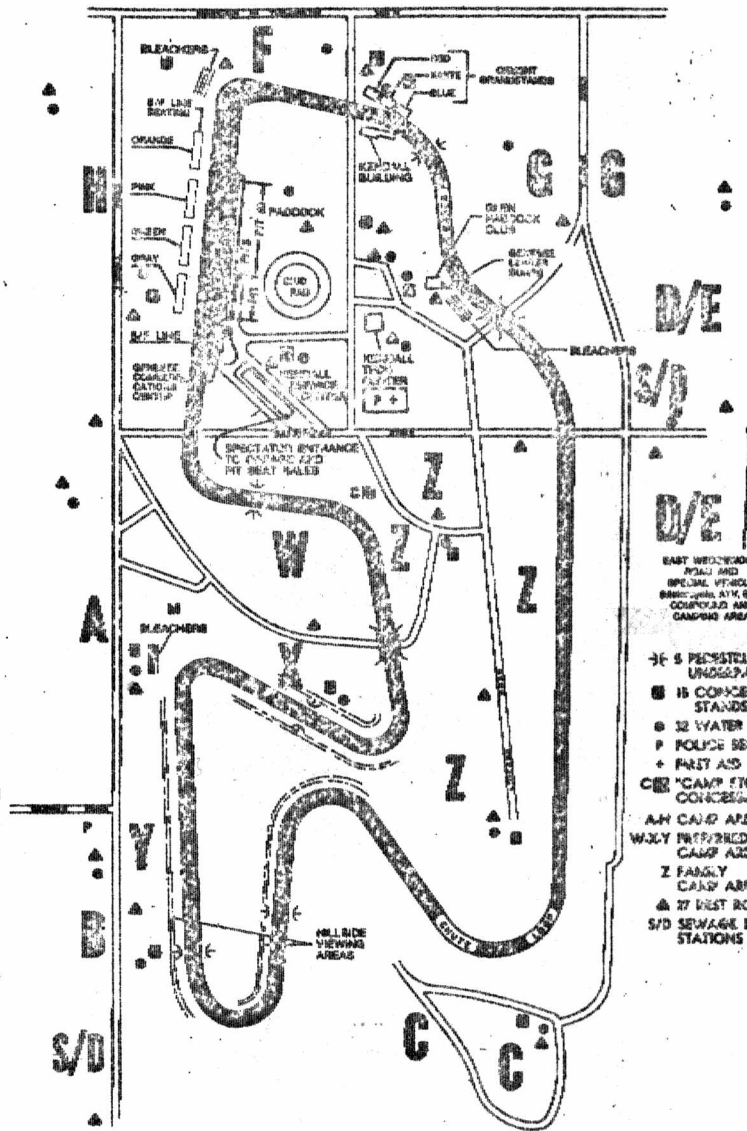
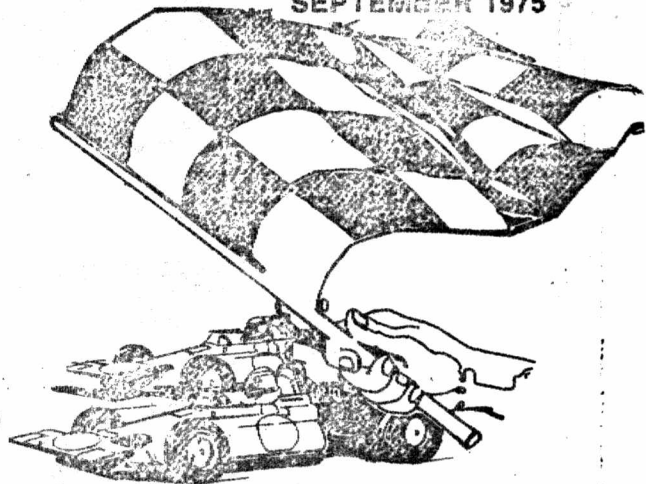


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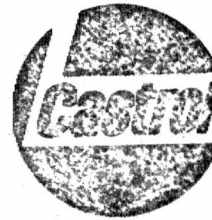
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The Mohawk-Region SCCA membership  
meets the first Wednesday of each month  
at the Center Inn, Glenmont, at 8:30 p.m.

KNOCK-OFF

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JUDY BEAUREGARD

9 Cherry Lane  
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456-0019

# from the editor . . .

While on the subject.....We have had a great article on Drivers Schools and I'd like to add a few thoughts I've had on Driver's Schools.

I think along with learning how to drive corners at a race track and the like it would be a good idea to learn the background of what it takes to put on a race. What each worker does for the driver. Very often a driver doesn't realize why results aren't ready immediately - could be one of their own drivers are protesting and thus the results are pending - or a flagger will be your "eyes" to get you back on track. Maybe if all future drivers were made to work a few times in all the specialities it could solve some problems. One, the drivers would understand and two the need for more race workers would be helped.

Next maybe it's lack of workers too but it seems there should be a better way to judge who should have their drivers school signed off or race requirements completed.

For instance hearing corner workers talk about drivers at the school watching an erratic driver drive the corner different each time and waiting for the 'crash' of this driver, but this driver gets signed off. Why?

When it comes to the drivers in their regional race requirements a driver most likely will have his race signed off if he is considered a finisher. It doesn't matter if he has completed  $6\frac{1}{2}$  laps (of a 15 lap race) perfectly then has mechanical problems or some other impertinent happening on the other  $\frac{1}{2}$  lap. Why?

I'm sure we can't have individual observers to watch each lap at every corner but maybe a panel discussion between the driver and steward and/or observer before sign off or something better than present.

.....

The end of the year is almost at hand, things began to change, others take over - the K.O. is no exception. The Editor, Marie Corrin, will stay on (why) but her capable staff is moving on... Judy Beauregard who has done a great job with the covers, printing and fill in when ever I asked. Jean Hacker has had the printing equipment in a room at her home and has done printing not only for the KO but all those emergency jobs for things that just has to get out. Thus we need replacements - Volunteers?? Contact Marie Corrin- 869-6948.

Next thing I'm going to replace is the US Mail. The past months KO I understand took over a week and a half to get to some people. I think if the board would consider a pony express.....

One Minute!!

The meeting of the Mohawk-Hudson Region SCCA was called to order by RE Hap Farnsworth at 8:23 on September 3, 1975.

Secretary's report was approved as read.

Treasurer reported a balance of \$8225.39. Jack has received the moneys from the Rally held in early summer.

KO: There will be the need for a person to do the printing of the paper come December. The editor will stay.

Asst. RE not present.

Competition Director reported the drivers school put on by NNJ suffered as far as workers and only 35 entered. Three Mo-Hud people instructed and two of our novices completed drivers school, John Petrella and Jim Arace.

Old Business: The by laws committee will be meeting and the changes will be sent the same time the annual ballot is sent for the membership approval. On the committee are: Gene Birdsey, Carl Corrin, Hap Farnsworth, Howard Geer and William Morris.

The race report has been recieved and all specialities received very good ratings.

The nominating committee will be: Jack Fantelli, Temporary Chairman, Greg Rickes, Phil Panos, Carl Corrin and Craig Robertson.

Other business:

Lester Seasingood has a suit out against SCCA involving the Sherman Anti-Trust Law.

Meeting adjourned at 9:05.

Respectfully submitted,  
Marie Corrin, Secretary.

Following the membership meeting an open discussion with the Area 11 Governor, Bob Perry was held.

MARK DONOHUE

HE CAME UP THE RANKS OF SCCA RACING.

HE WAS ONE OF US.

HE WILL BE MISSED.

SADLY

MOHAWK-HUDSON REGION SCCA  
PRESENTS

THE SECOND ANNUAL SARATOGA SAFARI  
SEPTEMBER 28, 1975

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A time-speed-distance rally of intermittent difficulty lasting  
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This rally counts towards points in the NARS Series.

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Finish at (in?) Saratoga Lake where trophies and prizes will be  
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Announcing

AUTOSLALOM Number 5  
\*\*\*\*\*

of the  
Mohawk-Hudson Region, S.C.C.A.  
1975 Solo II Championship Series

\*\*\*\*\*

Location: N.Y.S. Peripheral Parking Lot  
Washington Avenue

Date: October 12, 1975

Registration: 11:00 am

Start of timed runs: 12:00 noon

Entry fees:  
\$3.00 SCCA members  
\$3.50 Other club members  
\$4.00 All others

Please note the earlier times.  
Once again,  
Come on out and enjoy a good event,  
some good competition,  
and accumulate more Solo II championship points!

ALSO

This is your last chance;  
Remember that you must have entered at least  
one SCCA event and one Empire event  
to qualify for the additional trophies to be awarded by  
Foreign Auto Parts  
at the October 26 th event.

For further information contact either:

Sandy Fisher  
899-4868

or

Phil Panos  
462-1689

FROM: The battle-scarred desk of the Group W Bench.  
TO: All concerned parties wherever they may be (and I hope you do be!!)  
RE: Solo II'ing  
Primary Topic: Autoslalom Number 5 (on October 12, 1975)

otherwise known as the  
'I Hope to Heaven the Group W Bench Doesn't Have To Do It Again!' event  
or, alternatively, the  
'You May Be Sorry If They Do' event  
or, to put it another way, the  
'Mother is Fed Up' event

If you would like to give it your very own title, in return for the opportunity of being gymkhana master, call either of the following two madmen: Sandy Fisher at 899-4868, or Phil Panos at 462-1689.

Whatever its title, it will be a dynamite event, and one you should not miss. This is our next to last autoslalom before the long cold winter sets in, with all too long a stretch until the first event in 1976. Also, if you have not yet run an SCCA autoslalom this year, this is your last opportunity to fulfill part of the requirements necessary to qualify for the special trophies being awarded at the Oct. 26th event.

Some points to remember regarding the Oct. 26th event. It is a normal Mo-Hud event (Autoslalom No. 6 to be exact), with the normal Mo-Hud trophies awarded, and the normal Mo-Hud Solo II Championship points awarded. Now, and this is what makes this event so special, in addition, this is a Mo-Hud/EMSC Championship Run-Off sponsored by Foreign Auto Parts. FAP will award their own absolutely beautiful first place trophies as well as a perpetual FTD trophy. The qualifications for this special segment of the event are that you must have entered at least one SCCA event and one Empire event prior to the Oct. 26th event. If you do not qualify for FAP's Run-Off trophies, you are still eligible to win Mo-Hud's.

Separate and apart from everything else mentioned so far, is Mo-Hud's 1975 Solo II Championship. (Forgive me, I just noticed that I did mention it already - first sentence of the last paragraph as a matter of fact). Sorry folks, but I am tired of using the Snopake. Besides I am almost out, and if I use it to delete the whole first line of this paragraph, I won't have enough left to cover up my typing errors, which are unbelievable in the extreme. (How am I doing, Marie - am I producing enough filler for you?) And now dear friends you can see why you have not seen an article by the Group W Bench since Greg (my son) quit writing for us. I can personally guarantee it will be a cold day in wherever before you see another. Now what was I trying to say before...OK. Would you like to know where you stand at this point in time in the championship? The points book will be available at the Oct 1st meeting, at both of our October events, and the standings will appear in the next KO. If you would like to know how many points you have before hand, you may call Donna Fisher (that's me) (heaven forbid anyone else should get blamed for this article), at 899-4868. At the time of this publication, the points remain exactly as they appeared in the KO two issues back.

Peace, Donna



---

Letters

LETTERS

letters

Dear Fellow Members:

Thank you all for your most kind get well wishes. The cards and roses are beautiful and makes me wish to get out of this traction bed. FAST!!!

Thanks again for thinking of me.

Sincerely,  
(s) Connie McIntyre

---

WELCOME NEW MEMBERS

Tom Phelan  
Claire Phelan  
Steven A. Craver

---

Dear Judy:

Thanks for sending me a copy of the August issue of Knock-Off covering the 8/2 Mo-Hud Regional I entered (FV #41). This type of publication is very welcome, especially since NNJR has nothing of similar quality.

Let me also add my thanks to the Organizers and workers at the 8/2 event for conducting one of the best run Regionals I have ever attended - particularly on such a brutally hot day. The lack of delays was refreshing!

If it is not limited to Mo-Hud members, I would like to include a small ad for the sale of my Formula Vee in your next Knock-Off issue. If there is a charge, let me know.

Thanks again and see you at next year's Mo-Hud race.

(s) Walt Schlauch

---

SPORTIE CAR NEWS

Heard Ernie Dignan hopes to run for an office in the New England Region SCCA. Ernie's a hard worker. (Did Mo-Hud drop the ball again?) Good Luck Ernie!

-----  
Noticed a Letter to the Sports Car Editor about the changes in Solo II rules pertaining to the Ladies Class. I urge everyone to check it out (those interested in Solo II that is) It is to eliminate Women's Classes at Divisional and National Solo II events beginning in 1976. Think about it..both guys and gals. It might discourage the women from competing. Most of the girls can't compete against the guys but then how do you guys feel about having several girls beat you? Ego? Send a letter to SCCA National Solo Board % Dick Wessman, Director Rally/Solo Events, P.O. Box 22476, Denver, Col. 80222.

-----  
Those that traveled out to the Watkins Glen Solo II NEDiv Championships were greeted by rain on Saturday but Sunday was a SUNDAY. A short course was used this being the area behind the pits and a long course taking up the new boot area. Mo-Hud had a good representation but we hope next year will be better. Results: Ken Juen came in 11th in C Stock. In D Stock Ron Smaldone 6th, Craig Robertson 9th and Dale Brodsky 13th. In E Stock Toni Hilferty an 8th. C. Prepared Sandy Fisher 2nd, D Prepared Jeff Nudi a 7th and in the Ladies class Donna Fisher a 4th.

-----  
The National Race held at Lime Rock on September 1st had Jon VandeCar coming in First. Mike Field took ninth in Formula Ford. Robert Bunce finished 6th in B Sedan. Duane Matejka a third in DP. Al Anderson 2nd in BP with Bernie DeGraff taking 6th in the same BP race. Paul Hacker third. Among those out with problems were John Stim after 13 laps, Eleanor Morris with ignition problems and DNS. Don Valenti and Ron Polimeni also did not finish. Dr. Bill Morris blew the Mini during practice and didnt get to race on Labor Day.

-----  
Sorry I haven't heard how you rallyest did on the Battle of Saratoga I will be glad to print when I hear.

-----  
Al Anderson is 22nd in the Final 1975 SCCA Trans-Am Championship standings.

Lime Rock Regional

8/23/75

Craig Robertson

NNJR held a Drivers School and NARRC race at Lime Rock August 22 & 23rd. Mo-Hud was well represented at both. There was approximately 35 entries for the school and over 200 for the race.

Friday's school was a little understaffed but a good percentage of the people that did show were Mo-Hud. Drivers Jim Arace and John Petrella were signed off while Tom Campbell will need a little more time.

Saturday started with a huge late entry line. Probably one third of the total entries registered late. A lot of them had planned to run at the Glen but that had been cancelled. Practice occupied the morning and early afternoon with the first race not beginning until 2:45.

The first race on the schedule the Formula Vee. Alan Peck and his Kellsen were a DNS after losing oil pressure in practice. W. Reetz led the whole way but not without some difficulty. Second place finisher F. Smith pressed Reetz closely for the first third of the race, Smith dropped back about ten car lengths when Reetz's D-13 began to smoke. What ever the leader's problems were they didn't slow him down or keep him from taking the checker. Mo-Hud Walt Thomas, from Saratoga, qualified his Autodynamics 19th and finished 14th.

Race two was the SSS race. Pole sitter Steve Cairns held off an early challenge from new Mo-Hud member John Eberhart (from New Cannan, Ct.) to win the race. Eberhart was an uncontested second in the Car and Driver Opel 1900 usually driven by Pat Bedard. A race-long duel between John Wright's Rabbit and Mike Butler's Pinto for third was resolved in favor of Wright. Mo-Huders Tony Hilferty and Jon Waterhouse fought it out for fifth place with Hilferty's Opel coming out on top over the KayDee Colt. New M-H driver James Arace from Pittsfield, ran into some difficulties and parked the Colt, normally driven by Paul Hacker, just past the big bend on lap 6.

G & H Production, C Sedan and D Sports Racing (or street roadster) made up the field for the third race. Bob Henderson had no trouble winning overall in his new Datsun. Henderson lapped all but the first four cars and set a new CS lap record of 1:03.2 clipping the old mark set by Jim Buffo and Doug Jones. Perennial Lime Rock GP winner Bob Wanta was second OA. Don Arns won HP and finished fifth oa. Dave Hathaway moved up well from his 29 grid position to finish 6th oa third in GP. Jack Fantelli drove a good race to bring Zonker Racing Mini Marcos home in 11th spot. Unfortunately the other DSR that was entered failed to show up and Jack lost a chance at a well deserved trophy. Carl Corrin qualified 21st and was racing with a pack of four or five other Sprites when the car in front of him spun. Carl spun his car to avoid T-boning the other car and received some superficial body damage. However, the car overheated while it was being moved off the track and Carl was forced to sit out the rest of the race.

The race for F-SCCA and FSV was next. A FB March driven by Charles

more.....

## 8.23.75 Regional cont.

Gibson from Conn. won after leading the whole race. Paul Corrazzo worked his way up to second by the checker. FC winner was Richard Powell who finished eight oa. Finishing third in FC and winning a trophy despite losing a wheel on the last lap was B. Giltzon. What was really unusual however was Bill's car. It was a Taraschiga front engined car, built in the fifties for Formula Junior. The car beat Formula B & C cars that were twelve to twenty years newer. Mr. Giltzow showed up at tech with an old cloth helmet and goggles reminiscent of the early post war racing drivers. The car still used the older skinny racing tires which it was built for and Bill put in a very creditable performance.

Race number five was for E,FP, B Sed. and CSR. Mo-Hud's Don Valenti qualified on the pole with his Porsche 914 and was never seriously challenged. Ken Fullerton drove a strong race to finish second oa first in BS in his BMW. Sixth overall after a fine drive from the tail end of the grid was CSR winner Bob Perron. Mo-Hudder, Bob Bunce came on strong in the last half of the race to finish 7th oa and 3rd in BS in his Datsun 510. Finishing 8th oa and a solid first in FP was Harold Cameron and his Group 43 Midget. Bob Claffie, in his first outing of the year, finished 16th oa and 3rd in FP from a 22nd grid position. John Petrella overcame several different clutch problems in practice to finish second in CSR in his Lotus 23. Bruce Rolleston qualified 21st but was a DNS for unknown reasons.

A large field of cars came out for Race 6 - ABC & DP, AS, ASR & BSR. Mo-Huds Bernie DeGraff in the Yankee Silicones Corvette, drove from his pole position to an uncontested overall win as well as the BP title. Gary Shaw was second in another BP Corvette after a long skirmish with third place finisher B. Currie's BSR Porsche Carrera. Currie tried a last ditch braking duel going into Big Bend on the next to the last lap and ended out near the Camel scoreboard. 4th went to the other Sports Racing entry, Dr. Dick Weiss' ASR Carrera. Sixth oa and AS winner was the smoking (literally and the whole race too) Camaro of David Jones. Doug Lutz was the DP winner bringing his Lotus Europa home in 7th spot. Eighth oa was the AP winning Vette of David Kicak. The first CP car across the line was James Day's Datsun z-car in 11th. 21st oa and 8th in DP was M-H driver Peter Wilska in a TR-4

Race seven for Formula Fords was the last race of the day and just squeaked under the time limit. After first lap leader Paul Tavilla dropped out, A. Yankielum and his Merlyn were not tested. Second was W. Beals in a Crossle. M-H John Loda qualified the Lotus he shares with Peter Klein in 26th spot and finished

Besides the drivers I saw many Mo-Hud members working at the race which was, I'm sure, appreciated by NNJR which provides alot of workers for our race.

The scene

Phil Raeder

and so, farewell....

Things begin, proceed a while, and then end. I am sure that each and every race driver out there has, at one time or another, had some thoughts, however fleeting, about the time of retirement, quitting, kicking it, whatever you call it. It has to come, you know, and it doesn't happen by itself, you have to make it happen.

For many, I suspect that the reasons for racing can really complicate retirement from it. For example, if a guy races to prove he has balls, then how does he feel when he quits? I suspect it causes some grief. If one races for the prestige, then retirement takes it away, because motor racing is a very "now" sport - it is of and by people who do it now, and there is little that is more pitifully boring than some guy lathering out stories about how great a driver he was "a few years ago".

In our case, retirement is not just the driver, it is the team. We race as a team, so we retire as a team. Why have we raced, our team, for these many years? Simple. We did it because it was fun, and we raced for the sheer joy of it. No hidden reasons or meaning - just a hell of a good time racing. It sort of evolved then, that if we race for the fun of it, then when it isn't fun any more, then the time to retire has come.

It's here.

Nothing specific. We have had our share of hassles with officious officialdom, but that's not it. A lot of the caring has gone out of racing, but that's not it either. It is many things that all come together in your mind, and you just know you have had enough. We noted, for example, that what triggered a decision to go racing, at a given event, was the arrival of the entry form. We would look at it and say, "time to go racing again." If the schedule showed our race as being the last of the day, the reaction usually was, "damn, that makes it a late haul back" or, if our race was early in the schedule the reaction was, "great, that means we can get home early". The start of a race weekend sometimes brought about feelings of weariness, thoughts like, "well, here we go for another long haul, another long registration line, another long tech line, another line to wait for practice, maybe another hassle with another official." We have noted also a shift in attitude, particularly at National races - the change is from a joy in racing for its own sake to one of "let's get it over with, see who got the points, and get the hell out of here."

And in a degenerating society, where push has already turned into shove, our weariness turned into disillusion, and we knew it was the end of the game.

We watched an interesting thing at the July 4 National at Lime Rock.

More.....

## The sCene Continued...

Toward the end of practice day Friday an announcement was made that competitors would be allowed to leave their race cars in the paddock overnight, with all trailers to be left up on the hill. There was, however, an exception, and an announcement was made that those competitors in the paddock directly behind the tower building would have to clear that area because "there is some heavy machinery that has to move around in there" according to the man on the loudspeaker. So, the long-suffering SCCA racers, many of whom had no doubt risen at the crack of dawn so they could have a chance at the favorable paddock space, dutifully went up on the hill, got out their trailers, loaded their race cars, and cleared the area as directed. Dawn revealed what the "heavy machinery" was - the Goodyear van, and the large trailer trucks of those two well-known amateur racers, the Bob Sharp Racing team and group 44. Minor? Sure, but it tells you something.

There are some really bad parts, very intense. Beware formula one, if you are into racing at all - it is especially dangerous because we live so close to the Glen, and it is so easy to get deeply into it. Mark was my instructor at the RRDC school, and I have used what he taught me from that day to my last race. He is gone now. We watched small Jimmie race, and learned to know him for the fine person he was, and even all these years later we cannot bear to even speak of him. They don't come finer than Revvie and he is gone too. We both sighed relief when that incredible man, Graham Hill retired - we are so pleased to see him walk away. We remember when he had his heavy shunt at the Glen - we sent him a card at the hospital, just routine. A couple of months later we got a personal note from him, thanking us. We treasure it in our scrap book. Last year I worked blue flag at the Glen for the GP, and Terri worked communications liaison, so we were on station together. We were on the station where Koinig died - I was looking up track at the moment, but Terri was not spared and watched this fine young man die by decapitation - and the tears of frustration were to no avail.

Let me just digress for a moment. How many of you guys out there who race, and bring your wives, girlfriends - ladies - to the track, or don't, as the case may be, would have your lady witness what Terri did, and then go with you to a false grid and eagerly help to strap you into your shiny, fragile single seater race car, pat you on the helmet, hold your hand tightly for a moment and say, "Go get em, Tiger!"

How many of your ladies would do that? Mine did.

But it's not all bad, in fact, very little of it is, some is just a bit heavier than others.

Let me make a brief comment on guard rails. My absolute favorite course is the Glen - a combination of knowing that you are racing on the same by-God track that the FI guys use, the Lodge, the whole thing makes it good. I don't like the damn rails - it seems patently stupid to me to have, say, a front straight that goes along in acres of smooth meadow, and then, at great cost, a few feet away construct a lethal guard rail. But, there they are. I have to admit that as far as driving is concerned, the rails have never

more.....

the scene

bothered me. We go fairly quickly at the Glen - I still have trouble believing that I have accomplished a race average speed of well over 100 mph. At the speeds we go the concentration is very intense, and at racing speeds I simply have not ever seen the rails. I don't think they should be there - there has to be a better answer but at speed they fade away.

The sheer joy of driving a race car fast is difficult to describe. I do remember at the ARRC a couple of years ago - we qualified 13th in FC and as the race progressed we literally clawed our way to 4th (Formula Magazine even described me as "hardcharging") and I was shouting with joy each time I came down the long hill past the pit lane. Winning a National at the Glen, in 1974 - at that time I had been driving 17 years (racing some of the time) and never won. What a feeling! And the memories go on and on, but I don't want to dwell overlong on it.

and so, farewell.

We will not miss the good friends we have made in the world of motor racing, for they will be our friends forever, and they will be with us as such. We are sure that our withdrawal from motor racing will be met in some quarters with scattered applause, and this we will regard with wry amusement.

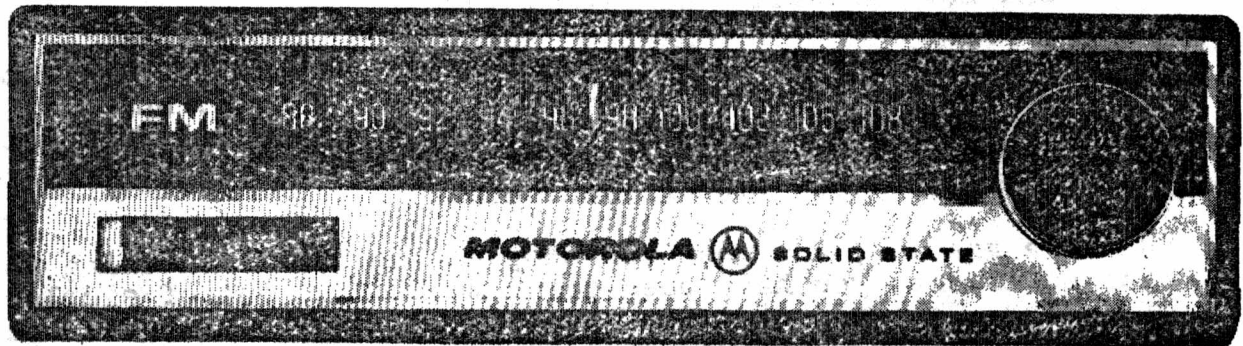
But life goes on, and when you stop racing the first thing you realize is that you have been doing much of it out of simple force of habit. Then you find you have some time on your hands and you must have something to do. (You do spend a little time wondering if you really want to get out, and this is a hard time to go through).

We are presently shopping for just the right Doberman lady, to stand to our beautiful Luther, so we can raise some of these wonderful dogs. Terri has added some photo equipment, and the design of the darkroom proceeds apace. We are shopping for a good cabin cruiser, preferably twin engine and not less than 30 feet long, with enough electronics to make the Champlain run to Montreal, and like that. There are always things to do.

I guess we will sell the race car, but I don't really care if I do - we'll just have to wait and see what comes.

Anyway, it's been grand, really, inspite of the rough spots. Thank you  
and goodby.....

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# Slings + Arrows, Sticks + Stones by Burnham Wood

I know we're all glad that Butch brought us the sun for our August 2nd Regional Race at Lime Rock, but did he have to do it so well and include over 100-degree temperatures with it? That's overdoing it Sciarra!

Among the casualties of the heat, aside from a few cases of sunstroke and heat prostration, were Jon VandeCar and Bob Wright. Jon was doing a great job in front of the pack of Vees when he packed it in because he was so hot that he couldn't drive safely. In fact, he was reported to say that some times he didn't even know which side of the track he was on. Tough luck, Jon.

Bob's TR-4, although it didn't blow, ran most of the day with the temp. gauge hovering around 240 degrees F. He must have had one helluva strong pressure cap on that machine.

Other than that, we didn't hear of any really bad things happening, and it was otherwise a good day of racing.

Except that the beer was hot.

So was Dr. Bill. In fact, he gave his inimitable performance of the Sermon on the Peazle Tree. If you don't know what that's all about, too bad. He won't do it for another year, at least.

But the beer sure was hot.

Both Angus MacKenzie and I send our best wishes for a speedy recovery to Connie McIntyre. In case you haven't heard, Connie broke a leg very badly in August when she was pinned between her race car and van. She will reportedly be in the hospital for two months and spend another three at home.

But if fortitude counts for anything at all, she'll be around a lot sooner than that.

The picnic at Fredericks' was both good and bad. The good was the weather which featured the only nice day of the whole Labor Day weekend. Also good was the food and the beer (that was cold) and the racing and the games and.....

Couple of bad things, though. First, the date apparently didn't agree with everybody because there were some familiar faces missing (what

more.....

Slings & all that other stuff cont.....

do you mean I was too blind to see them)?

Second bad thing was Art's prediction. His little flyer for the picnic which was in the August KO which didn't arrive until almost September said that we could, among other things, watch Greg Rickes break bones on his new bike.

Well, he did!

A collarbone or some such tidbit! Right over the handle bars he went. Also to the hospital he went. But he and Art and Jack Fantelli all returned the same day.

Excitement!!!?!!!!!!

- .....
- Also seen, heard, overheard, and/or missed at the picnic:
- Beer drinking going on as advertised;
- Basketball game going on as advertised;
- Racing, pursuits, etc. as advertised;
- Missed the Beauregard/Frederick challenge;
- Still don't know what Hap Farnsworth is really like;
- Softball game as advertised, but no Mass. people (hardly);
- Good food as advertised;
- Good fun as expected.

.....  
I haven't heard a loud outcry of success from the group that went to the Solo II runoffs. But I didn't hear one last year, either. What's the matter guys, did you all find yourselves in prepared without racing tires?

.....  
Hap Farnsworth is heading for a National Rally shortly (mid-Sept.). Here's the chance for his navigator to find out what he's really like.

.....  
All you Solo II guys ready for the MHR/EMSC Challenge? or is it the Foreign Auto parts challenge? Whatever, don't forget that you have to run at least one event from each club to qualify. That gives you one chance at EMSC and two at Mo-Hud (what, we're really going to have an autoslalom?)

.....  
I washed my car before the Battle of Saratoga Rally. Boy, was I sorry. It shrank!

Love,  
Burnie

## looking back ..

Looking back did not appear last month because (1) I didn't have the 1968 K.O. to look back upon and (2) I wondered if anyone really wanted to look back. One did so for him we are looking back again.

January 1969 finds Diane McClumpha winning the Mohawk-Hudson Design and Emblem contest. This is the current Mo-Hud emblem replacing the Indian.

The INEC 1968 Champs show the following M-H people placing: 2nd in CS Phil Raeder, 2nd in CP Don Flores 3rd Bill Morris. In EP Gene Birdsey 3rd and Bill Kane 8th. HP-Guenther Schroeder 11th, FC has Dave McClumpha 3rd and Hap Farnsworth 7th.

The Ice Trial results held in Feb. with Ed Holeva Ice Master: Class 3- Roly Heacox 1st, Class 4 Bob Claffie 2nd and Dave Hathaway 3rd.

The March issue has photos in it courtesy of Tom LaPonia. Solo Events Marshall is Roly Heacox.

The 1969 officers are: RE Bill Morris, Asst RE Hap Farnsworth, Secretary Terri Novotny, Treasurer Howard Geer, Activities Dir. Ed Holeva, Competition Dir. Phil Raeder, Directors Gene Birdsey and Art Frederick, KO Editors Gil & Lela Brookins.

The write up in the April issue tells of the 5th Annual Snowflake with the first car getting stuck sideways across a slippery hill (that also must be a tradition). This Snowflake was mastered by Karl Scharl. The first overall dual was Peter Chester & Carl Barbagelata.

May 1969 has Connie Birdsey and Irma McClumpha Rallymaster for a Mother's Day Rallye.

May Gymkhana results: Class 1 Tom O'Connor 1st, Class 2 Bill Morris 1st, Lee Beauregard 10th, Class 4 Howard Geer 1st, Bob Claffie 3rd Paul Hacker 4th, Class 5 Art Frederick 1st, Butch Sciarra 2nd, Class 6 Jack Fenn 1st, Bill Getz 3rd & Carl Corrin 4th. Class 8 Nancy Geer-2nd

June 1969 Mo-Hud holds a successful Drivers School.

July 1969 Mo-Hud holds the first Solo II event at LR.

August 1969 Mo-Hud holds a National Race at Lime Rock with Gene Birdsey, chairman.

September Don and Nancy Rexford take over as KO Editors.

Results of Sept 'Khana-Class 1-Howard Geer 1st, H.Farnsworth 2nd, B. Morris 3rd. Class 3-Peter Keitel 1st, Dan Egy 4th, Class 5-P. Hacker 1st. Class 6-A. Frederick 1st, B.Getz 3rd. Class 7-John Deans 3rd. Ladies Class-Donna Deans 1st, Nancy Geer 2nd, Jane Frederick 3rd. Toys for Tots 'Khana. Class 1-H.Geer 1st, B. Claffie 2nd. Class 2 A. Frederick 1st, B. Morris 2nd, H. Farnsworth 3rd, J. Petrella 6th. Class 3-Jack Fantelli 1st, Class 4-Pete Keitel 1st, Tom Kiernan 2nd. Class 6-P. Hacker 1st, Class 7-Bill Getz 2nd, Carl Corrin 3rd, Hector Rivera 7th, Class 9 John Deans 3rd, Karl Danneil 4th, Ladies Class-D. Deans 1st, Nancy Geer 2nd.

Results of the Executive Board Shopping cart race- 1st A. Frederick, 2nd H. Farnsworth, 3rd H. Geer and 4th B. Morris

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 Fenders, Engine, Glass, seats, wheels, everything.

Call: Thomas Laponia 371-9327

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For Sale: Un-Used Goodyear Racing Tyres  
 Intermediate compound

Two (2) 500-975-13  
 Two (2) 475-850-13 \$25.00 each

Call: Jack Fantelli 371-7267

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For Sale: Autodynamics MkIII FV - Completely reguilt 1974,  
 Fresh engine, good handling, Regionally competitive  
 (8th at 8/2 Mo-Hud Race), Many, many spares  
 \$1500.

Call: Walt Schlauch  
 (201) 658-3714 (home)  
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---

Hacker Racing is selling out.

(1) 1971 Dodge Colt with bad motor - \$500.  
 other assorted colt parts.  
 Tires, Tires, Tires - Radial and otherwise.

(1) nearly new set of ZX Michelins - mounted balanced  
 on wide rims. Fits Colt or Datsun's \$160.

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Advertising on this page is a service of the KO & Mo-Hud and of  
 no charge.

Any articles, ads or flyers have to be received by the Monthly  
 membership meeting to insure being published that month.  
 The Editor will type all your articles so rough drafts are per-  
 missible. Thank you.

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# what's happening?

## SEPTEMBER

20-21	National Race	Bridgehampton	NYR
	Regional Race	Oil City	MVR
	Regional Race	Summitt Point	DC
20	BMSC TSD Rally	Big N Plaza	Pittsfield
21	EMSC Solo II	NYS Peripheral Lot	Wash. Ave.
21	BMSC Autocross	Adams Superama	Pittsfield.
22	Mo-Hud Exec. Meeting	Fantelli's Home	Rexford
27-28	Regional Race	Bryar	NER
	Regional Race	Nelson Ledges	Steel Cities
	Divisional Rally	Rebel Yell	DC
27	RPI Rally	RPI	Troy
28	Saratoga Safari	Mo-Hud Rally	
28	RPI Autocross	RPI	Troy

## OCTOBER

1	Mo-Hud SCCA Membership Meeting	Center Inn	Glenmont
3-4-5	Grand Prix Formula 1	Watkins Glen	
11	Restricted Regional	Lime Rock	NYR
11-12	Regional Race	Nelson Ledges	MVR
	Regional Race	Summit Point	DC
12	Mo-Hud Solo II	see flyer	
18-19	Regional Race	Watkins Glen	FLR
	Regional Race	Pocono	Tri-Reg.
	Regional Race	Bridgehampton	NNJ
26	Solo II Championship	NYS Peripheral Lot	M-H & EMSC
27	Mo-Hud SCCA Executive Meeting	Farnsworths	Schenectady

# GRAND PRIX SCHEDULE

## FRIDAY, OCTOBER 3

8:30 - 9:15 a.m.	P and Q, Robert Bosch Gold Cup
10:00 - 11:30 a.m.	P and Q, Formula One
1:00 - 2:00 p.m.	P and Q, Formula One
2:30 - 3:15 p.m.	P and Q, Robert Bosch Gold Cup
3:30 - 4:15 p.m.	P and Q, Volkswagen Sciroccos
4:30 - 5:15 p.m.	P and Q, Vintage Sports Cars

## SATURDAY, OCTOBER 4

8:30 - 9:15 a.m.	P and Q, Robert Bosch Gold Cup
10:00 - 11:30 a.m.	P and Q, Formula One
12:00 Noon	U.S. Navy Parachute Team jump into Skid Pad 32 Ounces of Watkins Glen Volkswagen Economy Run
1:00 - 2:00 p.m.	P and Q, Formula One
2:15 - 3:00 p.m.	P and Q, Volkswagen Sciroccos
3:15 p.m.	Start Robert Bosch Gold Cup for Super Vees
4:50 p.m.	Start Vintage Sports Car Race I (six laps)
5:25 p.m.	Start Vintage Sports Car Race II (10 laps)

## SUNDAY, OCTOBER 5

10:30 a.m.	Start Pre-Race activities and ceremonies U.S. Navy Parachutists to Start/Finish Line Parade of Vintage Cars Driver's Parade of Circuit in Corvettes National Anthems, etc.
1:05 p.m.	1:30 p.m. Warm-up, Formula One Cars
1:35 p.m.	Grid VW Sciroccos
1:55 p.m.	Start Scirocco "Sidewinder Challenge"
2:45 p.m.	Grid Formula One Cars
3:05 p.m.	Start Grand Prix of the United States World Championship of Drivers (59 laps, 199.243 miles)

Picked up from Glen Racing News  
August 27, 1975

## SCCA Sponsors Sciroccos' 1st Race — Set at Glen

A spanking new competition will be staged during Grand Prix of the United States weekend at The Glen, and it holds promise of the birth of a new racing series for the future.

The Watkins Glen Grand Prix and Volkswagen of America, Inc., have announced details for a race for showroom stock Volkswagen Sciroccos for Sunday of Grand Prix weekend.

Sanctioned by the "Sports Car Club of America, the Scirocco Sidewinder Challenge" will be a ten lap race with a \$4,000 purse. Prize money will be awarded to the top ten finishers with \$1,000 going to the winner.

Drivers for the showroom stock cars will be those holding a national SCCA or FIA competition license.

Already entered for the event are the likes of Al Holbert, crack IMSA and SCCA endurance driver; Bob Grossman, one of the country's best endurance drivers and Eddie Miller, front runner in the Robert Bosch Gold Cup for Super Vees.

The transverse mounted "sidewinder" engine and front wheel drive of the Sciroccos will make the racing tight and furious around the 3.377 mile Glen Circuit. Power comes from a 1.5 liter overhead cam engine and the cars feature rack and pinion steering, independent suspension all the way around and power-assisted front disc brakes.

Between 35 and 40 cars are expected from dealers throughout the country to compete in what could become a full fledged professional racing class in the near future.

# R. E. GIONAL RAMBLINGS

The summer is over and our race is in the record books with a good report from the SCCA observer. We can now turn back to completing the Fall schedule of autoslalom and rallies. For those who got a late start in the parking lot arena, I hope you've got it all together for the Sept. 14th event. And every one should be thinking about the big Foreign Auto Parts Challenge which Jeff Nudi of EMSC and our own Phil Panos have put together under the sponsorship of Kevin Smith. I urge everyone to do their best to participate in this one. We are fortunate to have one of our local automotive parts suppliers willing to sponsor such an event and we owe him all the help we can muster.

For those of us who get our kicks by leaving the parking lots and getting lost on back roads, don't forget Saratoga Safari II which is a NARS event. It's not too late to move up in the standings. A win could make you an overall trophy winner. I'm sure Harry Whitton will make your day interesting.

It is late in the year and almost time for us all to start looking towards next year. Each of us must think about what we want our club to provide for us. To do so, we must select officers who we believe will accomplish the task in a professional manner. We have to look for people who have the experience, knowledge, capability, and willingness to serve. And, lastly, we must look at ourselves and ask "Why don't I run for an office or volunteer to be an event chairman?". I've overheard remarks such as "Boy! has this club gone downhill". But the speaker has not assisted in any way to push it back up. Talk to your friends and yourself. Recommend to the nominating committee or circulate a petition (with the nominee's permission) to have someone you think qualifies placed on the ballot. This is how you can make your club what you want it to be. I urge you not to ever again elect an RE or other officer because "he was the only one who would take the job". When there is competition at the polls, the elected official feels a mandate from a majority of the members to implement his policies or that he is the most capable for the job. With no competition, he is simply a caretaker with little opportunity to implement innovative programs. A caretaker administration is not the way towards progress. I urge you to Search, Nominate, Elect and Support!

I cannot end this column without mentioning the passing of Mark Donahue. Some of us were privileged to have known or been tutored by him. We are better race drivers for it. Never forget that this is a dangerous sport we are involved in and the risks are a blown tire away. Ask Connie McIntyre. Better yet, send her a card or visit her in Room 154 of the Saratoga Hospital. She'll be there for the next couple of months recovering from a badly broken femur. She did her part for us, let's show her our appreciation when she needs us.

Hap.

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