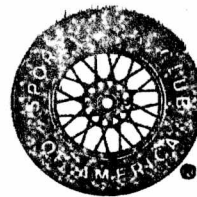


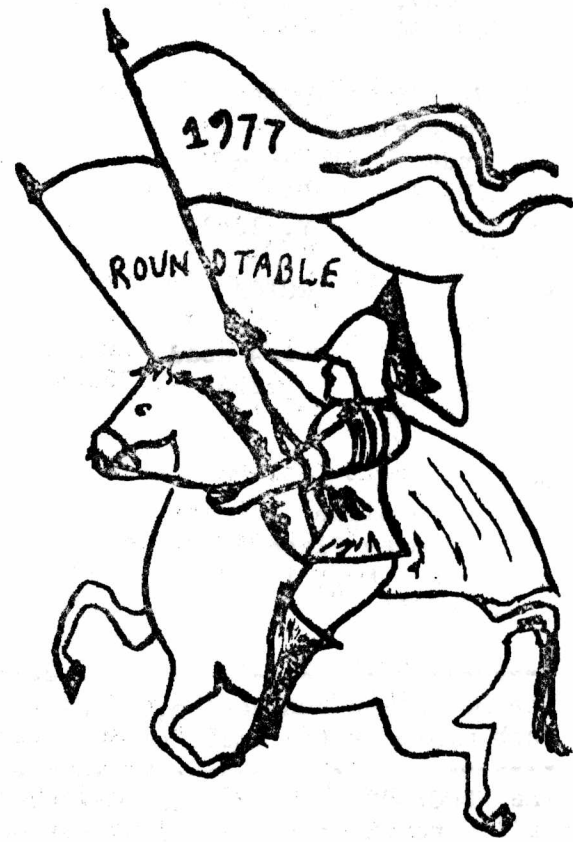
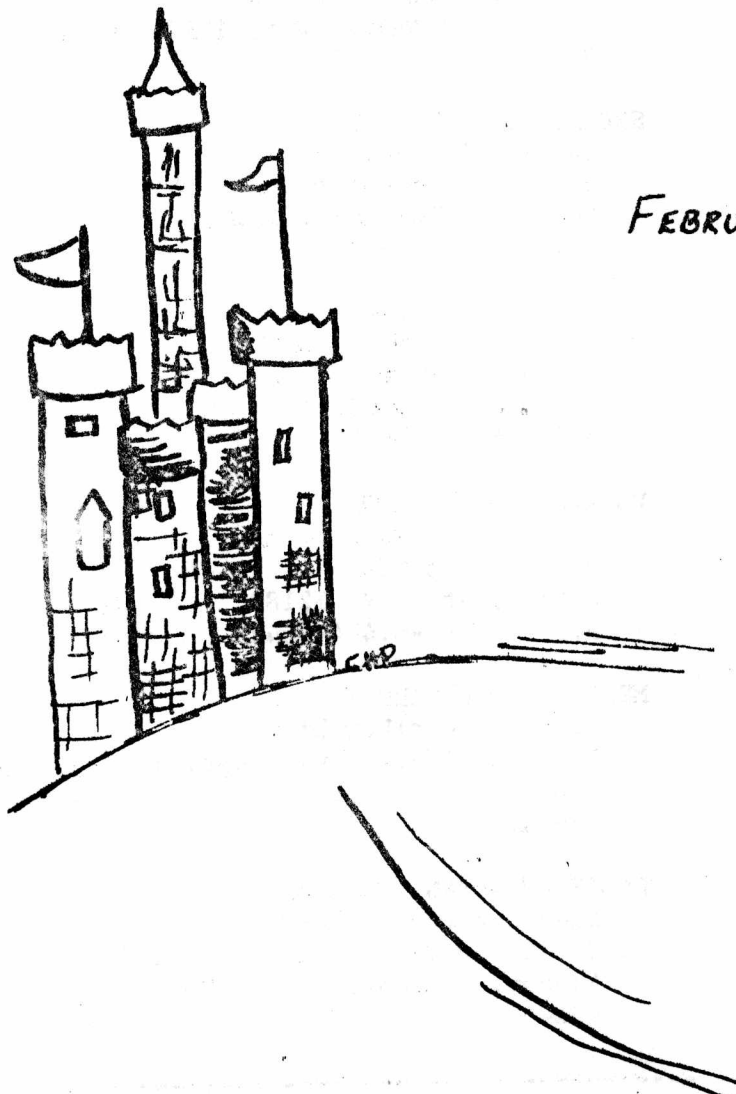


the knock-off



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FEBRUARY 1977



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The Mohawk-Hudson Region, S.C.C.A. membership meets the first Wednesday of each month at the Americana Inn, Albany at 8:00 p.m.

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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.

Thomas D. Phelan
Editor and Publisher
Hardscrabble Farm
R.D. 2 Box 454
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from the editor . . .

After a very brief term as editor and publisher of Knock-Off, I am forced by the demands of a new job in Ithaca, New York to resign after this issue. I am deeply involved in the magazine, and giving it up won't be easy.

I would like to ask you all to assist me in finding a new editor to assume the responsibilities immediately. Both my wife and I have found the experience to be interesting and fun. Even the kids and the dogs have gotten involved as you will see in this issue.

The only good thing about my new job is that it is only 25 miles from Watkins Glen. Even though we have always been partial to Lime Rock, I suppose that Watkins Glen is better than Bryar or a track too far from Albany.

By the time this issue reaches you, I will have been in Ithaca for at least a week. Claire will be in Red Hook to answer calls and questions which you might have about becoming the new editor. I hope that you will respond in the tradition of sports car racing to meet this challenge of finding the new person.

In other respects, I promised to print the ad costs this month in hopes of attracting new advertisers. Everyone needs to pitch in.

½ page ---\$40.00 full page --- \$70.00
Back Cover-- \$75.00 All prices are for 12 issues.

I might add that the printing of a business card for \$5.00 a month on a special page would give more advertisers a chance to participate.

ONE MINUTE!

The February Membership Meeting of the Mohawk-Hudson Region SCCA was called to order 2/2/77 at 8:30 P.M. by RE Craig Robertson.

The Secretary, Candy Schaf, read the executive minutes. A motion was made by Tim McIntyre, seconded by Marie Corrin, to accept the minutes as read and was passed.

The Treasurer, Connie McIntyre, reported our current balance.

The Assistant RE, Doug Jones, no report.

The Activities Director, Tom Phelan, reported that there will be a Solo II Rules Board made up of three volunteers and three appointed persons. They will meet on February 28, at the Phelan's house.

The Competition Director, (Bill Morris was absent and reported through Jack Fantelli) has not received anything from Denver yet.

The Publicity Chairman, Eleanor Morris, reported that Skip Barber will contribute some money towards the NEDIV Roundtable.

The Membership Chairman, Mitch M., reported that there were only 27 paid up members, including one new member.

The K-O Editor, Tom Phelan, reported that there is a need for more advertisers.

Old Business:

-The Area I NARRC Awards Dinner is February 26, Craig has the details, however he had not received a copy of the point standings.

-The Snowflake Rally: Mitch M. reported that the rally is about 130 miles long, average speed is 35mph, safety equipment is required (flares, triangles, snowtires or chains, etc.), fee is \$2.50 per club member and \$3.00 per non-club member, first car off at 5:01 P.M. from the Smith Paper Company parking lot (on Industrial Park Road which is off Watervliet Ave. Extension in West Albany) scoring is to the nearest hundredth, final scoring is by a computer, Classes B & C only (Class A cars will disconnect their rally equipment), workers are needed for check points, February 26.

-NEDIV Roundtable, March 11, 12 & 13 - letters are out in hope of obtaining some contributions, registration forms are out, pre-registration date deadline is March 4, and the fee is \$18.00, late registration fee is \$25.

-The first Skip Barber/Mo-Hud Series Event is June 10 & 11 at Lime Rock Park. Workers can earn schools from participating at these events.

-National Convention at St. Louis- Paul Hacker, Eleanor Morris and Mitch M. are going. A motion was made by Tim McIntyre, that the club designate these three people as delegates and that their registration fees be paid by the club. Seconded by Eleanor Morris. Ten agreed, four opposed, motion carried.

New Business:

Solo II Championship Awards presented at the Annual Banquet - Jack

ONE MINUTE continued

Fantelli presented the possibility of only giving the year-end awards to Mo-Hud members. Reasons given were that non-members don't pick up their trophies and the club must pay the postage and insurance, the Banquet is election night and non-members who participate should be encouraged to join. There was much discussion on this topic. Some members were against the idea, yet to obtain licenses as a race driver, specialty worker, etc., and to compete in the Solo II Divisional and National Run-Offs, one must join SCCA. One idea was to decrease the member's event fee and increase the non-member's fee to encourage joining. It was brought up that if only members are awarded at the end of the year, what happens if Driver X (a non-member) is first in class and Driver Y (a Mo-Hud member) is second in class? Does Driver Y receive the first place trophy or the second place trophy??? Another suggestion was that the non-member be given membership to Mo-Hud as the trophy.

-Mitch Miecznikowski stated that he would like to work on making a Rally Series with one rally every two months. Others interested in this idea please see Mitch or Alex Roberts.

-Tim McIntyre reported on the upcoming Second Annual Tech Seminar to be held on March 6, in N.J. This seminar is not just for the Scrutineers, as drivers and their crews can obtain lots of information that can make the race season more enjoyable. Tim has a supply of decals for sale which are needed on each car, including the blue triangle which is really illegal (it should measure three inches on each side). Also the Mo-Hud Tech Book is available for those who are interested in becoming scrutineers and for drivers who want to know what is looked for at each event.

-Rolly Heacox reported on the upcoming ice races. Weekend of February 19, is at Cooperstown, and the weekend of February 26 is at Warner's Lake.

Tim McIntyre made the motion to end the meeting, seconded, and all in favor.

Meeting adjourned at 9:15 P.M.

Respectfully submitted,
Candy Schaf, Secretary

Editor's Note: Many of the topics for discussion at the membership meeting appear as flyers, forms, notices and articles in the Knock-Off. Be sure to look for those which are of interest to you.

THE EXECUTIVE MINUTE!

The January Executive Meeting of the Mohawk-Hudson SCCA was called to order on the 24th by Assistant R.E. Doug Jones at 8:23 p.m.

Secretary's report was read. Doug Jones made a motion to accept the minutes as read, seconded by Connie McIntyre.

Treasurer's report was read with a closing balance of \$9,149.29.

Activities Director reported that the only event in February is the Annual Snowflake Rally. He named the Solo II Chairman as Jack Hanifan, and the Rally Chairman as Alex Roberts. The Solo II rules meeting date will be announced in the K-O.

Competition Director reported that the novice permits and medical forms have been ordered.

Old Business:

A. NEDIV Roundtable--discussion of what the printing needs will be. Bill Morris is in charge of the program planning and presented the weekend schedule. Jack Fantelli and Candy Schaf are in charge of sending requests for contributions. Needed are things to be given in the registration packets, banquet door prizes, and sponsorship for the cocktail hour, coffee break, etc. Every member should try to find sponsors. A display area will be available. Registrar is Candy Schaf, fees and pre-registration were discussed.

B. An outstanding bill of \$32.51 is yet to be paid by Yankee Silicones for their contribution to the Autosprint trophies.

C. Knock-Off Ads: the membership should be encouraged to find more advertisers. Ad rates will be printed in future K-O's.

D. Snowflake Rallymaster, Mitch Miecznikowski, reported that the preparation is coming along. Flyers have been made. Workers are needed. Computer scoring will be utilized. The only problem was on a route check on the evening of the big snowstorm, when the Plymouth Stationwagon made an unscheduled excursion through the trees and snow. Two tow trucks, \$80.00 and three hours later the Plymouth was extracted.

E. Jack Fantelli reported on the Skip Barber Series. Eight Skip Barber Events plus two Mo-Hud events (driver's school and race) equal the ten events to enable a Mo-Hud worker to earn a free three day (\$650 value) Skip Barber School. In 1976 a point system was used and the results are: Bill Morris, Connie McIntyre, Craig Robertson and Jack Fantelli earned a three day school; Wanda Hunt, Jean Fantelli, Tom Laponia and Candy Schaf earned a one day school. The schools are collectable at Skip's Discretion. It was suggested that the prospective students settle on dates when they can all get together

EXECUTIVE MINUTE continued

with Skip for the MoHud worker schools. A suggestion was made that the novice permit holder be strongly recommended to work at least one Skip Barber Series/Mo-Hud event.

F. K-O Editor reported that he had searched out a typewriter and used it for January's issue. He made a motion that Jean Fantelli be paid \$175.00 for the IBM typewriter. Seconded by Jack Fantelli, vote, all in favor, the motion carried.

G. Jack Fantelli requested that Jeff Nudi return the walkie-talkies so that they can be tested/recharged for the coming year.

New Business:

Jack Fantelli proposed that the year end Solo II Championship trophies be awarded to Mo-Hud members only. Reason being that non-members didn't all show up at the Award's Banquet and the club must pay the postage and insurance. Tabled for further research and discussion.

Connie McIntyre made a motion to send a letter with a deposit to Heuer to reserve stop watches for the Driver's School/Race. Seconded by Jack Fantelli, vote, all in favor, motion carried.

Mitch Miecznikowski mentioned that he will be on business near the National Convention and would like to attend as Mo-Hud's delegate. Discussion as to reimbursement for the registration fee or \$50.00 was tabled until the membership meeting.

It was requested that at future executive meetings the treasurer report individual bills instead of only the total money paid out each month. The treasurer agreed that this could be done.

Motion was made to adjourn, seconded by Jack Fantelli. The meeting adjourned at 10:55 P.M.

Those present:

Doug Jones
Connie McIntyre
Candy Schaf
Tom Phelan
Jack Fantelli

Jean Fantelli
Tim McIntyre
Bill Morris
Mitch Miecznikowski

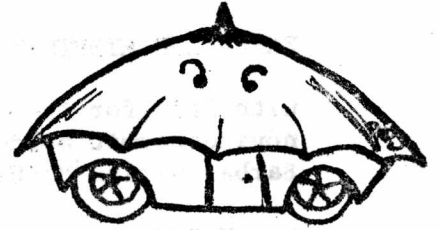
Absent:

Craig Robertson, R.E.
Marie Corrin, Director

As a reminder, the Executive Meetings are open to the membership. This is where new ideas can begin forming into realities.

Respectfully submitted,
Candy Schaf, Secretary

I THOUGHT RACING WAS SUPPOSED TO BE FUN
by Tom Campbell



thought racing was supposed to be fun, at least I heard that somewhere. It had been a long summer and my job had kept me very tied down. We had managed to complete all the school requirements and even slipped away for a Saturday race at Lime Rock, but still needed one race to get a license. By coincidence there happened to be one last race left in the season. It was at Watkins Glen, and they called it the Fun One (maybe that's where I heard it).

So we borrowed Bill Morris' trailer and bought a new (to us anyway) set of slicks from Dave Hathaway. Friday afternoon we loaded up the Alpine, our camping gear and the kids and headed for the Thruway. Registration went well, but when we got to the track and began to set up camp, it started to snow (that's no fun).

Saturday was clear and the snow melted, but it was very cold and windy. Practice was uneventful but not nearly long enough to learn a new track. We were in Race 2 for D, E, & F Production and B & C Sedans and naturally expected to be at the back of the pack. I was pleased to find myself grided 22nd of 26.

Our plan for the short race on Saturday afternoon was to finish-- after all, we came to get the license. At the end I was 20th of 23 finishers, 5th of 6 in class. With the race safe in the log book, we were now free to push a little harder during the race on Sunday. At least that's what my crew told me--why can't they believe I was pushing it.

Saturday night was more fun (?), cold and windy, spent trying to occupy four miserable kids (all under seven). Dinner consisted of eight people trying to eat chili and keep warm in the same car. The four adults were just as miserable as the kids (and old enough to know better).

Sunday morning it started to rain and continued raining hard all day long--this definitely is NOT fun! But this was our last chance, so we put on the radials and an extra pair of long johns and grided for our race.

Only 17 of the original 26 started the race---at least there are some sensible people in this crowd. The race was shortened to 8 laps, but nobody seemed to mind as it was run in pouring rain. As soon as I pulled onto the track, I knew I was in trouble-- between the spray and the fog on the inside of my visor, I couldn't see a thing. But I figured no one else could either, so it didn't matter.

By the fourth lap I seemed to have passed quite a few cars, and other than the guy in the Volvo immediately in front of me, saw no one else for the remainder of the race (except the poor guy in the TR 4 who tried to drive through the Armco).

Trying as hard as I could, I just couldn't get around that Volvo. But even though I managed to spin three times, he could not get away from me either. After what seemed to be an hour of racing, I was getting tired of driving with one hand on the wheel, one on the gear selector, and one wiping the inside of my visor before each turn (no--not a lot of fun). My crew finally gave me the one-lap-to-go sign and since I was immortal (three 360° spins without touching a thing) I decided to have one more go at the Volvo.

Remembering a tip from Harold Cameron to stay out of the groove when it's raining, I finally managed to pass the Volvo on the outside in turn 8. I then promptly "broadslided" through turn 9 but luckily had just enough road to hold onto it and stay in front to the finish line.

The officials sent me to impound, but I had no idea where I had finished. I had won my race with the Volvo though, and that's what really mattered. At impound a smiling crew chief informed me that we had finished SECOND in class (behind Harold Cameron) and seventh overall--now that's FUN!

So we packed up and headed for home--wet but happy. I had my license and a nice trophy as well. And next year--we sold the Alpine and bought Group 43's Midgets. Yes, racing is fun, and we are going to do a lot more next year.

Tom & Carol, Jeff & Peggy and No. 37

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For Immediate Release

ALBUQUERQUE'S NOKES ELECTED TO SCCA GOVERNING BOARD

DENVER -- Dave Nokes of Albuquerque, N.M. has been elected to the Sports Car Club of America's Board of Governors in a recent run-off ballot in SCCA's Area 8, comprising several western states.

Candidate J. Michael Shroyer, Denver, Colo., and Nokes had received the highest number of votes in a November election but neither received a majority, necessitating the run-off ballot. Both were vying for the single Area 8 seat on the governing board.

Three other men elected in November to begin three-year terms on the Board of Governors at the SCCA's Feb. 17-20 National Convention in St. Louis were David Ammen, Lincoln, Mass.; Costa Dunias, Carrollton, Texas; and David Morrell, Park Ridge, Ill. Ammen and Morrell are currently members of the board.

Members continuing on the SCCA Board of Governors for 1977 in addition to Ammen and Morrell are Lindley Bothwell, Woodland Hills, Calif.; Larry Dent, Fort Wayne, Ind.; Sam Feinstein, Rydal, Pa.; Ross Hansel, San Jose, Calif.; Bill Johnson, Kansas City, Mo.; Robert Perry, Painted Post, N.Y.; David Roethel, Silver Spring, Md.; David Tallaksen, Atlanta, Ga.; Wayne Zitkus, Toledo, Ohio and Harro Zitza, Maitland, Fla.

Fourteen governors will be on the board this year as 1977 marks the second year of a three-year program to reduce the board's size to a maximum of 13 but not less than 11 members.

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1.12.77

WHO'S THAT MASKED MAN?
by Dave Hathaway

Everybody, regardless of how many years he has been racing, had to have been a novice at one point in his career. That means he had to have his first driver's suit and the necessary accouterments. No matter how sophisticated or jaded one has become, having your own driver suit is a mile-stone, a time to remember.



When it comes, the first thing you do is open the package and examine the contents. It's an ominous sign to suddenly notice that your name is spelled wrong, or the tyre company logo (don't all official driver suits have to have the logo?) is on upside down. Of course, crooked side stripes can be tolerated. After all, who will notice once you're in action! The second thing you do is try it on. If it's on the snug side, you vow to lose a few pounds; if it's baggy, then you can assure yourself that the extra room is for expansion, inevitable expansion as the "good life" takes its toll. The crowning glory is the helmet, especially a Bell Star with a dark green visor.

Standing in front of the mirror, it could be Jackie Stewart, Paul Newman, James Hunt, or Janet Guthrie, instead of you. The driver suit is that great equalizer. It transcends all manner of fame and fortune. Yet, it gives a sort of curious identity with those of fame and fortune.

As the cars came out onto the grid at Atlanta for the first of many practice and qualifying sessions, the "Who Is That?" game began for the spectators and journalists. The more mysterious the driver appeared, the more attention was focused upon him. In one or two cases, the "masked man" turned out to be a woman. It almost seems that a new requirement will come down from on high for these "big events,"--Idento Cards. For example, cards will be required on all vehicles, such as: "Woman", "Movie Star", "Old Timer", "Past Champion", "Current Champion", "Millionaire", "Journeyman Pro", "Up and Coming Pro", "Chicken Farmer", "Chiropractor", "King Boogey", and so forth.

Now the workers ranks are filled with the aspiring driver, those drivers that have aspired, and those who would just like to take any race car out for a proverbial fast lap. Once you're in the driver's suit, you might as well be a masked man from old westerns. I wonder how many have thought about pulling their version of "Switch?" After all, who would be the wiser? Who would know? Naturally they would all be wondering who that masked man was after a splendidly quick lap.

All in all, I'm sure it's happened; I know it's happened, but not in the mysterious nature that many of us dream. After all, pros do it all the time. You don't really think an old man like Bob Tullius drives all those cars by himself! He needs all the help he can get.

TROPHY NOTES

by Candy Schaf

The following is a list of trophies that have been abandoned by their owners.

1975 Solo II - Harry Palmer
Solo II Championship - Tim Smith and Ken Juen

1976 Solo II Championship - Dale Brodsky, Steve Wold, Pete Kennison
and Steve Craver

If anyone sees or knows the whereabouts of these people, please let me know how they can be united with their awards.

Another note of importance: If anyone out there would like the job of Trophy Chairman, please contact Craig Robertson. Or if you don't want the whole job but have some ideas, spare time, creative ability or things to donate which could be made into trophies-----H E L P!!!

Wanted • For Sale • Do You Have? • Sold

For Sale - Heuer Sebring Split Action Stopwatch, excellent condition, list \$120, sell for \$50, contact Jack Fantelli, 371-7267
- 1 Hanhart Premier and 1 Swiss Galco Stopwatch, \$25 each, contact Jack Fantelli, 371-7267

For Sale - 1974 Renault R-15, 12,000 miles, white, black interior, special AM/FM radio, Mag Wheels with radials, Michelin snow tyres on stock wheels, Iodine Quartz headlights, spares. Starts in the coldest weather, economical, a sports car for the family, Great on Ice. \$2995. Let's talk! Reason for sale--buying another Renault, what else! Dave Hathaway, 27 Beverly St., Pittsfield, Mass. 01201. Tel. 413-443-4670.

For Sale - G Production Triumph Spitfire (can be converted to F). A race car since new. Two engines, gears for close ratio trans., 3 rear ends all locked, 6 mag wheels, slicks, rains (new) arequip brake lines, safety braker, dual brake master, SAF rear acles, areoquip gas line, special radiator catch tank, racing bucket seat, full instrumentation with American Scientific Rev limiting tach, and much more. This car has placed in regional as well as national races. With your skills, a sure winner. Asking \$2999.00. Will package to suit. Special maintenance plan with sale. Financing available? Will listen. Dave Hathaway, 27 Beverly St., Pittsfield, Mass. 01201 Tel. 413-443-4670.

For Sale - One Michelin 185 SR 15 Red Strip tire, super condition, used long enough to hot patch another tire, free air. Tom Phelan 914-758-9522.

Wanted - Color slides to be used in a presentation for new members, particularly slides which can be used to attract flaggers. Copies will be made and credit given to photographer. Send to Knock-Off Editor.

MY PEOPLE GO RACING

by Ditto Phelan as told to Claire

It isn't easy being a people owner, especially when you're a sensitive Great Dane like me. People are a big responsibility at the best of times, and life sure is unpredictable if your people have strange ideas about recreation. Mind you, from talking to some of my friends I can tell you that the majority of dog-owned people are content to lead sensible lives, basking in the sun in summer or watching T.V. in the winter. But not mine--my people do something that they call "going Racing." There's no accounting for taste.

Most of this ridiculous activity takes place during the spring and summer, when I am on vacation. On soft summer mornings, I look forward to sleeping late and rising at my leisure to perform my outdoor duties. But on race days, what do you think happens? I am rudely awakened before the sun has even thought about rising. "Time to go out," they say. "Rise and shine." And I am herded unceremoniously out to the front lawn, tripping over my feet in the pitch dark at 5 a.m. "Hurry up," they say, "we've gotta get to the track." Once back inside, I am tripped over, pushed around, or summarily ignored in the rush to get ice and sandwiches packed, whites donned, car loaded. If I'm not careful, they'll roll up my tail in their sleeping bags. Boy, just thinking about it gets my hackles up. Just between you and me, I sometimes chase the cats, just to let off steam.

Most of the time, once they've gone the day is my own. Being a sensible creature, I have quiet pastimes, such as chewing on my bones or browbeating my sister Great Dane, Brindle. I make sure my breakfast is served before I let my people out for the day, so I always have refreshment handy.

I hear that many of my friends have become hooked on this racing thing, but I can tell you, it's not for me. I once accompanied my people to a race, but it proved less than successful. Some little kid kept sticking her fingers in my face, despite vigorous protests from my owners. What could I do? I bit her. Needless to say, I'm not invited along any more. Now, the only contact I have with other racer types is when my folks bring some of them home from the track. Since I'm bigger than most of our visitors, they don't try to get too familiar with me, and I can pick my own time to make friends.

On most race days, my people are back by evening. Of course, they aren't good for much after a full day at the track. All they want to do is sit in a hot tub or push me off the bed so they can stretch out. But even that is preferable to having a dogsitter, which I am saddled with when my people go racing for a whole weekend. I resent strangers telling me what to do, and I assure you I lead them a merry chase when they try to force their wishes on me. Why, one poor guy spent hours trying to get me to come in once he got me to go out. I chuckle just thinking about it.

It's not easy being the owner of a racing family. But what alternative do I have? I can't bear to take them to the Shelter, Oh, well-- I guess I'll just hang in there; I can always hope they'll take up another hobby. Maybe Kennel Management?



Green flag



Tom and I are planning a slide presentation of flagging for Porche Club of America in March. We'd like to send a big THANK YOU out to Dave Hathaway and Clark Nicholls for sending us some slides to use. If anyone else has any of race cars in action (or maybe out of action), we'd love to borrow them for this event. Please let us know.

I received a memo from our NEDIV F&C Administrator. He says we need more flaggers-- we have only 306 in the division. No one knows that better than we in Mo-Hud do. We only have TWO flaggers, which isn't exactly our fair share. I'd really like to see some more bodies out there this year. Meanwhile, don't turn your back to traffic.

Claire

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Dear Sir:

Please give the following information to the different regions:
\$100.00 Reward for information regarding the whereabouts of
1974 Lola T, Motor No. T340-42, Serial Number TFFG73172.
Vehicle was stolen in September from Phillip Caliva.

Any information, please contact James S. Lawrence, Business Insurance Inc., 213-323-8943 (Call collect).

Thank you,

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Snowflake Rally

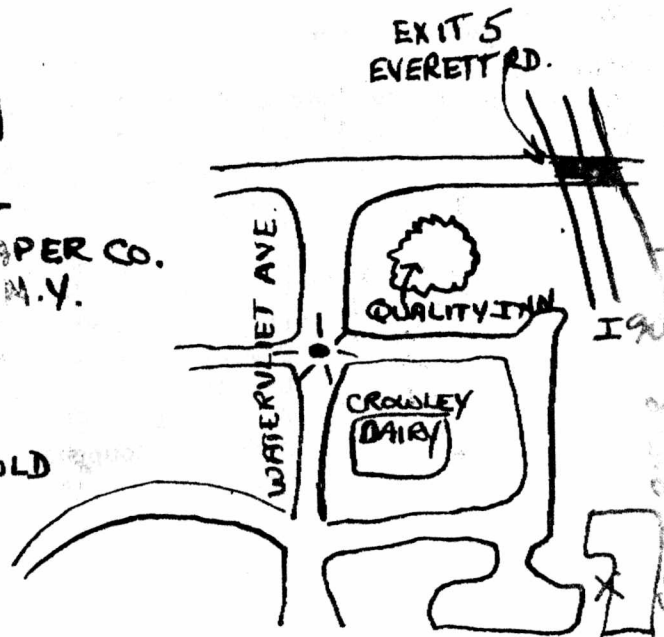
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Feb. 26, 1977

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NEDIV SPRING ROUNDTABLE

MARCH 11, 12, 13, 1977

MOHAWK - HUDSON REGION, HOST

Schedule: March 11, Friday

6:00 P.M. on

Registration & Hospitality Suite

March 12, Saturday

8:00 A.M. to 10:00 A.M.

Late Registration

9:00 A.M.

Opening Remarks & First Sched. Session

9:45 A.M.

Coffee Break

10:00 A.M. to 12:30 P.M.

Specialty Seminars

12:30 P.M. to 2:00 P.M.

Lunch

2:00 P.M. to 4:30 P.M.

Competition Panel Session

6:30 P.M. to 7:30 P.M.

Open Bar

7:30 P.M. On

Banquet and Door Prizes

March 13, Sunday

9:00 A.M. to 9:30 A.M.

Final Scheduling Session

9:30 A.M. to 11:00 A.M.

Governors Session

11:00 A.M. to 12:00 Noon

NEDIV Council Business

SPONSORSHIP & CONTRIBUTIONS

Sponsorship

Hospitality Suite on Friday Night (Beer)
 Coffee Break on Saturday Morning
 Cocktail Hour on Saturday Night
 Continental Breakfast Sunday Morning

Full

Sponsorship

\$100
 \$ 75
 \$150
 \$100

Half

Sponsorship

\$50
 \$40
 \$75
 \$50

If you have a representative and wish to set up a display, an area is available.

Contributions

Anything that could be included in the registration packet or items to be given out as doorprizes

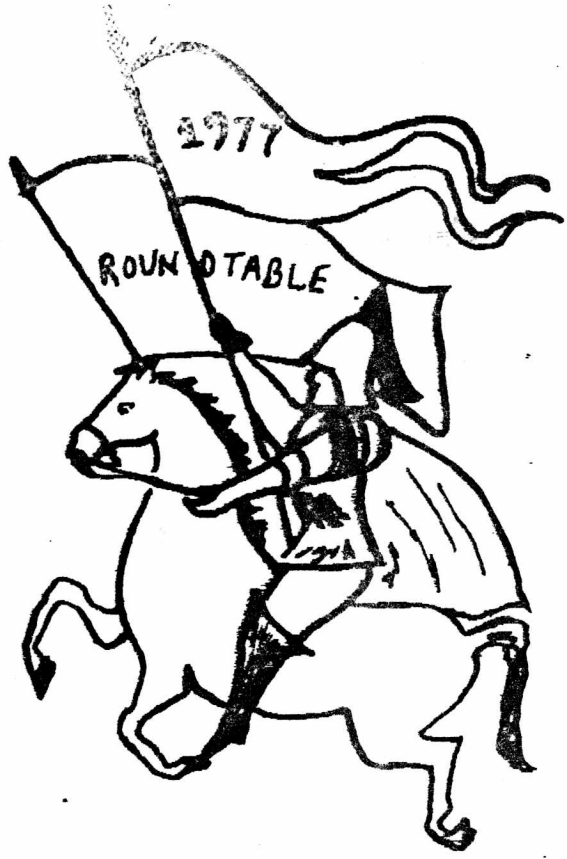
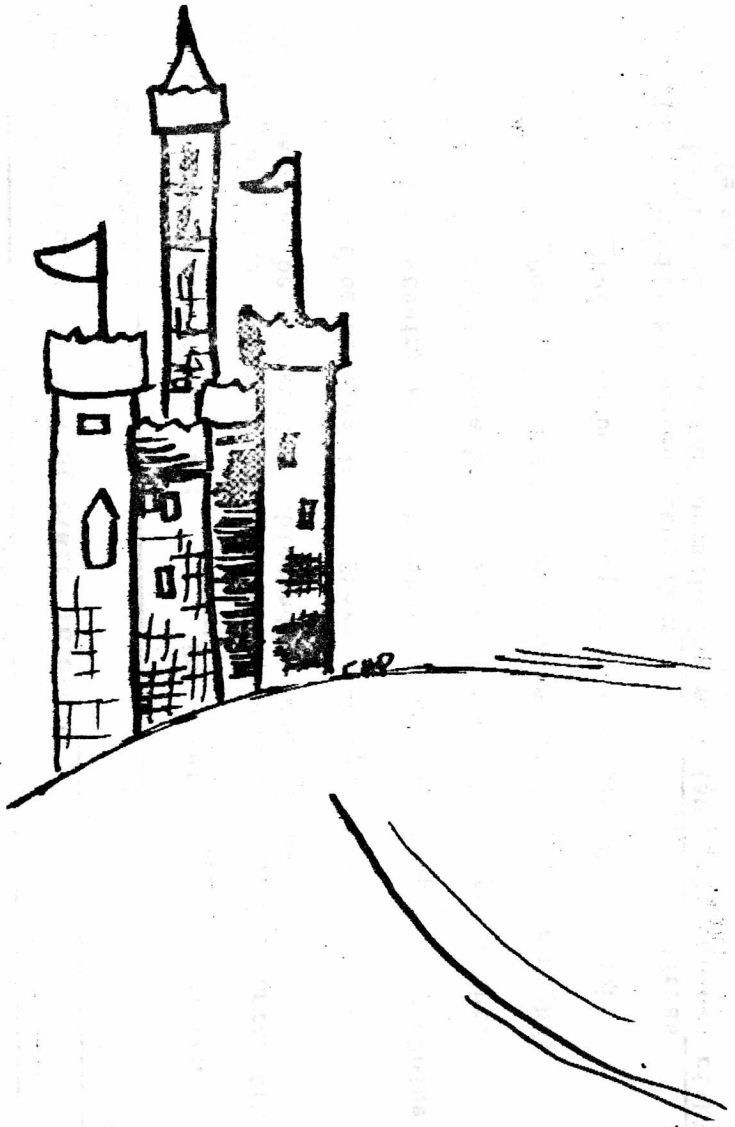
Examples:

Registration Packet

Pens
 Pads
 Rulers
 Key Chains
 Change Keepers
 Sewing Kits
 Decals
 Brochures
 Discount Coupons
 Etc.

Door Prizes

Posters
 T-Shirts
 Jackets
 Oil
 Driving Lights
 Gift Certificates
 Etc.



NEDIV ROUNDTABLE REGISTRATION FORM

NAME _____ ADDRESS _____

Present SCCA office and/or specialty interest _____

Representing _____ Region _____

My (Our) choice for dinner is: _____ Pot Roast _____ Chicken

Please check the following as this information is needed by March 4th so that rooms can be reserved and blocked together. Thank You.

_____ I will not be staying at the Sheraton-Airport Inn.

_____ I will be staying at the Sheraton-Airport Inn and my room choice is:

_____ Single (one bed, one person) at \$20.00 per night.

_____ Double (one bed, two persons) at \$24.00 per night.

_____ Twin (two beds, two persons) at \$26.00 per night.

The room will be shared with: Name _____ Address _____

NOTE: The Inn has a nice indoor swimming pool (swim at your own risk), no life guard.

NEDIV ROUNDTABLE

March 11, 12, 13, 1977

Mohawk-Hudson Region, Host

Place: Sheraton-Airport Inn, 200 Wolf Road, Albany, N.Y. 12205
Take N.Y. Thruway Exit 24 to Northway (I-87) Exit 4, turn
right onto Wolf Road.

Schedule:

Friday	6:00 P.M. On	Registration and Hospitality (free beer)
Saturday	8 - 10: A.M.	Late Registration
	9:00	Opening Remarks and 1st Scheduling Session
	9:45	Coffee Break
	10 - 12:30	Speciality Seminars
	12:30 - 2:00	Lunch (on your own)
	2 - 4:30	Competition Panel Seminar Panelists: Track Promoter, Governor, SCCA Denver Rep., Press Rep., and Driver.
	4:30 - 5:30	Open for Special Meetings
	6:30	Cocktail Party (Cash Bar)
	7:30	Banquet
Sunday	8:30 A.M. On	Continental Breakfast
	9 - 9:30	Final Scheduling Session
	9:30 - 11	Governor's Session
	11 - 12	NEDIV Council Business
	NOON	Sheraton Check-out time

Banquet Menu: Sherbet Cup, Baked Potato, Green Bean Almondine, Cake Roll
Choice of: Pot Roast of Beef Jardiniere or Stuffed Breast of
Chicken Supreme

Registration Fee- includes coffee break, bnaquet, continental breakfast
and all meetings
\$18.00 if postmarked by March 4th
\$25.00 if postmarked after March 4th and received by noon
March 9th, or on the 11/12th.

Make check payable to Mohawk-Hudson Region, SCCA and mail with registration
form to: Miss Candy Schaf, 46 Upper Loudon Rd., Loudonville, N.Y. 12211

SCCA

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

BACKGROUND: SCCA AWARDS AND TROPHIES

To be presented at the 1977 SCCA National Convention
Stouffer's Riverfront Towers Hotel, St. Louis, Mo., Feb. 17-19

THE WOOLF BARNATO TROPHY, SCCA's highest individual award, is presented to the SCCA member who has contributed most to the organization over an unlimited period of time. It has been awarded annually since 1948 when it was donated by Jane and Helen Stack of New York in honor of Woolf Barnato, famous British road racing driver and Bentley Company executive. The recipient of this perpetual trophy is selected by the SCCA Board of Governors.

THE KIMBERLY CUP is presented to the most outstanding driver in SCCA club racing competition during the past season. The cup was donated by James H. Kimberly, former president and governor of the SCCA as well as a championship-winning driver and car owner. First presented in 1954, the list of recipients includes nearly every famous name of the past 20 years of American road racing. The winner is selected by the SCCA Competition Board.

THE MARTIN W. TANNER TROPHY, first presented in 1963 by Martin W. Tanner of Saginaw, Mich., former SCCA Governor and well-known race car designer, builder and driver, is awarded to the SCCA corner worker who displays unusual courage while exposed to danger. The trophy, not necessarily presented each year, will be presented at the 1977 convention.

CASTROL ROOKIE OF THE YEAR AWARD is a perpetual trophy donated by Castrol Oils, Inc. to the competition driver showing the greatest promise, based on driving ability demonstrated during his first year of SCCA national championship racing. Nominations are made by the SCCA's seven divisional executive stewards with final selection by the Competition Board.

VAL D. SCROGGIE MEMORIAL AWARD is presented to the SCCA race physician who has made an outstanding contribution to motor sports. Not necessarily awarded annually, the recipient is selected by the SCCA National Safety Committee based on nominations by members to the seven divisional medical directors. The award will not be presented at the 1977 National Convention.

THE JOHN MCGILL AWARD is annually presented to an SCCA member for significant contribution to the club racing program. Donated by SCCA's Mahoning Valley Region in 1976, the award is in recognition of John McGill's outstanding success in the development of Ohio's Nelson Ledges Road Course. The award recipient is selected by the SCCA Director of Club Racing and the Competition Board from nominees submitted by divisional and regional officials.

TRANS-AM CHAMPIONSHIP DRIVER'S AND MANUFACTURER'S AWARDS. Trophies are presented to the driver and manufacturer who win their respective championships by accumulating the greatest number of points in the SCCA's Trans-Am Championship series.

THE ROBERT V. RIDGES MEMORIAL AWARD, a perpetual award, not necessarily presented annually, is given to an SCCA member who either demonstrates exceptional qualification of dedication and sportsmanship in rallying or who participates in the development of the National Rally program. The winner is selected by the SCCA Rally Board, based on the recommendations of rally workers, competitors, officials, Regional Executives or members of the Rally Board. The award will be presented at the 1977 SCCA National convention.

NATIONAL CLUB RALLY CHAMPIONS AND MANUFACTURER'S CHAMPIONSHIP AWARDS. Awards, in both Class A (equipped) and Class B (unequipped), are presented to the driver(s) or navigator(s) who have earned the highest number of points in SCCA's National Club Rally Championship program of National and Divisional events. Awards are also presented to rallyists in both classes placing in the top 10 in the final point standings. The manufacturer's trophy is awarded annually by the SCCA to the manufacturer who receives the greatest number of points earned by rallyists competing in its make of automobile in SCCA National rallies.

HEUER RALLY ROOKIE OF THE YEAR AWARD is presented to the rallyist who, in his first year of SCCA membership, accumulates the greatest number of championship points in either of the two classes of the SCCA National Rally Championship series. The award has been presented by Heuer Electronic & Time Co. since its inception in 1968.

THE ARTHUR J. GERVAIS MEMORIAL AWARD is presented annually to the SCCA Region responsible for conducting the best National Club Rally of the year. Arthur J. Gervais of New York, a prominent SCCA member and rallyist, was instrumental in establishing the National Rally Championship program in the 1950's and was the second chairman of the SCCA Rally Board. Mr. Gervais died in 1966 and the former "Rally Board Trophy" was renamed in his honor. The winner is selected by the SCCA Rally Board through a scoring system in which rating by participants in the events is the major factor.

PRO RALLY DRIVER, CO-DRIVER AND MANUFACTURER'S CHAMPIONSHIP AWARDS. Trophies are presented to the driver and co-driver, not necessarily on the same team, receiving the greatest number of points in the SCCA's National Pro Rally Championship series. In addition, trophies will be awarded to second- through fifth-place finishers in the driver/co-driver championship standings. The manufacturer's award is presented to the firm receiving the greatest number of points earned by rallyists competing in its make of automobile in the SCCA National Pro Rally Championship series.

THE NATIONAL PRO RALLY OF THE YEAR AWARD will be presented annually, effective at the 1977 National Convention, to the SCCA Region responsible for conducting the best National Pro Rally of the year. The winner is selected by the SCCA Rally Board through a scoring system in which rating by event participants is the major factor.

SPORTS CAR AWARDS are presented to the SCCA members judged as best contributors to the SCCA's monthly magazine in the following categories: Best Racing Article, Best

Rally Article, Best Solo Events Article, Best Cover, Best Photography and Best Feature Story.

SCCA REGIONAL PUBLICATION AWARDS are presented to the Regions responsible for producing the best local publications during the year. More than 80 Regions publish a regular communication for their members. Regions compete in four classes based on size of membership: 0-99 members; 100-200 members; 201-400 members; and over 400 members.

REGIONAL ACHIEVEMENT AWARDS are presented annually to SCCA Regions in four member-size categories. The awards are based on notable achievements of increasing member activities and participation, member recruitment and community involvement. Awards are presented to small, medium, medium-large and large Regions based on size of membership: 0-99; 100-200; 201-500; and over 500 members.

REGIONAL PUBLIC RELATIONS ACHIEVEMENT AWARD is presented, not necessarily annually, to an SCCA Regional Public Relations/Publicity chairman for outstanding ability and service resulting in the increased visibility of SCCA, the Region and its activities. Recipient nominated by Regional Executive and/or SCCA Public Relations Committee and selected by National Public Relations Administrator.

1976 SCCA AWARDS PREVIOUSLY PRESENTED

THE FORMULA 5000 CHAMPIONSHIP was won by Brian Redman of Skipton, England, becoming first driver ever to win three consecutive SCCA professional driver titles. The F/5000 Championship Trophy was presented following the 1976 series finale at Riverside (Calif.) International Raceway, Oct. 17.

ROBERT BOSCH VW GOLD CUP for Formula Super Vees went to 1976 series champion Tom Bagley of State College, Pa. who won the title in the last event of the season, Oct. 9 at Watkins Glen, N.Y.

THE SCIROCCO/BILSTEIN CUP, a series inaugurated in '76 for nearly stock VW Sciroccos, was won by Paul Hacker, East Greenbush, N.Y. Although he never won a race, Hacker's consistent high placements earned him the crown in the season finale on Sept. 4 at Lime Rock, Conn.

THE PRESIDENT'S CUP is a perpetual trophy donated to the SCCA in 1954 by R.W. Woodruff, president of the Coca-Cola Co., in the name of the President of the United States, the first award presented by President Dwight D. Eisenhower. In 1966, the basis of selection of the winner was changed and it is now awarded to the driver demonstrating outstanding ability, competitiveness and success at the Champion Spark Plug Road Racing Classic. The 1976 President's Cup was awarded to P.L. (Paul) Newman on Oct. 31 following the 1976 Champion Classic at Georgia's Road Atlanta circuit. Newman captured the D Production championship title in his Triumph TR6 and placed third in the B Sedan contest in a Datsun 510.

NATIONAL RACING CHAMPIONS are the winners of the SCCA's 21 club racing classes, determined at the 1976 Champion Spark Plug Road Racing Classic, Oct. 24-31, at

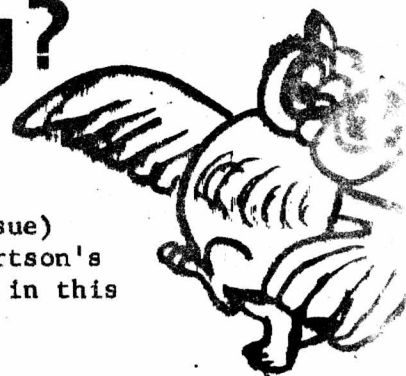
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Road Atlanta near Gainesville, Ga. The Champion Classic brought together the top finishers in each National Championship class from the SCCA's seven divisions.

S-K MECHANIC OF THE YEAR AWARD went to Lawton "Lanky" Foushee, nominated by the drivers at the 1976 Champion Spark Plug Road Racing Classic as the "Outstanding Mechanic of the Year". Foushee was selected by the Champion Classic stewards for his leadership, dedication to performance, creativity and innovativeness. S-K Tools, a division of Dresser Industries, Inc., has presented the award since 1970 and will induct Foushee into the S-K Mechanics Hall of Fame in March.

SOLO II CHAMPIONS are the winners of the 20 classes established in SCCA Solo II event competition. The 1976 champions were determined at the British Leyland Solo II National Championships at Columbus, Ohio, Sept. 18-19.

what's happening?



FEBRUARY

- 26 MOHAWK-HUDSON SNOWFLAKE RALLY (see flyer in this issue)
- 22 Mo-Hud Executive Board Meeting-8:00 p.m.-Craig Robertson's
- 28 Solo II Rules Board Meeting-Tom Phelan's-(see flyer in this issue)

MARCH

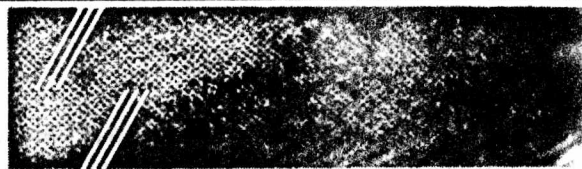
- 2 MOHAWK-HUDSON SCCA MEMBERSHIP MEETING-American Inn-8:00 p.m.
- 5 NNJR Tech Seminar-(see flyer in this issue)
- 11-13 NEDIV ROUNDTABLE-Sheraton-Airport Inn, Albany (see flyer in this issue)
- 26-27 Driver's School-Wash DC-Summit Point
- 26 March Lion Divisional Rally-SJer Region
- 28 Mo-Hud Executive Board Meeting-8:00 p.m.-location TBA

APRIL

- 2-5 Driver's School-NNJR- Bridgehampton-Cookie Kangas (201) 842-7469
- 16-17 Driver's School-NYR- Bridgehampton-(tentative)
- 23&24 Regional-Wash DC- Summit Point
- 23 REGIONAL-NYR- LIME ROCK
- 30 REGIONAL-NER-LIME ROCK

Be sure to confirm dates after the NEDIV Roundtable schedule meeting, March 11-13.

RENAULT



RENAULT, INC.
100 Sylvan Avenue, Englewood Cliffs,
New Jersey 07632 Tel: 201 461-6000
Direct Line Tel: 201 461-6096

Press Information

CONTACT: Pierre Gazarian

FOR IMMEDIATE RELEASE

RICH RENAULT USA RACING PROGRAM INCLUDES 'REWARD' & PRIZE FUNDS

ENGLEWOOD CLIFFS, N.J. -- Renault USA, which recently announced formation of a Competition Department as part of its 1977 public relations effort, has released details of a comprehensive support program for anyone racing the Renault 5 contemporary mini in the popular new Showroom Stock series.

"We are new at the sport in the U.S.," says Patrick Jacquemart, competition manager, "but we are offering a program equal to that of other manufacturers, plus some interesting additions that we think will help get Renaults out there on the track in a proper and safe condition."

In addition to the usual monetary inducements for success in regional and national Sports Car Club of America Showroom Stock Class C (SSC) races with the Renault 5, the U.S. importer has announced a \$500 "Renault Reward" program to encourage SCCA drivers to race the Renault 5.

"The way it will work," says Pierre Gazarian, the company's assistant general manager and director of public relations, "is that a racer first will buy his Renault 5 at his local dealer.

"Then, after he has entered and started at least four regional or national SCCA races, and has sent us signed, official results showing his participation, we will send him a check for \$500."

This amount should pay for installation of a roll cage, fire extinguisher, harness, and a set of tires," Gazarian said.

"We want to encourage people to race Renaults in a fully safety-conscious and competitive manner," he added.

The Contingency Program as outlined by Jacquemart will offer \$75 and \$50 prizes for first and second-place SSC finishes in any SCCA regional race. For national races, awards of \$150, \$100 and \$50 will be made to the top three finishers in SSC.

At least four SSC cars must start a race to make an entrant eligible for these awards.

The four-car minimum will not apply, however, for two added prizes being given by Renault at any SSC race. First, even if there are fewer than four SSC cars in a race, if a Renault 5 sets a lap record, it will be worth \$50. Second, the first and second highest finishing Renault 5s in any race will get \$50 and \$25 respectively.

"These amounts can add up fast," Jacquemart said. "We can see awarding \$35,000 or \$40,000 in a program like this if as many people take up racing Renault 5s in SSC as early interest in the car seems to suggest.

"And for drivers who qualify their Renault 5s for the Champion Spark Plug Road Racing Classic, the 'World Series' of amateur road racing in this country, the rewards will be even greater," he added

Renault is considering assisting Renault 5 SSC racers who qualify for the runoffs, whether at Road Atlanta or Watkins Glen (which is being discussed as a possible Showroom Stock final site tied to the U.S. Grand Prix), with tow money based on a mileage basis, Jacquemart said.

"We also will have a Runoff Prize Fund for first in Class C \$2000, for second \$1000, and for third \$500.

Jacquemart, who won nine of his 12 starts in 1976 SSC racing in a Renault 5, will not be racing the Class in 1977. "Our program is so tempting," he laughed, "that maybe I should find a way to run it under a nom de plume."

Jacquemart also indicated he was discussing possible supplier tie-in programs to further help Renault 5 SSC racers.

ATTENTION TECH WORKERS!

Any tech inspector who has not renewed his license as yet, can do so by sending it to Tim McIntyre, 10 Michael Drive, Saratoga Springs, New York 12866. Also, anyone who needs to have a car teched for a vehicle log book can have it done by contacting Tim at 518-587-0431.

Whatever happened to the results of the NARS Rally of April 11, 1976, put on by AMEC? The results still have not been made public. Does it really take that long to sort out protests and score the event?

The Knock-Off is your monthly publication. Make it a special issue by sending in a letter, an article, a request, an ad, a cartoon or an idea.



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

For Immediate Release

SCCA TECHNICAL POST TO LES GAYLORD

DENVER -- Appointment of Les Gaylord to the staff position of Club Racing Technical Administrator for the Sports Car Club of America was announced here by Cameron R. Argetsinger, the organization's executive director.

Gaylord assumed his new post on Jan. 3 and will be responsible for the general supervision of all technical aspects of SCCA club racing and the compilation of SCCA car specifications, with immediate attention directed to the showroom stock category recently recognized as a National Championship racing class.

Gaylord will work directly in association with Ron Zimmermann, SCCA Director of Club Racing, while John Timanus, previously responsible to both the club and professional racing departments, will continue in his position as Assistant Director and Technical Administrator of Professional Racing.

A 1949 graduate of the University of Colorado, Gaylord holds a Bachelor of Science degree in Mechanical Engineering and has since been employed by Ramo-Woolridge and Lockheed where he was responsible for various systems and sub-systems on the "Samos" and "Polaris" missile projects. Most recently, he was involved in the development of solar heating units for home use.

Associated with SCCA activity for 25 years, Gaylord has held a competition license for 23 years. He has prepared and raced such cars as an MG-TC, Jaguar, Formula 3 Cooper Mk4, Sprite, Lotus 11, Formula F, Formula Vee, Datsun and, most recently, a showroom stock Toyota.

A member of the Colorado Region, SCCA, Gaylord has served the region as Competition Board Chairman for the past four years, rally check point captain, holds a corner worker license and has been chief or co-chief instructor for all Colorado Region driver schools for the past five years. He has also served as race chairman, regional board member and assisted in the development and design of a road racing circuit located in Aspen, Colo.

Gaylord resides near Golden, Colo., with his wife Florence and 18-year-old son Scott, who recently completed his first SCCA driver school under his father's tutelage.

###

1.5.77

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