takes over from Phil Groggins.

Lime Rock has free practice on Tues. for anyone over 21. This is 1967.

Results of the Snowflake Rally-1st place to Keller & Lender, 10th Cameron, 12 to Bill Morris & L. Schmidt. Other entrants who DNF and there were 14- The Heacox's in a Daimler, Steve Short & Hap Farnsworth, J. Coons & Bill Sarr. It must have been some rally. one of the comments was - You'll have to take a number & get in line to see the rallymaster. Rallymaster was Hans Flebbe.

Mo-Hud Ice Trials held at Glass Lake: Results-Joe Corbett FTD in his studded MG 1100, Second FTD was by wife Marge. In Sports Car Class B. Claffie finished 3rd in an antiquated A-H. 4th E. Holeva in a Sting Ray. Sedan Class 1st to J. Collins, 2nd H. Flebbe. Ladies Class M. Heacox 3rd, J. Hopkins 2nd & M. Merrill 1st. Gymkhana Master Mike Gorman.

April issue introduces the new Editors for May '67 - M.Gorman & K. Scharl. June 67 issue the RE asks where did Harry Palmer go with the May issue & the June issue lists the Merrills as Editors ??

Racers for 1967. Bob Bailey & Phil Groggins are the big Guns! Tom Dutton, a new comer, is doing fine job with his Vette. Hap Farnsworth & Dave McClumpha are campaigning with open wheels. P. Raeder staying in Sedan racing. Bruce Cargill has the Alpha & is a holy terror.

Results of May 2 Drivers Clinic-Class 2 H. Geer 1st, Class 4 D. Wachtel 3rd. Instructors-H. Cameron, A. Frederick, R. Heacox Gymkhana Master - S. Bubar.

June 4 Gymkhana results: Class 1 1st J. Merrill, Class 2-1st A. Frederick, 6th C. Corrin, Class 3-5th L. Fisher, Class 4-1st H. Geer D. Kidd 3rd, E. Holeva. Class 5-1st Phil Groggins, 2nd Bill Morris 3rd S. Bubar, Class 6-1st J. Fenn, Class 7-4th R. Heacox, Class 8 1st H. Cameron, Class 9-1st M. Merrill, Class 10 P. Hacker. Gymkha Master-Bob Bailey.

May Gymkhana at GEX: Class 1-1st S. Bubar, Class 2-1st B. Claffie, 4th K. Scharl, 7th J. Corbett, 9th Rob Dickson, 12th M. Gorman Class 3-1st J. Strykiewicz, 3rd E. Holeva, Class 4-4th B. Sciarra Lyn Camin 8th.

Results of INEC # 4 Class 2-1st A. Frederick, 3rd T.Sloper, 4th-S. Fisher. Class 4-1st H. Geer, 5th E. Holeva, 6th D. Kedd, Class 5-2nd S.Bubar, 5th B. Morris, Class 10 Karl Danneil in Elva MK2 FT INEC # 5: Class 1-4th N. Podrazik, Class 2-1st A. Frederick, 2nd John Mercer, 3rd C. Corrin., Class 3-3rd Pete Chester, 5th G. Schroeder Class 4-1st H. Geer, B.Claffie 2nd, D. Kidd 4th, E. Holeva 8th. Class 5-1st S. Bubar, 2nd B. Morris, Class 8 P. Hacker 2nd, S. Fisher 4th, T. Sloper 5th, Class 9 J.Bubar 1st, M. Heacox 2nd, N. Geer 5th, Class 10 K. Danneil FTD.

Toys for Tots- Class 2-2nd A. Frederick, H. Cameron 3rd, R. Heacox 8th, S. Fisher 9th, Class 3-2nd Bob Claffie, H. Geer 3rd, S. Bubar 4th, Class 4-2nd E. Holeva, H. Flebbe 3rd.

R. E. GIONAL RAMBLINGS

We've had a busy month! "Berkshire West" went off with only the usual technical problems peculiar to all rallies. The only major problem came with the treatment of the entrants at The Abbey on Route 20 in Guilderland. The rallymaster and participants were badly treated and I have written to Mr. Maurice Towne, the owner, stating our disgust. I urge that any one wishing to do so register their feelings to him. The bright spots in the rally were that it was a beautiful day, a beautiful course, and the entry was reasonable. Harry Whitton and Kent Hollis, together with their merry band of checkpoint crews, deserve a large commendation for a job well done! Our thanks go to the New England Region which invited us to participate, together with our apologies to Rick Anderson and all the entrants who were so badly treated by one of our local restaurants.

Then came Autosprint. Lime Rock supplied its usual dismal weather, but a little rain has never daunted the valiant Mo-Hudders (mudders?) and guests. Thanks to Craig Robertson, Connie McIntyre, Ernie Dignan and especially to our last minute chairman Phil Panos and many other helpers such as Jack Fantelli and the great registrars, the event went well. We only regret that the Ruschettis were not able to participate and hope they'll be able to get back into the swing of things soon.

While I'm on the subject of participating, I'm going to climb up on my soap box for a minute. This club, SCCA, and Mohawk-Hudson Region in particular, is a membership oriented organization. What does this mean to you the member? It should mean that you and the other members want to participate in automobile oriented events. But inherent in this desire must be a willingness to assist in the planning, organization and execution of these events. If you want the club to continue, if you want to have events in which you can participate, then you are going to have to do your part. The rallists and autoslalom drivers work at races. If the racers want to have races and keep entry fees down, they should be willing to work at rallies and autoslaloms. This region has survived for the last 7-8 years because all the same people were willing to put out maximum effort all of the time. We are rapidly running out of those who are willing to put this much effort out every year.

If drivers at autosprint aren't willing to work, and if the number of entries does not increase, the 1976 Board of Directors may well decide that Autosprint '75 was the last one of its kind. It has never been profitable. The same thing could happen to our regional races. We are behind in our planning this year as no one volunteered to act as chairman. I finally had to appoint one. Through herculean efforts, Craig Robertson has begun to catch us up. But I urge you to search your conscience and make a decision soon. August 2nd is race day, as the school has been cancelled, and we need your help. I'll get you a log book. **Just BE THERE! WE NEED YOU!**

Hap

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