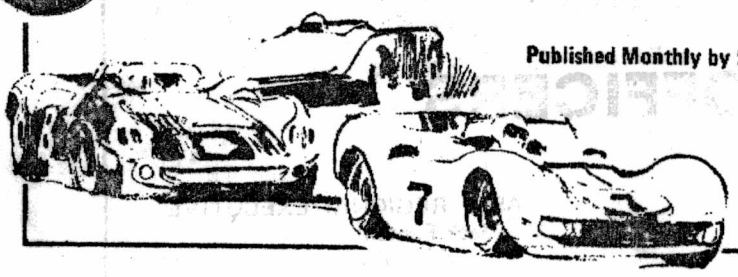

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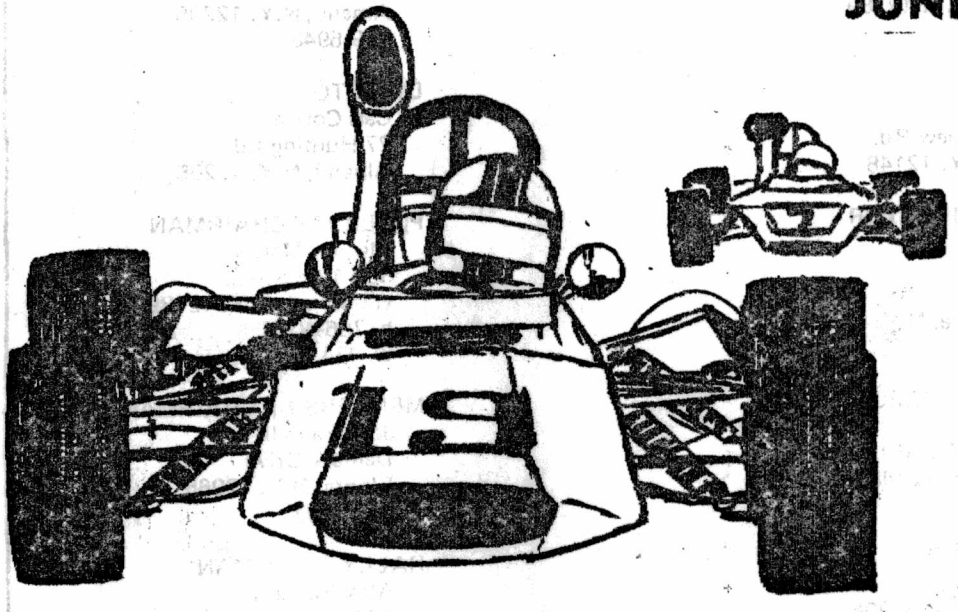
the knock-off

JUNE 1976



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The Mohawk-Hudson Region SCCA membership meets the first Wednesday of each month at the Center Inn, Glenmont at 8:00 p.m.

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The KNOCK-OFF is published monthly. All material for publication should be mailed to the Editor or delivered to them at the monthly meeting.

The material in the KNOCK-OFF is that of the authors, and in no way reflects the attitude of the Mohawk-Hudson Region or the Sports Car Club of America, its officers or members.

from the editor . . .

I guess it's that time of the year to put a request for Knock-Off articles and maybe an advertisement or two. We'd like to print a story about your happening! - What it was like at your first Driver's School - the second - third - FOURTH? What made you get lost at the last rally? Your big drive at Autosprint! All those bench stories would be worth passing on to us all. All articles just have to be able to read, I'll do the typing.

Advertising is inexpensive and covers at least 200 people and when the activities are high we reach another 100.

For a half page ad it's $40.00. That's $3.33 a month.
For a full inside page it costs $70.00 or $5.83 a month.
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Now thats cheaper than advertising in the Times Union.

Also to any event chairman - everyone likes to see their name in print -so please send the results to me so I can list them into the following K.O. Please send the names and addresses so copies can be mailed to the entrants who are not members of Mo-Hud.

- - - - - - - - - - - - - -

Recent results in racing:

Nationals at Bryar:

Harold Cameron	3rd	F/P
Jon VanDeCar	1st	F/V
Eleanor Morris	2nd	D/SR
Pete Klein	15th	F/F
Don Valenti	DNF	E/P
Tony Hilferty	2nd	B/SS
Connie McIntyre	4th	C/SS

Regionals at Bryar:

Harold Cameron	1st	F/P
Tony Hilferty	2nd	B/SS and lap record
Connie McIntyre	6th	C/SS

Trans Am at Nelson Ledges

Alan Anderson	8th
Paul Hacker	5th(Scirroco Race)

IMSA at Lime Rock

Bruce Cargill	7th
Bill Kane	22nd
Jon Waterhouse	16th

National point standings including May 30, 1976

EP	Don Valenti	1 point		
FP	Harold Cameron	7 "	6th	place
Dsr	Eleanor Morris	15 "	1st	"
FV	Jon Van de Car	27 "	1st	"
SSB	Paul Hacker	9 "	3rd	" tie
SSB	Tony Hilferty	9 "	3rd	" "
SSC	Connie McIntyre	3 "	5th	"

ONE MINUTE

Preceding the meeting was a presentation by a representative of Mobil Oil.

Meeting of the Mohawk-Hudson SCCA membership for June was called to order by RE, Craig Robertson on 6/2/76.

Secretary's minutes was read. Bill Morris made a motion to accept as read, seconded by Alex Roberts. Carried

Treasurer reported a balance of 8290.15 with receipts from 2 events still outstanding.

Asst. R.E. no report.

Activities Director reported on up-coming events.

Claire Phelan requested workers for the Poughkeepsie SCC on 6/16. If we send 2 workers we can use their phones for Autosprint.

Competition Director: Bill will be chief instructor for our Drivers School. He is looking for National license drivers to work as instructors and he also needs drivers to work as observers.

Trophy chairperson had the trophies on display for Autosprint. Eleanor Morris got many of the trophies sponsored.

Old Business:

Phil Panos has checked with Lester Seasongood about the $50. bill still due. He said it is an automatic renewal on a bond coverage for the perpherial lot. Phil said it would be okay for this year but next year Lester should check with us before renewing.
Phil made a motion to pay the bill to Lester Seasongood, seconded by Marie Corrin. Carried.

The Phelans have been asked by Sports Car to write an article about Autosprint. It will appear in the August issue along with pictures.

New Business:

Bill Morris had NNJ entry for the National which drivers can send in their entry with the release signed and notorized ahead of time.

Meeting adjourned at 10:05

Respectfully submitted

Marie Corrin, Secretary

SCCA NEWS

Sports Car Club of America, Inc. P.O. Box 22476, Denver, Colo. 80222 (303) 751-4900

May 19, 1976

REs & Editors: Please communicate the information below, from the May 15-16 Board of Governors meeting, to your Regional members. Many items require input from members at the earliest possible date. Thank you.

CLUB RACING

Consolidation of the A and B Production and A Sedan classes into a single class, effective January 1, 1977, was approved by the SCCA Board of Governors meeting here May 15-16.

Also recommended to the governors by the Competition Board was consolidation of the A and B Sports Racing classes into a single class and Formula A and B into another single class. However, these recommendations have been tabled until the mid-November meeting of the Board of Governors in order that the Planning Committee can seek additional comments from competitors in these classes.

The big production/sedan class will be under regulations similar to those now in effect for the professional Trans-American Championship series with cars equalized primarily through weight and carburetion adjustments. The specifications may be adjusted based on the 1976 Trans-Am and mid-season 1977 club racing experience to further equalize competition.

Below are the proposed specifications for the combination of A and B Sports Racing and that of Formula A and B. Comments from competitors should be directed to R. David Jones, Board of Governors Chairman, 208 Lindenwood Drive, Fort Worth, Texas 76107 before the Planning Committee meeting on June 24.

A and B Sports Racing: The concept utilized in both the ASR/BSR and FA/FB combinations (below) was developed several years ago for Formula III and to the Competition Board's knowledge has worked very well. To this end, the proposed combining of A and B Sports Racing classes is as follows:

B Sports Racing - remains unchanged.

A Sports Racing - Induction system is free but must be fitted with a metal-throttling flange through which all air entering the engine must pass. The size of the hole will be between 2.5 square inches and 2.5 inches in diameter. This flange will be mounted on an air-tight enclosure encompassing the entire induction system. The exact size of the opening will be determined, based on further research. Supercharging/turbocharging is prohibited.

Formula A and B: The proposed combining of classes is as follows:

Formula B - remains unchanged.

Formula A - Induction system is free but must be fitted with a metal-throttling flange

- more -

through which all air entering the engine must pass. The size of the hole will be between 2.5 square inches and 2.5 inches in diameter. This flange will be mounted on an air-tight enclosure encompassing the entire induction system. The exact size of the opening will be determined, based on further research. This applies only to currently approved stock block engines. The provision for 3000cc unrestricted engines is deleted.

Reduction of classes has been under discussion for the past several years by the Board of Governors and the Competition Board with the goal of providing more understandable racing for the spectators and assuring strong racing fields at all events. The consolidation of the two production classes and one sedan class will reduce the total number of club racing classes to 19 in 1977.

The Planning Committee will have a continuing responsibility to review the structure of the SCCA club racing program, as well as SCCA as a whole, establishing goals and policies with greater emphasis placed on input from Club members.

In addition to class consolidation, other action stemming from Competition Board recommendations includes:

-- The "one tire program" for Formula F was reviewed with the Competition Board requested to investigate a tire specification to which several manufacturers could supply a tire.

-- There appears to be no agreement among manufacturers on whether or not there is a problem with FF flywheels and crankshafts or whether reducing flywheel weight is desireable. It was agreed, however, that shotpeening of the crankshaft was desireable and will be permitted effective January 1, 1977.

-- A previously approved alternate Camaro hood was deleted by the FIA from recognition, resulting in a number of existing cars being illegal by the FIA definition. However, all 1969-75 Camaros may continue to be permitted to use the previously recognized fiberglass hood.

-- For clarification, one half inch maximum reach spark plugs are permitted in Formula Vee.

-- To reduce Formula Vee maintenance expense, the following will be added to the GCR, Appendix A, effective next year: "A single standard automotive oil filter of not more than one quart total capacity, and a suitable mounting bracket and bypass valve may be installed. Cooling fins are not permitted on any component. Only flexible, unfinned hose and suitable fittings may be connected directly to the oil pump cover. All components must be contained within the body to the rear of the firewall". The Comp Board has also been directed to consider restricting the size and length of hose.

-- The 1977 GCR will contain a new appendix for National Race Scheduling with procedures effective for the 1977 season. (A copy of the new Appendix C is enclosed.)

-- Based on currently available information, the 1975 Snell standard for helmets cannot be implemented for 1977--it appears 1978 will be the earliest practical implementation date. A firm decision, as well as a new BSI standard under consideration, should be made at the fall Competition Board meeting.

-- All teardowns must be completed as specified unless all or partially withdrawn by the protestor.

- more -

-- The current prohibition against pets in the pits and paddock remains unchanged.

-- To clarify a question as to whether one driver with two cars can race in different Divisions for National points, it is the opinion of the Competition Board that one driver may race in only one Division and no change was made to the rules to permit one driver to race in two Divisions.

-- As Sports Racing cars may be more compatible on the race circuit with Formula cars than with the big Production and Sedan automobiles, Formula SCCA and Super Vee may practice, qualify and/or race with Sports Racing Category cars, effective January 1, 1977. However, the Competition Board requests comments on this item from drivers who would be involved.

-- To update existing requirements for on-board Halon fire extinguishers, GCR Appendix A, 1.5.1.S.2 is changed to read; "Halon 1301 or 1211: Minimum five-pound capacity for in-car integrated installations (manual or automatic release)".

-- No time has been available to prepare a Showroom Stock tire equivalency chart necessitated by the 1976 rules due to the vast complexities by the tire industry in consistency and the large number of recognized cars/models/years. Thus, effective immediately, the Showroom Stock tire rule reverts to the 1975 rule. Also, all V rated (VR) tires are specifically prohibited.

-- No new cars will be recognized in Showroom Stock at this time. And unless otherwise indicated in the GCR and/or SPORTS CAR, the model(s) of a marque eligible for Showroom Stock shall be the base model with no options (handling, tirm, instrumentation, drive train, etc.).

Additional items relating to the Club Racing program will be in the July issue of SPORTS CAR, "Racing Bulletin."

PRO RACING STEWARDS

In order to eliminate contradictions between the GCR and FIA rules, the following becomes effective immediately for all SCCA professional races:

The Series Chief Stewards will be in overall charge. The Operating Chief Stewards are to be subordinates to the Series Chief Stewards and will be considered as assistants.

All Assistant Chief Stewards will be appointed by the conducting Region but must be approved by the Director of Professional Racing before the assignment is official.

Stewards of the Meeting will be appointed by the Director of Professional Racing.

Series Chief Stewards shall not impose fines or penalties but will direct all such matters to the Stewards of the Meeting.

PRO RALLY

Among recommendations for 1977 from the Pro Rally Committee approved by the Board of Governors include requiring Pro Rally Series drivers and co-drivers to wear a helmet which has the 1970 Snell Foundation decal of approval on performance stages of any event; clarifying the types of restraint systems permitted, either four-, five- or six-point systems; recommending roll cages in all vehicles; and establishing that each Pro Rally have a minimum of 75 miles in performance stages.

John Rodgers of Bellevue, Wash., has also been appointed to the Rally Board bringing that board to its full complement of seven. He will also be a member of the

- more -

Pro Rally Committee which establishes rules and regulations for the conduct of the Pro Rally Series.

1979 CONVENTION

The Board of Governors has selected Chicago Region's bid for the 1979 SCCA National Convention. The 1977 event will be hosted by the St. Louis Region, February 17-20 at the St. Louis Stouffer's Riverfront Towers. Contact Harry Hutcherson, 1977 Convention Chairman, 665 So. Skinker, St. Louis, Mo. 63105 for additional information. The 1978 convention will be in El Paso, Texas, hosted by the Pan American Region.

AREA/DIVISION CHANGES

Requests from the Southern West Virginia and Northern Ohio Valley Regions to move to the Central Division for competition purposes and Area 4 for voting purposes were approved by the Board of Governors.

ASSOCIATE MEMBERSHIP

Effective immediately, Associate Membership will be on an annual basis rather than anniversary as it has been up to now.

The system will be the same as Regular membership with those persons joining SCCA as Associate Members after September 30 of each year holding membership through December 31 of the following year. However, Associate Member dues will not be prorated after July 1 as is Regular membership.

Those persons who joined as Associate Members prior to May 14, 1976, will be placed on an annual dues billing on the anniversary of their membership in 1977.

# # #

Meeting Schedule

May 29-31	Solo Events Board, Columbus, Ohio
June 24-25	Planning Committee, Dallas, Texas
Nov. 13-14	Board of Governors, Denver, Colo.

Memorial Day at Lime Rock

by Craig Robertson

Memorial Day was the weekend of the yearly appearence of the Camel GT and Goodrich RS races at Lime Rock. This year a Pro-F-Vee event was also on the schedule.

Seventy-five cars were entered for forty spots (later changed to forty-four) in the RS race. The first of two qualifers was paced by vetern driver George Alderman in a Datsun 710. Also in the heat were Carson Baird, Buzz Marcus, Amos Johnson, and the two Colts of Bruce Cargill and Jon Waterhouse. Marcus' Gremlin got the jump at the green but Baird's Colt was right behind. Alderman settled into third for the rest of the race. Cargill was seventh with Waterhouse about twenty-fifth. The top seven remained the same except for the retirement of Tom Waugh's Hornet. Waterhouse's Colt had moved up to twenty-first as a fouled plug finally cleared about half way thru the race. The last lap saw Jon moving up to 19th spot, one short of qualifying. Bruce Cargill was sixth behind Alderman, Walt Bohren (Mazda), and Johnson (Pacer). Carson put a move on Marcus with one lap to go and held on for the win.

Heat #2 had Car and Driver editor Pat Bedard on the pole in the Bolus & Snopes Pinto sponsored by St. Pauli Girl beer. Next to him was the perenial SCCA C-Sedan champion, Don Devendorf in a Datsun B-210. Third spot was the property of 1976 RS champion Nick Craw in the Miller-Norburn BMW. Area driver Bill "Killer" Kane was gridded twenty seventh in the Zandvoort Racing BMW 1600. The lead went back and forth between Bedard & Devendorf until lap nine when the Pinto broke a rocker arm and its clutch. The B-210 won easily with Craw second, Buddy Cox (Baird's other Colt) third, and Vic Matthews in a Toyota 4th. Bill Kane finished 19th.

Monday started out foggy with a threat of rain which luckily never materialized. There was a small GT field of about 30 cars, five of which either didn't show up from other races (Ludwig Heimrath from the Trans Am) or broke before the feature. The Monzas were faster this year with Al Holbert & Mike Keyser on the front row of the first heat and Warren Agor on the front row of the second next to Peter Gregg's BMW CSL.

Holbert & Keyser staged a tremendous duel in the first heat. They pulled away from the rest of the field and lapped everyone except the third place Porsche of Jim Busby. Michael held the lead up until lap 25. With one more to go, Al nipped by only to be repassed by Keyser for the checker. Busby ran third most of the race just in front of Harry Theodoracopulos' Monza. Harry T. had a suspension piece break with five laps to go and finished 8th. Moving into fourth was the GTU Porsche 914/6 of Walt Maas. Several cars failed to finish the race. Robert Vincent had the transmission in his Camaor pack up and couldn't find a replacement in time to make the race. Paul Misuriello crashed his Monza on the downhill but came thru OK.

Qualifier number two included most of the top GTU cars along

more.....

Memorial Day at Lime Rock continued.....

with Gregg, Agor and George Dyer's Porsche. Gregg won in a walk-away with Dyer second and Agor third. One lap down after a fine drive was C. Carter's Camaro. Unfortunatly his brother Darell's Corvette didn't fare so well. It blew its engine coming down the main straight. GTU was a race long battle between the Datsun Z-cars of Bob Sharp and West coast driver Brad Frisselle. The action got quite heavy with the cars coming together on lap 23 while going around slower traffic. Sharp pitted with mangled bodywork and what later turned out to be a broken wrist. Frisselle finished fifth with some mishapen pieces. John Gunn finished 6th which was quite a feat considering he had towed from the Nelson's Ledges Trans Am the day before and arrived with not too much time to spare. Also one lap down in 7th spot was the other GTU Porsche 914/6, driven by Jim Cook.

After a Vintage race, the Goodrich RS Challenge feature was gridded. Bill Kane was placed 44th on the grid and when the Bolus & Snopes Pinto couldn't be made race ready, Jon Waterhouse moved in from his first alternate spot. Also at the pack of the pack were Gene Felton & Milt Minter whose cars were qualified by their co-drivers. Devendorf's Datsun led for three laps before being over-taken by Baird. The Colt stayed in the lead until just over half way when it retired. Don Devendorf was never seriously challenged again and lapped all but the top three cars. Further back however the going was tougher. George Alderman scrapped with Buzz Marcus for second after Carson dropped out. After leading the Gremlin for 12 laps the Datsun was forced out with tire problems complicated by a shunt with another car. Marcus ended up second. Remember Gene Felton and his Gremlin down at the back of the pack? By lap ten he was 12th, by lap twenty 11th, by lap 30 he was 7th, by lap 40 fourth, and he finished 3rd on the same lpa as the leader. A really great exhibition of driving from 38th starting position. Milt Minter in Herb Adams Starfire moved from 35th to finish 5th. Vic Matthews put his Toyota into fourth with a good effort. Bruce Cargill, who started 11th finished 7th. In a steady drive, Jon Waterhouse finished 16th from the tail end position. Bill Kane finished 22nd despite a pit stop for a new tire after running as high as 14th.

The Art Foster Trophy Race for Formula Vee promised to be a thriller with several of the quickest cars back on the grid due to to having run the Bryar National instead of qualifying. Ford Smith was on the pole with Wallace Reetz alongside. Mo-Hud member Roberta Harris was grided 17th. Top NEDiv drivers Jon Van deCar, Perry Buzzell and Jim Havell were gridded 27,28 & 30. However the promise didn't hold up. Van de Car was a dns and though Havell moved up to third on lap 6 and was nearing second on lap nine he disappeared on lpa 10. Buzzell slowly moved thru the pack to finish a distant 3rd. Ford Smith motored away with the race never losing the lead. Reetz was second from lap to on.

The feature of the day was the Camel GT race. It shaped up as a

more.....

Racing cont....

battle between Keyser, Holbert and Gregg with Dyer and Busby as dark horses. Keyser immediatly took the lead followed by Holbert and Gregg. Soon however both Dyer and Busby passed the BMW and on lap 13 Gregg made contact with Larry Matter's Camaro putting him up on the bank on turn four. This spelled the end for Gregg also. On lap 23 Harry T. had a tire on his Monza go, requiring a pit stop which dropped him from 6th to 15th. Lap 27 saw Holbert pass Keyser to take over first. One lap later, Busby passed Dyer for third. Holbert lost his brakes and crashed on lap 31 at turn nine. He was not injured but the Monza was out. Keyser now had a comfortable lead over Dyer who had repassed Busby. Warren Agor was running fourth in a Monza with a slightly sick engine. In ghe GTU portion of the race, W. Maas held the lead (9th oa) until lap 23 when eventual class winner, Brad Frsselle, took over for good. Bob Sharp was not able to challenge with the mangled Datsun. J. Gunn had moved his Carrera into 5th on lap 32. Back in the pack Harry T. was driving a really good race and gradually regaining some of the lost ground from the pit stop. Also moving up was Steve "Yogi" Behr in a Carrera which was involved in an opening lap shunt with H Kleinpeters' Pantera. Up front Keyser was taking it easy and slowly allowing Dyer to catch up. With five laps to go, Gunn made a mistake which dropped him to 8th. Harry T. had moved back up to 9th. With 2 laps to go Bob Sharp's motor let go at the end of the main straight dumping oil over the entry to Big Bend. Dyer was closing up on Keyser's bumper when he slowed for the oil. As they came down to complete the next to last lap Dyer dove under Keyser to take over the lead. As they appeared down the hill it was Dyer with Keyser glued to his tail. Keyser pulled out and put the pedal to the metal. They were side by side at the finish and the winner by no more than one or two inchs was declared to be George Dyer. This was really a photo finish and we couldn't call it from the announcer's tower. In fact George thought that Keyser had won and was surprised by the result. He was so elated that he was seen swinging from the rafters of the tech building. Keyser was dissappionted but he felt he should have speeded up sooner and not let Dyer close up as much as he did. Busby was 3rd, Agor 4th, Frisselle 5th (first GTU). Maas 6th (2nd GTU) and Yogi Behr 7th. It was a good race in places but marked with accidents and mistakes which robbed it of an even more exciting finish if that seems possible.

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Bridgehampton National

by Craig Robertson

The National at the Bridge was not heavily attended. The racing was good in some races but others turned into run-aways. Race 1 was CS and DSR. The three CS ran away from the rest of the field with B. McKenna winning on a last lap bobble by Bob Henderson both in B-210 Datsuns. G. Rutherford was in this group until he spun dropping to 3rd. Roger Clouser was 4th early on in his new DSR but dropped out. Eleanor Morris won the DSR portion of the race in the Tiger Racing NTM.

The G & H Prod race was a Hauser benefit with Joe I finishing 1st and Joe II finishing 2nd after with-standing the challenge of Randy Canfield's Sprite. Jim Miller ended up 3rd and 1st in HP. Showroom Stock was a battle between the Wabbit Wacing VWs of McKnight and Ramirez and the Scirocco of Terry Rupp. Rupp ended in first but not before several lead changes. The SSC race was between three Renault 5's driven by Patrick Jaquemart, P. Maistre & Maurice Lanery. Lanery ended up on top.

D & E Prod, B Sedan was a good race with the Group 44 cars of Bob Tullius (TR-7) and Brian Feurstenau (MGB) finishing one-two. The Porsche 914 of G. Meyer gave Brian a good tussle for the EP title and ended up thirs. Fourth and first BS was T. Howen. The surprise of the race however, was second place finish in DP by J. McKay's Jaguar XK-140 which was 21 years older than the DP winning TR-7. McKay was running 5th for most of the race only dropped back to 7th to let two dueling BS by, near the end. Despite some early problems, John Kelly brought the Group 44 MGMidget home 1st in FP.

The F SCCA race was initially a duel between K. Duclos & Rick Bell in FB cars. Duclos spun however taking Bell with him. Bell recovered to finish 2nd to winner Joe Sposado. Mike Rand took the FC win and Ed Givler brought the Edge II home first in F-super Vee.

Anthony Ciccale ran away and hid from the sports racing field, lapping all but the second place car. Fred Stevenson finished third and first in CSR.

Formula Vee was won in a very good drive by Mo-Hud member Jon Van de Car, however there was a protest which was not immediatly resolved so I didn't get a final result.

A,B, & C Prod was the next to last race. A Sedan was also supposed to be in the race but none started. The front row BP cars of Bob Tullius (Jaguar V-12) and S. Cornblatt (Vette formally owened by Dr. Ray Anton) ended up one-two with the Jag an easy winner. The two AP Corvettes of Panzerella & Searles both dropped out but Searles won with more laps. B. Leitzinger was an easy first in CP.

John Christian won a come from behind victory in a rain soaked FF race. Oma Kimbrough led most of the race only giving way to Christian with a few laps remaining. This race saw the debut of a TIGA FF built by former Grand Prix drivers Tim Schenken & Howden Ganley and driven by Tom Davey.

AFTER THOUGHTS

Several weeks ago I set up a Timing and Scoring seminar for May 15. I mailed out 150 invites to this. I received only two responses from persons willing to write their $10 checks and send in their reservation. Not only would they get a tremendous amount of usable info but also many handouts, and a buffet supper. Judy Stropus was to be guest speaker. This was the BEST deal for a T/S seminar I've ever seen, yet no SCCA people, save two, were interested. (Judy gave a seminar almost identical to what I was presenting here and had to turn people away). Her students were all IMSA members. If IMSA timers are this enthusiastic what good officials all of IMSA must have.

Are SCCA timers so proficient that there is no room for them to improve themselves? This must be the case. However from my experience this is NOT the case. Scoring sections are always short handed and results are usually three races behind. Why? Short of qualified help..... I spent a lot of time and money setting this seminar up. A lot of running around trying to find a place close by to hold it and long distance phone calls getting the date with Judy. All for nothing save that I shall invite IMSA people next time, because they are interested! This seminar was not just for timers. Drivers would have gotten a great deal of valuable information. (Like how to protest "official results" and know you are right). Team timers would have found how to keep track of their drivers competition even if it was five cars. This was no one sided affair.

Next spring I may try to put this whole thing on again with Judy. Hopefully, Judy Tessmer will help out next time too. She believes that this type of training is of the utmost importance. Watch AUTOWEEK and SPORTS CAR next year for the date and place and plan to be there!

A disappointed,

Connie McIntyre (s)

HOW TO AUTOSLALOM SUCCESSFULLY

from the "GEER" BOX '70

The most valuable hour on autoslalom day is the hour immediately before the timed runs start. Unfortunately, it has been my experience to see about 75% of all the entrants waste this hour away. How? By not using this time to learn the course. Instead they are running around putting air in their tires, cleaning the junk out of the car, taking off their hub caps, letting air out of their tires, filling out entry forms, going thru tech, checking the tire pressure, going out to get gas, or any one of the other hundred and some odd things that can be done in that one little hour. Now the key word in that previous sentence is CAN (as in "odd things that can be done"). Yes they can be done, but they also can be done before you leave your house. Some others can be done on the way to the site. But the last place you want to be doing them is in that one precious hour before you go out there and show 'em how. You want to learn the course.

Now let's talk for a while on just what the phrase "learn the course" means. The guy in the Sprite who managed to get out on the main road on his run obviously didn't learn the course. But then again, did the fellow in the BMW who managed to get thru his first run without any penalties but was 5 seconds slower than his competitors really learn the course either. Maybe all he did was memorize the course layout. Now don't get me wrong, step one has to be to memorize the course layout but there is more to it than that.

Let us stop here and reflect on one thing. That in autoslaloms there is no practice session. Every run that you make counts toward a finishing position. Now think back on any one of the autoslaloms you have entered. Most people will drive faster around a given course with more practice. In most cases someone's third run of the afternoon is faster than his first run was. Alright, now what does that prove? Well, it proves that, in a strictly theoretical situation, if I were able to knock a second off my time on each succeeding run in an autoslalom, that my first run would be the one that counted.

	Car L	Car C
Run 1	61.4	60.2
Run 2	59.8	58.7
Run 3	58.2	58.0

Let's consider the table above. Here are two cars that are apparently fairly equal in performance. However, Car C had a much better time than Car L on the first run. Why? Well probably he learned the course better than his opponent. And that advantage carried him thru to a class win. For in each succeeding run he didn't have to gain as much speed as the other fellow.

OK you say, but you walk around the course before the event just

more.....

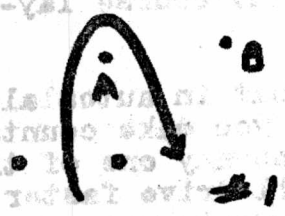
How to Autoslalom continued....

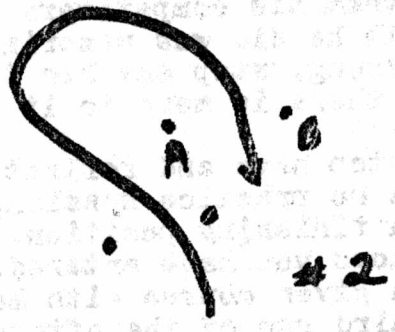
like the other guy and he still goes faster than you. Well just walking around the course is not really learning the course unless you are mentally driving around it. That is, you have to imagine that you are actually driving your car and try to guess how fast you can be going at any given point. A little squiggle in the course layout looks perfectly harmless when walking thru it a 2 MPH but when you are on your first run and try to go thru it at 46 MPH you might find it otherwise. This is what you have to look out for. Try to imagine what a turn is going to look like at 20, 30, 40, or 50 MPH. Also look to see what is going to happen if you do go thru it too fast. Look to see if the next turn is away from or towards the direction you are going to slide if you start skidding. Look to see if you are going to hit pylons if you start sliding. Picture in your mind all these things and when you do get in your car that turn will look like an old friend.

So now we have two things to do:

1) Memorize the course.
2) Drive the course in your mind.

There is still one more thing. Pick out your lines thru the turns while walking the course. Pick out with your eye the actual place your car should be at any given time. This will not always be what the person who drew the course map has shown. Consider the two following diagrams.





Here are two ways to go thru the same turn. #1 is the way that most inexperienced drivers will try to go thru that kind of turn. Straight at it and cut the wheels. But suppose your car won't turn in that small a circle without hitting pylon B. The first time you go thru there with your car you are going to lose all kinds of time. But by swinging wide before you start the turn thru AB you will be able to go thru in a smooth fast manner. This is an illustration of what to look for when walking the course. Try to pick out with your eye how much room you are going to need to make these turns and you will have it when it comes to the real runs.

In these few paragraphs I have tried to point out what learning the course means and what it can do for you. If you are happy just going out on a Sunday afternoon and bashing around the parking lot, don't bother doing this. But if you seriously want to do well in autoslaloms, this practice is a must.

"JUNE BUG AUTOSLALOM"
May 23,'76

Car #	Name	Car	Run 1	Run 2	Run 3	Place
		Class A & B				
3	D. Hathaway	Spitfire	o.c.	54.88	59.67*	2
6	C. Nicholls	Spitfire	o.c.	55.76	55.75	3
9	D. Lloyd	Spitfire	o.c.	57.65*	56.39	4
12	E. Weiss	Spitfire	60.89	58.20	62.43*	5
41	B. Morris	Lotus Elan	53.26	52.45	DNF	1
		Class C				
18	J. Loda	914-6	55.80	62.55**	51.70	3
19	R. Brown	911	60.07	55.39	62.69*	4
25	W. Wright	Vette	72.18***	58.04	51.33	2
41	A. Wylie	Vette	52.87	o.c.	51.18 FTD	1
		Class D				
2	P. Tyler		68.58	62.03	57.64	6
14	S. Shalat	914	58.47	56.38	54.50	2
36	D. Pelley	914	62.48	60.23	84.82****	7
43	H. Geer	Datsun 2000	55.62	55.56	55.42	4
44	T. Phelan	TR 6	58.03	57.51	55.83	5
45	T. Pelkey	Datsun 2000	58.64	53.84	53.92	1
69	M. Miecznikowski	GT-6	o.c.	54.88	71.18	3
		Class E				
21	T. Langlon	Capri	o.c.	63.95*	58.35	4
22	P. Fullam	TR 4	56.37	56.26	60.76	3
27	P. Vooris	Capri	57.03	62.23*	55.24	2
76	C. Robertson	2002	60.32*	59.49*	54.27	1
		Class F				
5	J. Leonard	Saab	60.56	58.37	58.70	4
8	M. Leonard	Saab	63.12	60.88	58.65	5
11	T. Moriarity	X19	64.46	61.33	57.91	3
26	T. McGreevy	Spyder 124	o.c.	64.95	61.65	6
34	J. Varney	Spyder "	57.72	o.c.	56.55	2
55	J. Hanifan	Spyder "	54.69	55.13	59.49	1
		Class G				
1	D. Micare	Toyota	o.c.	62.43	58.41	7
7	S. Gifford	Opel	61.61*	56.40	58.61	6
13	D. Fisher	Mustang II	67.20*	72.05**	61.14	10
16	R. Smaldone	Pinto	o.c.	54.38	53.84	1
24	J. Mattice	Mustang II	73.25	65.83	63.69	11
28	A. Roberts	610	58.56	58.45	78.03****	8
29	L. Charlebois	VW	64.83	o.c.	67.91	13
31	R. Bullock	Cricket	o.c.	o.c.	64.44	12
32	F. Ogle	VW	o.c.	64.92	o.c.	14
33	S. Magee	Capri	58.20	56.62	54.49	3
37	J. Corbett	Capri	o.c.	o.c.	57.39	o.c.15
49	T. Beaudoin	Saab 98	55.49	60.74*	54.06	2
54	E. Hopkins	Fiat 128	56.14	55.42	60.44*	5
61	B. Hoffert	Fiat 128	61.28	60.01	63.89*	9
99	T. Hilferty	Opel	55.28	54.79	58.60	4

Continued.....

"June Bug Results continued

Class H

30	R. Brooks		Nova SS	72.34*	65.14	63.98*	4
35	S. Craver		Boss 351	62.02	56.26	DNF	1
38	W. Corbett		Ranchero	67.12	64.62	62.57	3
40	R. Conrad		GTX	o.c.	o.c.	60.69	2

Ladies Class

			Index				
10	G. Hubbard	VW	129.19034	75.94	69.33	70.46	9
15	D. Bronzene	VW	113.35134	63.82	60.83	71.24	5
20	J. Beauregard	Lotus 7	108.18969	62.36	59.45	58.06	2
4	L. Loda	914/6	114.8961	68.82	61.17	58.89	6
48	N. Geer	Datsun	108.28872	69.16	61.99	58.66	3
23	L. Hanifan	Spyder	108.16253	62.57	o.c.	60.16	1
91	M. McLauglin	X/19	-	o.c.	DNS	DNS	10
17	D. Nole	Opel	126.41037	78.41	68.23	o.c.	8
39	C. Schaf	Opel	110.05094	65.57	60.28	59.40	4
60	J. Hopkins	Fiat	117.2024	71.95	o.c.	63.26	7
42	M. Forget	Duster	-	o.c.	o.c.	75.94	o.c.10

Mo-Hud's 2nd Autoslalom of the season was May 23, 1976. The course did not receive any negative comments, so I am considering using the same course for the FAP Championship. One thing I want to point out, Stu Shalat pointed out a gate he thought was to small for H cars. The gate was changed. This is what you should do. If there is anything you think is unsafe or wrong, let the event master know BEFORE the first car is off. After that it is too late. Most event masters will check out your complaint and correct if necessary.

I want to thank all the workers, especially Claire Phelan who did an excellant job at the timer. No one signed the worker sheet so if I missed your name I apologize.

Jack Hanifan, Event Master

Workers

D. Hathaway	B. Morris
S. Shalat8	P. Fullam
C. Robertson	J. Leonard
J. Varney	M. Leonard
L. Hanifan	J. Mattice
R. Smaldone	T. Beaudoin
S. Gifford	S. Magee
J. Beauregard	C. Schaf
J. Hopkins	T. Phelan
E. Hopkins	C. Phelan

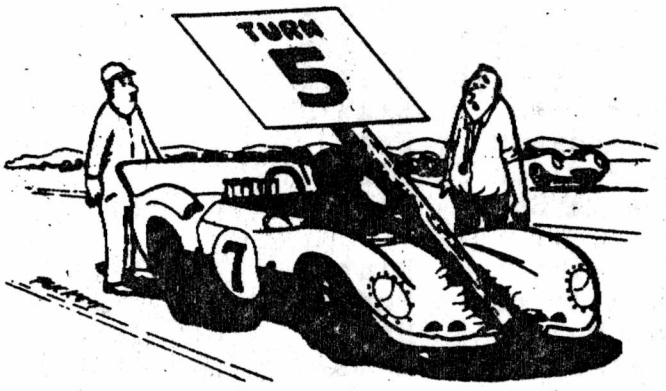
AUTOSPRINT 1976
Lime Rock Park

Class	#	Name	Car	Run 1	Run 2	Place
2	4	Bill Morris	Lotus Elan	1:31.6	1:46.3*	FTD
4	38	Gary Tanner	Porsche 911T	1:35.2	1:34.0	1
4	6	Tom Phelan	TR 6	1:49.9	1:46.9	7
4	19	M.Miecznikowski	GT 6	1:46.2	1:43.1	5
4	36	Rob Roberts	TR 6	1:57.2	1:75.2**	9
4	69	Tim Smith	Porsche 911T	1:34.3	1:52.2**	2
4	70	Don Perley	GT-6	1:58.1	1:56.6	8
4	71	Val Stegemoen	Datsun	1:45.1	1:42.2	4
4	66	Tom Pelkey	Datsun	1:38.2	1:38.2	3
4	5	Jeffrey Pedu	Datsun	1:43.9	1:52.1*	6
5	10	Peter Brown	Porsche 914	1:47.2	1:43.3	3
5	14	Stu Shalat	Porsche 914	1:42.3	1:40.4	1
5	77	Peter Fullam	TR 4	1:55.4	1:42.1	2
6	1	Tom LaPonia	Alpine	1:45.6	1:53.8	5
6	18	Dale Brodsky	Midget	1:48.4	1:45.8	6
6	26	Clark Nicholls	Spitfire	1:48.9	1:46.5	7
6	33	Dan Andrews	Saab	1:50.6	1:44.4	4
6	34	Bill Andrews	Saab	1:45.4	1:44.0	3
6	55	Jack Hamifan	Fiat	1:42.1	1:39.4	2
6	62	M. de la Sota	Fiat	1:47.6*	1:38.1	1
7	3	Ed Hopkins	Fiat	1:45.8	1:41.1	1
7	11	Joseph Torre	Subaru	DNR	DNR	
7	43	Steve Wold	Honda	1:47.7	1:46.0	2
7	46	Jim Hiney	Honda	1:51.1	1:58.9	3
8	00	Jack Burns	VW	1:45.	1:42.6	10
8	01	Clayton Sumner	Pinto	1:43.1	1:39.6	3
8	7	Skip Gifford	Opel	1:43.4	1:41.4	7
8	8	Thomas Mack	Datsun	DNR	DNR	
8	9	David Riley	BMW	1:44.1	1:41.4	8
8	13	John Deans	Datsun	1:53.2	1:52.6	14
8	16	Ron Smaldone	Pinto	1:37.1	1:36.7	1
8	17	Klaus Schnitzer	BMW	1:41.8	1:59.7**	9
8	20	Dennis Micare	Toyata	DNR	DNR	
8	21	Don Fisher	Mustang	1:56.6	1:63.7**	15
8	23	Wilson Wright	VW	1:39.6	o.c.	4
8	24	Bruce Buhler	Capri	1:46.7	o.c.	12
8	25	Dennis Vallelunga	Audi	1:47.4	1:43.8	11
8	27	Douglas Norton	Capri	1:59.5	1:47.4	13
8	37	Daniel Gensheimer	VW	2:09.8	2:09.4	16
8	50	Tom Beaudoin	Saab	1:45.1	1:40.5	6
8	73	Stephen Magee	Capri	DNR	DNR	
8	76	Craig Robertson	BMW	DNF	DNR	
8	91	Tim Smith	BMW	1:38.5	1:57.1**	2
8	99	Toni Hilferty	Opel	1:52.9	1:40.0	5

Continued.....

RESULTS OF AUTOSPRINT continued

9	32	Donna Fisher	Camaro		1:41.1	1:37.1	2
9	35	Steven Craver	Mustang		1:70.9**	1:52.0*	5
9	42	Lloyd Fisher	Camaro		1:45.6	1:37.0	1
9	57	Peter Kennison	Camaro		1:46.4	1:48.3	4
9	61	Jon Griffin	Dart		1:43.3	1:40.1	3
				Index			
10	40	Deborah Morse	Fiat	110.78	~~1:38.4~~ o.c.	1:49.4*	1
10	44	Candy Schaf	Opel	116.59	2:01.1	1:53.8	2
10	60	Wanda Hunt	Toyota		DNR	DNR	



"So you made good your promise to go deeper into turn five. . ."

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wrecked car.

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Autosprint '76 - one person's views etc.

by Marie Cerrin

Autosprint '76 is over. The experience of being able to 'run' at Lime Rock will have "bench" stories forever, Some better than others. Probably for Joe Torre and Steve Magee a little more exciting tale. Steve now knows you have to get out of the car to go swiming in the brink at Lime Rock, it's more refreshing that way. Did our instructors fail?

This years Autosprint had it's share of problems but some how once the timed runs finally began it all jelled.

Some of the problems should make the back-bone of Mo-Hud ponder over how to improve and how to make thing better for Autosprint. Should we run next year? Let's look at the other clubs who put on a Solo II type event at Lime Rock, go over their courses and their systems. The beginning years of Autosprint seemed to be ideally run, but why has it gone sour?

We were luckie for the certain few who showed up to help take over when needed:
Jack Hanifan realizing he still had pylons, etc. sitting at his house on Friday night with no one about to pick them up for Saturday rounded up several of Empire members to come down run the event and carry some pylons in their car.

We've never really had to have a doctor, nurse or such at Autosprint but Jack and Jean Fantelli both with EMT licenses show up. This year we were fortunate that they did. (I think this should be a must at each Autosprint we hold at Lime Rock.)
Claire Phelan who is our flagging co-ordinator showed up to watch her husband run was pressed into action at the last minute to try and organize the stations.

Next year we should think about renting phones as our present set up of walkie-talkies just doesnt last all day. (We could have had free use of Poughkeepsie SCC phones if we would have sent <u>two</u> workers to their event the previous weekend but no one went to work).

Also thanks to the pre-signed up heads - Marilyn Heacox who set up registration, Tim McIntyre who was in charge of tech and who later filled in as starter, his wife Connie who was chief of T&S (I guess your could be chief if you have only one person helping you) Plus a whole gaggle of people who helped out in all kinds of ways. And to our Master of Autosprint Jeff Nudi.

A little bit about the entrants: For a more complete story watch <u>Sports Car</u> magazine possibly in August for Tom Phelan's article. Also see the complete listing elsewhere in the K.O.

Bill Morris took FTD in his Lotus. Jack Burns who ran gymkhana's a few years back until he moved away, came back from Ohio to enter Autosprint. Maximiliano de la Sota came over from New Englar Region to run and took home first place trophy as did Deborah Morse. Hope you two come back and bring more of NE people.
Close family races included the Fishers and Father and Son team of the Andrews.

REGIONAL RALLY ROUNDUP

This month's column is for those who have never rallied before. It is something of a definition of rallying plus some helpful hints. The text presented is from a pamphlet published by Pirelli Tires: Let's Go on a Rally by David Hebb c. 1961.

Although he didn't realize it, Jules Verne was the father of the rally when he created, "Around the World in Eighty Days". Phileas Fogg ran one of the world's longest rallies, with only his time limit at the finish line to worry about. That he came in under the deadline is history.

But what is a modern-day rally? A rally is a form of automotive test in which cars leave a starting point individually, at a carefully recorded time, and are directed to follow a more or less complicated route to a finish - the point at which all entrants "rally". This definition is quoted from Sports Car Rallies, Trials and Gymkhanas, a book designed by its authors to help rallyists get more fun out of their sport. In a sense, it is a where-do-we-go-from-here game played in a car at safe sensible speeds.

Above all a rally is not a race. It is a test of good driving, making a fine art of following an unrehearsed route and keeping on schedule. Most rallies are put on by clubs for their members and friends; some are long and some are short, some are easy and some are tough. By far the greatest part are Sunday afternoo events, running some 60 or 70 miles, that can be completed in two or three hours.

Generally, each rally car is given - at the last minute before the start - a sheet with instructions to follow. Like a bus driver, the rally driver is expected to be on time all the way along the route, and there are check points at unlikely places to see if he is. The winners, of course, are those with the leaste amount of error all down the line. It's not easy to be a rally winner, but it's not so complicated that everyone, win or lose, can't have a lot of fun.

Success in rallies depends to a great extent on paying attention to a multitude of tiny details. It means being in the right place at the right time, following a given route without actually knowing where you're going, and adhering to prescribed average speeds.

Bringing home a trophy from your first rally will more than likely be good luck rather than good management, but it's never too early to lay down a pattern of good management to follow in the future.

- See that your car is ready; gas and oil topped up, tire pressures checked.
- Take plenty of pencils, scratch paper, a clipboard, road maps.
- Use a timepiece you can trust.
- Have a tool to help you figure time, speed and distance: a slide rule, a rally computer, time-speed-distance tables.
- Make last-minute comfort stops; it won't be convienient to stop along the route.

more.....

more on Rallying....

At the starting area, look for a headquarters where you can pay the entry fee, register, and be assigned a time for starting. Registering is generally done on a form which may be nothing more than an index card. Beyond the more obvious entries such as Name, Address and Make of Car (often called "Marque"). you may be made aware that contestants run in classes to give a more or less even break to the less opulent and less experienced. You'll probably find the opportunity to state whether you're Novice or Expert, or some degree between. Definitions differ from East to West, but a fairly reasonable assumption is that you are a novice if you have never won a trophy or have competed in less than ten rallies. Other classifications depend on the way a car is set up for rallying. It's a state of being equipped or not. You will be running Seat of the Pants - often called SOP - if you have no better timepiece than an ordinary watch with a seconds hand, nothing more than a pencil and paper for calculations, and if your odometer (the mileage counter) is covered up. If on the other hand, you have splurged and bought yourself a hundredths reading odometer, or if you use a slide rule type of calculator, or have a set of time-speed-distance tables you have moved up into the category of "Unequipped". If that sounds strangely "equipped", consider that exalted estate. At the least you will have installed a special odometer readable to one-hundredth of a mile-that is 52.80 feet-and own a calculator like the Curta, a hand held bit of mechanical wizardry that can be set for minutes per mile or miles per minute, including a factor for error. In an even more rarefied atmosphere is the electronic calculator that has an input for distance travelled, an input for time, and a variable control which can be set for average speeds.

Back to Business, now that you're registered and probably received a set of General Instructions, check your watch against a radio time signal or an official timepiece, get back to your car and start reading. General Instructions come in all shapes and sizes from the simple and minimal to the long, verbose and ridiculously complicated. Read the G.I. very carefully; they are the ground rules for the day's event, and many a rally is won or lost because of the information contained in them. In due course it will get to be about ten minutes before your scheduled starting time, a propititous moment to look for the car that starts just ahead of you and get in line behind him. Check your watch again, and then, if you still have a few minutes, walk up to the starting line and observe which way the cars head as they leave. This may save you valuable seconds when it's your time to take off.

Just before you start you'll be given a set of route sheets, detailing the course you're to follow and prescribing average speeds. Quickly look through the sheets of instructions to see that you have received all the pages, and to make sure all the pages are legible. It isn't easy to give the driver route directions and figure out if you're ahead of time or behind; don't make the common mistake of being so concerned with average speed

more.....

some more on Rallying.....

that you forget a turning. There's nothing to be gained by being right on time but in the wrong place.

Keeping to your average speed is done by using the odometer, or mileage counter, that's a part of your speedometer. The speedometer needle is useful only as a handy guide to keep you out of trouble with the law. In a rally you must check your average speed by computing time against distance; your watch against your odometer. Dividing miles covered by minutes elapsed, and multiplying the result by 60 will give you your averages speed in miles per hour. Assume that your odometer reads exactly 21.6 miles when you have been out 54 minutes. Dividing 54 into 21.6 gives a quotient of .4, which is your speed in miles per minute. Multiplying 60 by .4 shows your average speed to be 24 miles per hour. And if the prescribed average speed on the route sheet is 24 miles per hour, you're right on time.

This figuring can be done in various ways: with a slide rule, with a rally computer (itself a type of slide rule), with tables or with a mechanical or electronic calculator. For your first time out, concentrate on following the route and learning how things are done, keeping as close as possible to average speeds in the simplest way you can. Above all, don't buy equipment for the sake of having it. Before you buy anything, make doubly sure you need it.

Rallies are almost invariably staged by clubs; if you're looking for a nice Sunday afternoon event to enter, first find a club. Try scouting around sports-car dealers or repair shops-they can usually get you headed in the right direction.

RESULTS

THE IDES OF MAY RALLYE

		#1	#2	#3	#4	Total
1.	R.Schwiekert/M. McClumpha	24	58	11	5	98
2	M.Bilharz/B.Shaffer	13	30	49	15	107
3	T.LaPonia/B.McGovern	25	79	8	3	115
4	T.Wetmore/A. Horn	24	69	35	11	139
5	F.Vatter/C.Johnson	7	38	104	18	167
6	L.Godshalk/D.Marble	61	13	58	84	216
7	S.Kline/C.Ertelt	1	136	78	61	276
8	J.Zents/C.Havel	23	74	181	43	321
9	D.Perreault/N.Opela	86	129	90	69	374
10	G.Goodrich/C.Weisgerber	44	300	262	79	685
11	J.Vomacka/B.Habel	-	1477	48	69	1594
12	J.Corbo/J.Lanahar	600	152	-	1480	2232

Seven Rally Rules

Rally Rule One - Don't get lost. Concentrate on the route first on time second. This is rallying's most important rule - whether on your first rally or your hundred and first. Time lost while off course can bring you your greatest penalty.
Rally Rule Two - Don't assume anything. Be sure you really read the general instructions and don't hesitate to ask questions; many penalties can be avoided by so doing. Especially, know how the rally is scored: overall or leg by leg.
Rally Rule Three - check off each route instruction as you complete it - but only when it's completed. Checking off an item in advance is the surest way to miss that instruction altogether, since you then act on the one next in line.
Rally Rule Four - Don't give up. If you're lost, or think that you are, pull off the road and look things over calmly. Plan a recovery by examining road maps, and trying to recall significant landmarks. Sometimes it's worth while trying to cut across country to get back to the route: if you try this stunt, bear in mind that you may skip a checkpoint.
Rally Rule Five - Read each new set of instructions with scrupulous care. Chances are excellent that you'll receive a new set of instructions at one or more checkpoints. Beware of traps.
Rally Rule Six - Before you leave a checkpoint, make any necessary changes on your odometer and timepiece. If your rally is being timed leg by leg and the new instruction sheet shows mileage starting from zero, then be sure to zero your odometer and clear the hands of your stopwatch.
Rally Rule Seven - Don't short-cut. Even when the end is in sight, follow every instruction to the letter. A favorite trick is a checkpoint or a finish line just across that intersection where the instruction says to "turn right". Follow the instruction and turn, or you'll be knee-deep in penalties.

After you've made a few remarkable recoveries, avoided a few traps, and done well with your timing, be careful....because this is when you'll get cocky and GET LOST.

Wanted!

race workers

JULY 30 and 31, 1976

LIME ROCK PARK, LIME ROCK, CONN.

GRADES OF WORKER LICENSES AND THE QUALIFICATIONS

Divisional - Issued by the Divisional Administrator upon receipt of log book with four (4) events (minimum) shown, filled out in full and signed by either the Regional Executive or the Region's Chief of the specialty.
Renewals - no stated requirement for number of events; however, a reasonable participation should be indicated.

National - Issued by the Divisional Administrator upon recommendation of member's region, to those who have performed, as a Divisional License holder, over an extended period of time and attained a high level of proficiency in the specialty.
Renewals - Same as for Divisional license.

Chief - Issued in behalf of the Competition Board by the Director, Race Officials' Administration, only to those members who have actually served as Chiefs of their specialty a minimum of four (4) events during the 24 months preceding application. Recommendation must first be made by the member's Regional Executive and approved by the Divisional Administrator, all of this to be included on the special form. The form, accompanied by the member's current National License, should be forwarded to the Divisional Administrator who will in turn send the necessary material to the Director, Race Officials' Administration. In the case of an application for Chief Timer and/or Scorer license, a written test will be required before the Chief's license is issued. Chief licenses should not be made easy to come by. People recommended for this grade of license must have demonstrated their ability to organize and oversee the complete operation of their specialty, especially the recruiting, training and assignments of workers. They will be issued in limited numbers, and the holders of them respected as experts in their particular field.

Chief licenses are renewed by having the Regional Executive forward the 1976 Chief license, together with a renewal application form. The region is responsible for verifying the 1976 dues have been paid. If approved by the Divisional Administrator, the renewal license will be issued by the Director, Race Officials' Administration.

Remember, a Chief's license is primarily a "leadership" designation. It is not a natural progression from a National grade license.

START YOUR LICENSE PROGRESSION AT MO-HUD"S DRIVER'S SCHOOL
AND RACE ON
JULY 30 and 31 !!

what's happening?

June	19	Regional Race	Bridgehampton	NNJ
	19/20	Regional Race	Nelson Ledges	MBR
	19	National Rally		NER
	19/20	Drivers School	Glen	Glen
	26/27	National Race	Summit Point	DC
	26/27	Solo I	Glen	Glen
	27	MO HUD AUTOSLALOM	PERIPHERAL LOT	
	28	MO HUD EXECUTIVE MEETING	TBA	
July	2	NATIONAL DRIVERS SCHOOL	Lime Rock	NNJ
	3/5	NATIONAL RACE	Lime Rock	NNJ
	7	Mo-Hud Membership Meeting	Center Inn	Glenmont
	10/11	Regional Race	Thompson	NER
	10/11	F5000, Trans-Am, IMSA	Glen	Glen
	11	AMEC Autocross	Malta	
	11	BMSC Autoslalom	Pittsfield	
	17/18	Drivers School	Thompson	NER
	17/18	National Race	Glen	FLR
	17	Regional Race	Bridgehampton	NYR
	18	EMSC Autoslalom	Peripheral Lot	
	24	Regional Race	Lime Rock	NER
	24/25	Regional Race	Summit Point	DC
	24/25	National Race	Nelson Ledges	MVR
	25	MO HUD SCCA AUTOSLALOM	Peripheral Lot	
	26	Mo Hud Executive Meeting	TBA	
	30	MO HUD DRIVERS SCHOOL	LIME ROCK	M-H
	31	MO HUD REGIONAL RACE	LIME ROCK	M-H
	31/1	Regional Race	Nelson Ledges	Sl-Ct.
Aug	1	BMSC Rally NARS	Pittsfield	
	4	Mo-Hud Membership Meeting	Center Inn	Glenmont

This RE's column is going to be a reminder about our Drivers School and Regional Race. If you specialty chiefs have not got at least one third to one half your workers lined up for sure, get on the ball. The race is not that far away!

For the regions' workers, if you haven't made arrangements to work both of the events please do so. We need all the Mo-Hud people we have both old workers and new people interested in working. Here is a list of people to get in touch with in each specialty:

Registration -	Marie Corrin or Marilyn Heacox
Tech	Candy Schaf or Tim Mc Intyre
F & C	Claire Phelan
T & S	Connie McIntyre
Pit & Paddock	Clark Nicholls or Eric Weiss

We especially need workers for Friday. There will be beer and hot dogs for the workers who do work and movies for all on Friday evening. Spread the word and get the people out. Remember, a <u>personal</u> contact is worth more workers than a general announcement that they are needed.

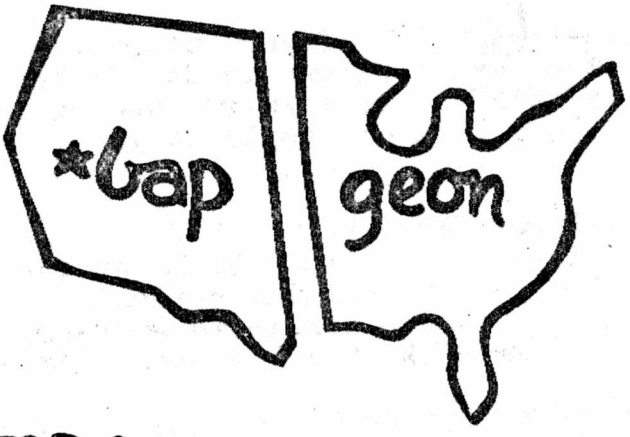
The chairmen for each event are: Drivers School -Craig Robertson
Regional Race -Phil Panos

We are listed in the officers page of the KO, if there are any questions please call.

That's enough to work on for the next two months,

Craig

BAP/GEON



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