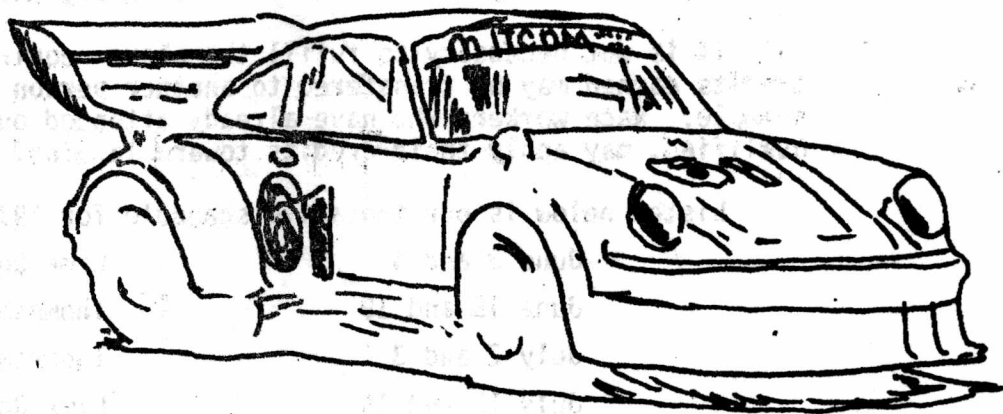




THE KNOCK OFF

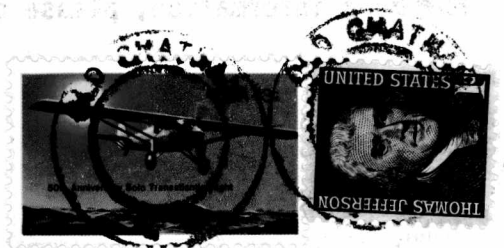


AUGUST, 1977

THIRD CLASS MAIL

50110612

DAVID MCCLUMPHA
 RD#1 BOX 15
 SELKIRK NY 12158



SKIP BARBER SCHOOL OF PERFORMANCE DRIVING.

RACE WORKERS - DO YOU WANT TO DRIVE A RACE CAR?

We need flaggers and fire and rescue personnel for our School Race Series. In turn, we offer free Schools, or credits toward Schools, to race workers on the following basis:

1. 4 days of work earns a One Day Introduction to Racing School or a One Day Advanced Street Driving School - value \$150.
2. 14 days of work earns a Three Day Racing School - value \$300.

It is not necessary to fulfill the above requirements in one year. Also, credits earned may be transferred to another person - as a Christmas gift, for example. Race workers who have already attended our School, or are otherwise qualified, may apply their credits toward lapping, and then Series races.

Listed below is our tentative schedule for 1977.

June 3 and 4	Lime Rock
June 18 and 19	Thompson
July 2 and 3	Thompson
July 15 and 16	Lime Rock
August 13 and 14	Bridgehampton
August 26 and 27	Lime Rock
September 10 and 11	Watkins Glen
October 21 and 22	Lime Rock

For more information, please contact:

Jack Fantelli
 Mohawk Hudson Region, SCCA
 Damask Drive
 Clifton Park, NY 12065
 (518) 371-7267

OR Skip Barber School
 1000 Massachusetts Avenue
 Boxboro, MA 01719

ONE MINUTE !

The August 3, 1977 membership meeting was called to order by RE Craig Robertson at 8:35 p.m.

The Secretary's report was read and accepted.

The Treasurer reported a balance of \$7,046.42. It was not known if the School/Race made or lost money, as bills and refunds were still being processed.

The Competition Director had no report.

The Activities Director reported on the August events: 7 - Empire Autocross, 20 th an Empire Rally at 4 p.m. from the Algonquin Middle School, 21st - Mo-Hud Autocross, 28th- Amec Autocross.

The Assistant RE was not present.

Knock-Off Editor had no report except that the K-O will be out in two weeks.

Old Business:

Jim Winkelman reported on the School/Race weekend. We had 70 entries for the School and 156 entries for the Race. All in all it was a successful weekend. Jim thanked everyone who helped make the weekend safe and pleasant.

Bill Morris stated that the next Skip Barber event is at Bridgehampton, August 13 & 14. He mentioned that on Sunday morning Skip will be giving the "Friction Circle Talk" which is usually part of the RRDC Clinic (and usually costs \$50) and all workers and drivers (of his series) will be welcomed. Jack Fantelli will take riders down and back but once there you must find your own lodging.

Dave Hathaway inquired as to what the evaluation rating was for last weekend. The results had not been sent out yet.

New Business:

Bill Morris mentioned that it might be possible for Mo-Hud to pick up the Showroom Stock race as Car and Driver aren't sponsoring the Challenge this year. The October 22 date at Lime Rock for Skip's last series event would be a good possibility since the track is open half of Saturday. It would be a non-spectator race, as it is already a restricted regional and the entry fees would be low but higher than previous Challenges. Everything is in the talk stage now between Skip and Jim Haynes. Please let Bill know of your ideas and suggestions regarding this idea during the month of August. Some members mentioned that it may conflict with the Run-Offs.

Marie Corrin asked if there will be an Annual Picnic this year. The floor was open for discussion, however no one volunteered to chair the event.

Also brought up was the Annual Awards Banquet. Plans must be made soon to secure the December 3 date. Suggestions should be sent to Candy.

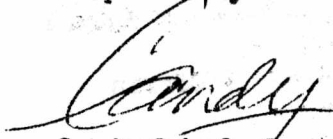
Craig stated that he will appoint a nominating committee at the September membership meeting.

Dave Hathaway asked what the procedure was for amending the Constitution and By-Laws. Craig read Article VI, Section 1 and said that an amendment could take place before the election of officers and directors.

Dave Hathaway made the motion to adjourn the meeting, seconded by Harry Whitton. The Meeting adjourned at 9:10 p.m.

Approximately 24 persons attended.

Respectively submitted,


Candy Schaf, Secretary

The Executive Minute !

The July 25, 1977 meeting was called to order by RE Craig Robertson at 8:40 p.m.

The Secretary's report was read and accepted.

The Treasurer reported a balance of \$7,046.42.

The Activities Director was not present.

The Competition Director had nothing new to report.

Old Business:

Doug Jones reported that everything was shaping up for the Driver's School.

Jim Winkelman said that Dr. Ahmed called to confirm working both days.

Candy Schaf reported that the E-A-R Corporation was sending a sufficient amount of ear plugs to be handed out at the School and Race.

There will be three films, hot dogs, and beer for the workers on Friday night.

In regards to NNJ's phones: supposedly Mo-Hud lost four of their phones last year so if we replace what is missing plus an Indian tank, we will be loaned whatever we need. Discussion followed.

Carl Corrin was able to borrow a fireman's coat from the Schodack Volunteer Fire Company.

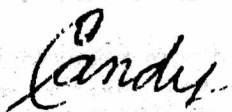
New Business:

Jean Fantelli asked if anyone was able to get in touch with Mitch regarding the membership materials.. Craig replied that he had tried once and was unsuccessful.

Skip Barber is taking reservations for rides on the ferry for those working his next event which is at Bridgehampton, on August 13 & 14. There will also be a Race Talk on Sunday. Skip is also giving workers credit towards his schools for those who work the Mo-Hud School and Regional Race.

The meeting was adjourned at 9:20 p.m.

Respectively submitted,



Candy Schaf, Secretary

Attendance:

Craig Robertson
Candy Schaf
Jack and Jean Fantelli
Jim and Jo-An Winkelman
Connie and Terri McIntyre
Eleanor Morris
Carl and Marie Corrin
Bill Morris
Doug Jones
(and Mrs. Gray Mouse)

MEMBERSHIP MINUTES

The June 1, 1977 membership meeting was called to order by RE Craig Robertson at 8:25 p.m.

The Secretary's report was read and discussion followed. Harry Whitton objected to the Executive Board voting in favor of spending the club's money for a fireman's bunker coat. Harry felt that the membership should have the final vote. (Secretary's note: please refer to the Constitution and By-Laws, Article V, Section 5 in the October 1975 Knock-Off).

Bill Morris made the motion for the membership present to vote on not approving the \$65 expenditure, seconded by Jack Hanifan. The motion failed to pass, therefore the minutes stand as read.

Jack Hanifan made a motion that the minutes be amended for the Touring School entry fees to read \$5 for SCCA members, \$10 for other club members and \$20 for all non-car club members, seconded by Wilson Wright. The vote was seven in favor, nine against. The motion failed to carry and the minutes stand as read.

The Secretary's minutes were then accepted.

The Treasurer reported a balance of \$8,814.06.

The Activities Director reported on the June 3 and 4 events at Lime Rock Park and the June 5 Empire Autocross.

The Competition Director reported that there is still a lull in requests for novice permits. Bill then read a copy of the Competition Board's minutes and urges everyone concerned to put into writing their feelings about the newly proposed National Race Program. Feedback is needed soon!

The Knock-Off Editor stated that he will include the Competition Board's minutes in the June issue with a mail-back reply to be filled out, which in turn will be sent to our Area Governor and the Competition Board.

Old Business:

Jack Pantelli stated that workers are always needed and welcomed for the Skip Barber Series.

Craig Robertson reported that the July 29 Driver's School chairman is Doug Jones and that the July 30 Regional Race chairman is Tom Laponia. Assistant to both chairmen is Jim Winkleman, an SCCA member new to the Mo-Hud Region. Workers are needed so please contact the chairmen as to what specialities you are willing to work.

New Business:

The Executive Board will meet at the following homes:

June 27 - Connie McIntyre

July 25 - Candy Schaf

Aug. 29 - Bob Wright

Tom Campbell made the motion to adjourn the meeting at 9:20 p.m., seconded by Tony Hillferty. Motion passed.

Approximately 36 people attended, of which 1/3 were non-SCCA members.

Respectively submitted,

Candy
Candy Schaf, Secretary

The Executive Minute !

The June 27, 1977 Executive Meeting at Connie McIntyre's was called to order by R.E. Craig Robertson at 8:15 p.m.

The Secretary's report was read and accepted.

The Treasurer reported a beginning balance of \$8,814.06, expenses of \$1,076.81 and an income of \$736.32 providing a final balance of \$8,473.57.

The Activities Director reported on the July 10 Five Minute Enduro autocross. Each entrant is requested to bring an empty milk carton. Bill Hoffert is working on a rally to be held in September.

The Competition Director reported that he has issued ten novice permits, mostly to drivers in the Skip Barber Series.

The Knock Off Editor had no report.

Old Business:

The June 4 Touring School had 19 entrants, 13 of which worked the Skip Barber Series event. Eleven of the entrants were SCCA members, of which two were from other regions. Of the eight non-members, four worked the Series event for credit, seven applied the Touring School fee for Associate Memberships and one applied for full Mo-Hud/SCCA membership.

More workers are needed for the Skip Barber Series events. Hopefully as more people are trained as flaggers there will be a reduction in the number of accidents which are avoidable.

Mo-Hud Regional Race: Jim Winkleman is replacing Tom Laponia as race chairman. For those who don't know, Tom was injured in an accident on June 7 and is in intensive care in a New York City hospital.

Doug Jones and Bill Morris are organizing the Driver's School. Workers are needed in all specialities. Bill requested feedback regarding last year's school, so that it can be improved or utilize some of the same format.

The entry fee is \$50 for the school and the race, with a combined fee of \$80 for both. There is a \$10 late registration fee for entries received after July 24.

Jack Fantelli didn't order the fireman's coat as it wouldn't arrive in time for our event, however it will be ordered in the future for next year's event.

The Mo-Hud Autocross had approximately 32 entrants, with about 10 Mo-Hud members entered.

New Business:

Frank Senota wrote stating that Mo-Hud hadn't paid the 1975 NARRC bill.

Bill Morris mentioned that one of the local Vette clubs holds their autocrosses at the Springfield go-cart track. It is a 1/2 mile road course which is paved. Craig said he would find out who to contact to hold events there.

Discussion was held regarding the Membership Chairman. It was felt that he be requested to return the membership materials. Craig said that he would contact Mitch and then have the Secretary send a letter to Denver notifying them of the change in Membership Chairmen.

It was brought up that postage for the K-O was getting expensive. About \$48 was spent for the June issue. Discussion followed. Jill Wentorf was going to look into transferring the postal permit from Red Hook to a more convenient location or find a way of shipping the K-O to Red Hook to use our permit there.

The meeting adjourned at 9:12 p.m.

Attendance:

Craig Robertson
Candy Schaf
Connie McIntyre
Jack and Jean Fantelli
Marie and Carl Corrin
Bill Morris
Jack Hanifan
Jim and Jo-an Winkleman

Respectively submitted,

Candy
Candy Schaf, Secretary

JUNE 5th AUTOCROSS

By Pete Fullam

Event Co-Chairmen: Pete Fullam
Harry Whitten

Having extracted a championship and a bushel of silverware over the last couple of seasons, I couldn't very well refuse to put on an event. And so....

T Minus 1 Week: Doodle out the course on the back of an order form while talking on the phone. Make twice as many copies as needed.

T Minus 6 Days: Co-Chairman Harry Whitten comes over to talk logistics and details. Turns into a bull session about the good old days.

T Minus 4 Days: Out of town on business. Head off the Volvo.

T Minus 2 Days: Start putting the Volvo together. Head pipe doesn't fit. Needs new tires mounted.

T Minus 12 Hours: Volvo together. Find out where Skip Gifford's house is. (Along with the pylons)

T Minus 2½ Hours: Pick up the pylons. One pylon weighs 5 pounds. 60 pylons weigh 8,000 pounds! Volvo handles like a sack of gravel. Looks like rain, decide to take the Honda.

T Minus 2 Hours: Start setting up the course. Where the hell is everybody? First cloverleaf in living memory.

T Minus 1½ Hour: Harry arrives with motorhome / registration / race HQ / day care center / etc. Wives open registration.

T Minus 1 Hour: Harry's wife arrives with the 240-Z on three cylinders. Discover leaking lemonade jug in the back of the Honda. Van and Steve running tech.

T Minus 45 Minutes: Corvette drivers mumbling about the cloverleaf. Try it with the Volvo. Opened it up 10 feet.

T Minus 30 Minutes: Start setting up the Honda. Discover trim rings cutting the tire valve stems. Try to think of tire pressures.

T Minus 15 Minutes: Call the drivers meeting because we always have one. Say the same things that everyone else says.

T ZERO: Event goes without incident, mostly. Rain started on the 3rd run. Harry's 240-Z stayed on three cylinders. 10 of 32 entrants are Mo-Hud members. Rain stops. Trophies dealt on schedule. 8,000 pounds of pylons have to go to Kevin's Arco. Over with till next time. OEM Bridgestones don't get on a Civic.

Many thanks to Van and Steve for running tech, my and Harry's wife(s) for registration, and to everybody who started competitors or ran pylons and helped out.

TROPHY NOTES

(and other stuff)

Autocrossers, there are trophies! There had been a two week delay on the delivery date, so now the only hold-up is in obtaining the official results from the chairmen of the two events. I need to keep an account of the trophies so that there isn't a huge surplus or shortage when ordering supplies for the following year. That's part of my responsibility as Trophy Chairman, besides trying to get the trophies to their proper owners. Pretty soon I'm going to send out bills for storage space.

The last time that I talked with the Treasurer, she hadn't received the entry fees from the April Gym/School or the May 15 Autocross. Who has the monies??? The event chairman has several responsibilities, besides just putting on the event. The results should be written out in triplicate so that the Points-Keeper, Knock-Off Editor and the Activity Chairman each have a copy. This helps to keep all records straight and accurate. Then the Trophy Chairman, if not present at the event to copy down the results for her own bookwork, can obtain the results from someone and have the trophies at the membership meeting.

Which reminds me, I still have the year-end awards for Steve Craver, Pete Kannison, Dale Brodsky and Steve Wold. Does anyone know their whereabouts? Or doesn't anyone really care about winning a trophy? Maybe we should just set up a scale to refund entry fees. Something like the first place winner would receive \$3, second place winner \$2, third place \$1 and FTD \$5. Maybe even throw in a dash plaque or a certificate.

At the last membership meeting, only three persons asked where their trophy was from an autocross. Where was everyone else? Or were these three Empire or non-car club members the only winners? Which event had they won a trophy for? Who were they? What place had they finished in their class? I need the results! Apathy reigns, enthusiasm is only for the new competitive driver. At least that's how it looks at the autocrosses. In fact, there are fewer and fewer Mo-Hud people at the club events. The majority of the entrants are from Empire, RPI (until the summer comes) and non-car club members.

**CAN'T MO-HUD SUPPORT THEIR OWN AUTOCROSSES????? OR IS THAT
PHASE OF CLUB ACTIVITY GOING IN THE SAME DIRECTION AS THE
RALLY SERIES?**

Well folks, thanks for allowing me to let off some steam. I'm trying to do my job, several jobs really. Now that I think of it, I'll bet that there's only ten active members this year and they're all wearing several hats, too. Where are the other hundred members? Why is everyone sitting back? Doesn't anyone care? I complain about things and I'm sure at times that my mouth gets me into trouble - but I also try to DO something to correct what seems to have become a trouble spot. If something is bothering you about the club, why aren't you doing something about it? Don't just complain! Be heard and then DO something constructive. Light a fire under the officers, that's what you elected them for. It's your club, your \$30 a year, so why not get something out of it instead of just a plastic card and a monthly magazine? I hope that if you can't make a meeting (membership or executive) that you at least let others know what's bothering you and what you'd like seen being done differently by writing a letter to the Editor.

DON'T JUST COMPLAIN, BUT FOLLOW IT UP WITH ACTION!!!!

Candy



*Northern New Jersey Region
of the
Sports Car Club of America, Inc.*



TTSR COMES TO NEW JERSEY

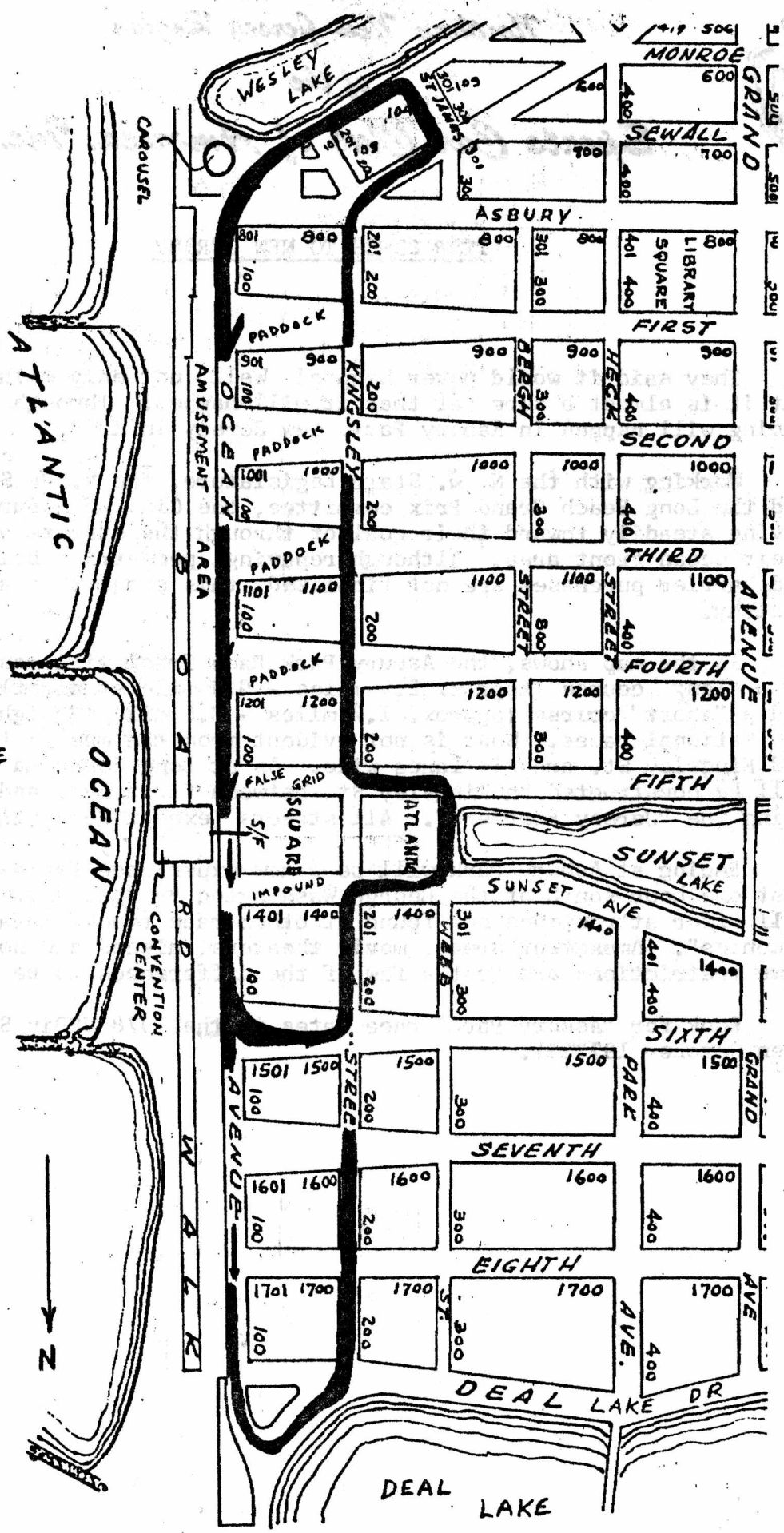
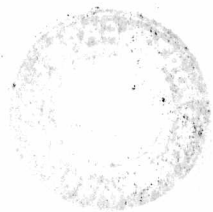
They said it would never happen! Well, not only might it happen, but it is almost a sure bet that it will happen! Through The Streets Racing will happen in Asbury Park, New Jersey in 1978.

Working with the N. J. State Legislature, the N. J. State Police and the Long Beach Grand Prix committee, the City of Asbury Park is moving steadily toward their goal of through the streets racing in their ocean front area. Although repaving, pedestrian bridge construction and barrier purchases are not finalized, this project is alive and very healthy.

As the map shows, the Asbury Park Race Track will most likely consist of a "long" course (approx. 2.3 miles - 0.9 mile straight) for Pro events, and a "short" course (approx. 1.7 miles - 0.6 mile straight) for Regional and National races. What is not evident from the map is that Ocean Ave. and Kingsley St. are six lanes wide. As at Long Beach, a working pit will be constructed on Kingsley St. between First Ave. and Fifth Ave. using the "Jersey Barriers". All streets (except Webb) are very wide.

Racing at Asbury Park will be a new experience for all concerned. Just one hour south of the George Washington Bridge, this new race track will offer attractions not found at other race tracks located out in the "boonies". Amusement areas, movie theaters, discos and no Sunday starting time restrictions are just a few of the differences to be found.

Look for "Asbury Park" race dates in the 1978 NEDiv Schedule. (Maybe even October 1977??).



SHORT COURSE
1.7 MILES

LONG COURSE
2.3 MILES



PROPOSED AMENDMENTS TO THE CONSTITUTION

Article II, Section 1 as it now reads:

The elected officers of the Club shall be a Regional Executive, two (2) Directors-at-Large, an Assistant Regional Executive, Secretary, Treasurer, and Activities Director. They shall each serve for one year, or until their successors are qualified and elected. They shall constitute the Board of Directors, hereinafter called the Board. The Directors-at-Large shall have previously held an elective office.

Amendment Proposed by Dave Hathaway:

The elected officers of the Club shall be a Regional Executive, four (4) Directors-at-Large, an Assistant Regional Executive, Secretary, Treasurer, and Activities Director. They shall each serve for one year, or until their successors are qualified and elected. They shall constitute the Board of Directors, hereinafter the Board.

Amendment Proposed by Phil Panos:

The elected officers of the Club shall be a Regional Executive, four (4) Directors-at-Large, an Assistant Regional Executive, Secretary, Treasurer, and Activities Director. They shall each serve for one year, or until their successors are qualified and elected. They shall constitute the Board of Directors, hereinafter the Board. The Directors-at-Large shall have previously held an elective office and during their term as Director-at-Large must chair an event.

BALLOT

Only full SCCA members are eligible to vote on this amendment. Please fill in this ballot and return it to Candy at the September membership meeting or mail it to her at 46 Upper Loudon Road, Loudonville, New York 12211. Name and membership number should be included.

_____ Article II, Section 1 as it now reads

_____ Amendment Proposed by Dave Hathaway

_____ Amendment Proposed by Phil Panos

NEPRS - NORTHEAST PERFORMANCE RALLY SERIES A Sports Car Club of America, Inc. (SCCA)
 Northeast Division Championship of Endurance, Semi-PRO and PRO type Road Rallies.

Series Administrator: H.M.Handley; Box 65; Westport, CT. 06880; Tel. AC203 226-3184.

Bulletin - March, 1977

With two events conducted, I had hoped to be able to present early series standings, but, alas, as this is written on March 18th the only info which has been received from the January 29/30 TRI-STATE or February 19/20 TRIPLE CHALLENGE is the TRI-STATE workers list prepared by Bill Hall and Dot Chase. Results do exist for both events, but the organizers appear to have encountered the usual loss of enthusiasm for finishing up the task of dealing with the after-the-event paperwork, and haven't gotten the info. to me. One result will be that the new participants on these two events are not on the mailing list since I don't know the names/addresses and will not be getting NEPRS mailing. Maybe it's wishful thinking, but I have seen printed results in the mail within 2-3 days following an event, and hope that future NEPRS organizers can keep going until everything is done.

Before launching into a most serious topic, series financing, you should be alerted to the following changes in the 1977 NEPRS list of events. 1) I'm pleased to announce that a 10th event has been added. It will be an all-nighter, but may include 3-5 special stages. The name - GREEN MOUNTAIN. The date - December 10/11. Start location - Burlington, VT. The organizer - Mr. John Buffum. More on this later.

2) The May 14/15 FINGER LAKES, which is allowing me to piggy-back this bulletin with its mailing, is now officially named SUSQUEHANNOCK TRAILS and will be headquartered in Wellsboro, PA. (13 mi. W. of Mansfield).

3) GRASS' event originally set for June 25/26, the name of which is ROARING BOREALIS the way, has been forced to move 1 week earlier, to June 18/19, because an SCCA Club Natl. running nearby picked the original date (sorry). Start location is now set - Panther Valley New Jersey (which is near Ledgewood).

4) The date for NIGHT STALKER, September 24/25, has now been confirmed and is firm. The organizers are Ken and Diane Houseal.

5) Change the name of OKTOBERFAST to OKTOBERFEST (a to e, that is).

The rest of the NEPRS schedule stands as printed in the January Bulletin. Because of the addition of GREEN MOUNTAIN the schedule from mid-August through the end of the year is now full, and it's too late to add anything in July, so our 1977 list is set.

Many organizers apparently don't think about setting up an event for a given year until January 1st of the year. They then estimate how much time they want for organization, and generally seem to come to the conclusion that Fall is when they want their event scheduled. There are only so many weekends available, and I'm not going to hurt another event by setting NEPRS events on back-to-back weekends. As a result of the foregoing combination of things, I was forced to decline several events offered for late September and October. One possible solution may be to get potential NEPRS event organizers to start thinking about the early part of next year (January thru June, 1978) NOW. I AM NOW ACCEPTING DATE REQUESTS FOR THE 1ST 6 MONTHS OF 1978. If you are a potential organizer of a new NEPRS event, or the organizer of a current NEPRS event which desires to run in the 1st half of the year, put your thinking cap on, decide on a desired date (and a couple of possible alternates to allow some flexibility in trying to resolve any duplications which might arise) and write me. Priority will be given 1st to already established events, then on the basis of earliness of submission of request. A switch of more than 1-2 weeks by an established NEPRS event is considered as if it is a new event.

I estimate that a realistic maximum number of NEPRS events which might be scheduled in any single year is probably about 15. If we are rash enough to assume that all of the 1977 events may again request NEPRS listing for next year, it means that only 5 new events can be added. As indicated in earlier bulletins, preference will be given initially to events set in geographic areas not already represented in the series, then if geographic duplication occurs to events which run at significantly different seasons from the 1st established event (summer vs. winter, for example).

So there it is, the "1st call" for 1978 (Jan-Jun) scheduling. Let's hear from the potential organizers so we can start putting together the date requests.

The time has come when we can no longer postpone discussion of what will probably be a very distasteful subject, the financing of NEPRS administration. When we founded the series, it was with certain knowledge that there would be expenses involved. We had no idea what they would be, how much, etc. The nature of our sport is such that almost every person who serves in any official position will end up spending personal funds to help the sport. Such was my understanding when I set out to organize NEPRS a year and a half ago. An initial decision was that until we had some experience upon which to base intelligent decisions, the only charge by NEPRS would be a 50¢ per starting car fee payable into a NEPRS awards fund. This charge produced \$119 in 1976, all of which has been committed for awards, none towards administrative costs.

What are such administrative costs? During 1976 they totaled \$540.37! The primary types of costs were \$190 for postage, \$118 for telephone, and \$178 for stationary supplies such as paper, envelopes, stencils, scoring cards etc. As it was we deliberately attempted to hold expenses down, and have been assisted by those organizers who allowed us to communicate with you by piggy-backing bulletin distribution with event flyer mailings.

With the exception of \$22 worth of donations, the costs were borne by the NEPRS Administrator. In terms of future expectations, such a situation means that NEPRS is on very shaky ground. While I knew that I would have to underwrite the initial startup expenses, I did (& do) not intend continuing to do so indefinitely, although even under the best circumstances I expect to have to spend more than whatever is covered by other income. Assuming that NEPRS continues for several years, I anticipate the time will come when a successor as NEPRS Administrator will be sought. It is usually difficult just finding a person who is willing to put in the hours of effort necessary to bring together the various things it takes to set up a series and then make it go, and probably would be almost impossible if the potential administrator knew that he/she might end up having to also spend hundreds of dollars of their own money to carry the costs.

Which brings us to the alternative possibilities of financing. Earlier this year I put my thoughts in a 5 page letter to the various people who are the organizers of the 1977 rallies making up NEPRS. About 1/3rd responded, some with various modifications of some possibilities, but none with any "breakthrough" ideas. It's now your turn to grapple with the problem. Your response will guide me in making a decision as to where we go, so don't just sit there and say nobody cares about your opinion - let me know how you feel, especially as it may concern your money as well as mine.

I'll list potential sources of income, along with my own comments as to possibilities.

1. a major (\$1000 for example) donor who makes a grant with no strings attached. A dream, with little relation to reality.
2. Sponsorship. We first have to have a strong, working, on-going series which, as the lack of results from the last 2 events show we don't have. I'm not sure organizers or individual participants would accept the requirements and demands normally accompanying sponsor money. It would mean much more regimentation, and might not produce income large enough to cover costs of meeting sponsors' requirements and carrying normal costs.
3. NEPRS could arbitrarily set a fee on each event to cover administration. Easy to handle, but in the end individual participants would end up paying it since events probably would up their entry fees to cover the charge, meaning fewer entries and eventually fewer events.
4. NEPRS could charge individual participants a set fee to be paid only by those wishing to be scored. Nice because it's voluntary, but the complexities of administration and the probabilities that relatively few might pay lead me to the conclusion that this approach would be counter-productive and eventually kill the series.
5. Every competitor participant could be required to 1 time a year buy a "competitor card" for a nominal fee. This particular approach appears to be the most equitable and workable one open at this point, and I'm personally in favor of adopting it. It spreads the load over as wide a group as possible, making the 'bite' relatively less per person. It is the easiest for registrars to handle since each competitor either displays a card purchased at a previous event or buys one on the spot. It makes the administrative dealings simplest to handle. There is one area which worries me though, and this is the reaction which those of you who aren't interested in NEPRS or in any of the events other than the one event a year which you may run because it is your local area event. While the number of 1-timers as a percentage of entries has been dropping as interest in the series grows

If such a requirement would drive away many 1-timers, lower the entry and hurt the individual events it would defeat the whole rationale of the series - which is to build for the good of those interested in performance rallying, whether it be the individual participants, the event organizers, the host clubs, etc.

It is my own feeling that everyone who spends their money should know what it's being spent for. A competitor card would lay the blame directly where it's due, on NEPR. At the same time it would at least provide each person with something, even if of token value, rather than just leave you with a thinner pocket book. I've left the other shoe for last -- the anticipated charge right now, based on several suggestions from others, would be \$2 per card. Had this been used last year even with just the 4 events, the series would have broken even. With 10 events the probability this year would have been a small surplus which might have been used for additional awards.

- 6. The final alternative is to reduce expenditures. This can be accomplished by stopping the distribution of these bulletins, eliminate the centralized mailing list, etc. This would be tantamount to dropping the idea of the series, but if there is opposition to the production of some income there's not much other choice.

Please let me know what you think, including your views (pro or con) to the idea of the competitor card. The usual response when I've asked for replies has only been 1-2%, so one matters. A decision will have to be made soon.

A couple of people have told me I'm forceing them to run Susquehannock Trails. No. When the S.T. organizers and I discussed the possibilities of the event joining the series their desire and need was to encourage people to work the event with them. If a competitor can't do reasonably well on other events in the series, competition on S.T. by itself would materially effect series final standings. I must say I'm surprised by the number of people who've told me they're planning to compete, but I hope it's because you want to, not because you feel you have to. If you want to work contact Chief of Controls Bill Leathers Jr., 18 Millard Avenue, Livonia, NY 14487 (Phone (716) 346-5346).

Whatever manner of your interest, I suggest you attend Susquehannock Trails. I expect John Buffum to run in his British-Leyland Triumph TR-7, and Scott Harvey in his Dodge A "funny car". For most of us it will probably be the closest opportunity to see many of the top competitors and cars running the National circuit this year.

Harry Handley, NEDiv.EPRS & NEPRS Administrator

RACE REFLECTIONS

by Dave Hathaway

The July Regional Race and Driver's School were probably the best run events in the past couple of years. The school had a good turnout of students and instructors, and everything ran pretty much on schedule. Unfortunately, all those that wished to have a license for the following day's race didn't get one; and, in some (perhaps just one) cases, those who did get a chance to race maybe wished they hadn't. Believe me, it's unnerving to watch a former student flip his car in front of you during qualifying for the race, especially since the driver had the same type of car.

However, what is a bigger pain in the...is spending endless hours with a student and listening to him try to convince you that he should have a license. On the other hand, it is gratifying to see one of your "students" leading the race and having another finish second, even if they do beat the pants off you.

Even though everything "ran on Time," I would suggest that at least one major change be made: Don't let showroom stock cars practice with anybody else. About the only practice they get is trying to stay out of the way of production cars. The production cars get a chance to practice their passing technique, but nobody ends up happy. Oh yes, one more thing-- on race results it's a nice touch to have each driver's fastest lap.

Good events just don't happen. It's a lot of work by a lot of people, people who take a day off of work to get up at 5 in the morning to open registration at 7, or time cars, or stand on the grid in order to make it all work. Even the

Results of Mo-Hud Racers

April 30---Limerock Regional

Richard Caron	1st	FSV
Ken Mulhern	14th	FF
Richard Kaufman	10th	SSC
David Hathaway	11th	SSC
Don Valenti	1st	EP
Tom Campbell	2nd	FP
Loren Solnick	3	CSR

May 29---Bryar National

Harold Cameron	4th	FP
Bob Wright	unfortunate	DNF
Don Valenti	unfortunate	DNF

Tony Hilferty	7th	SSB
Jack Fantelli	4th	SSC
Richard Kaufman	5th	SSC
Dave Hathaway	7th	SSC
Connie McIntyre	9th	SSC

July 30 --- Limerock Regional

John Lloyd	5th	FF
Don Valenti	1st	EP
Tom Campbell	3rd	FP
Bruce Rolleston	4th	FP
Gary Kalan	7th	SSB
Dave Hathaway	6th	SSC

May 30 Bryar Regional

Bill Morris	1st	SSC
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Many more Mo- Huters
there - no info

July 4th Nationals LRP

Paul Hacker	3rd	SSC
Richard Kaufman	8th	SSC
Dave Hathaway	10th	SSC
Walt. Anderson	14th	SSC
Connie McIntyre	15th	SSC
Don Valenti	9th	EP

Pete Klein was on the
"bubble" for the FF race
was was not given the
chance to run.

Harold Cameron Sabb, blew
two engines-- such tough
luck on the 4th!



Northern New Jersey Region
of the
Sports Car Club of America, Inc.



August 3, 1977

Ms Candy Schaf
Chief Technical Inspector
MO-HUD Region
46 Upper Loudon Road
Loudonville, N.Y. 12211

Dear Candy:

First, let me say that both Russell and I enjoyed working the School and Regional on the 29th and 30th. You really did a great job - they were very pleasant events.

The Drivers School was the first ever covered by Post Accident Scrutineering, so that we have nothing to compare it to. However, before I get into that, perhaps I should define some of the terminology we use. PAS has changed quite a bit in the last couple of months. We are interested in "Incidents" as well as "Accidents". We define an incident as any occasion where a car is unable to return to the pits under its own power. This includes practice and qualifications as well as a race. An accident is defined as any situation where a car sustains enough damage to require a logbook notation or have a tech inspection sticker removed. Also, a fire of any kind, no matter how small, is classified as an accident.

These definitions are somewhat arbitrary but necessary to obtain meaningful statistics. We have started compiling statistics early this year. By the end of the season, we will attempt to publish a report which we believe will be quite valuable to the drivers and the sport in general. So that you have a reference comparison, I have enclosed a copy of the report I made to Bob Wells after our July 4th National at Lime Rock.

The School on the 29th produced 25 incident reports and one accident. The accident, you might recall, involved car #79, a Bugeye Sprite. Because of the roll ~~cap~~, the car sustained only body damage. This is remarkable considering the impact. The driver escaped injury except for a bruised elbow (transmission tunnel housing).

According to our statistics, if the school was a normal race event, we would expect 1 to 2 accidents for the size of the entry. The statistics appear to hold -- so far, at least.

The incidents were unusual (compared to a race event) in both number and nature. The large number of incidents were caused by minor "preparation defects" -- loose bolts, fan belts, throttle cables, etc.

- 2 -

The prediction for the Regional on Saturday was not as close. The number of incidents for an average race with that entry is 4 to 5. We had seven. The number of incidents was also higher than average. Perhaps, this was caused by the relatively large number of new drivers from the School on the previous day.

The number of accidents caused by mechanical failure was 29%.

We had two fires, both minor. One was caused by oil from a blown engine (#54). The other was quite interesting. Car #23, a Datsun sedan had its battery contained in a plastic box in the trunk. This box had vertical rods on either side with "J" hooks holding it down. The "J" ends of the rods fit through holes in flanges mounted on the floor of the trunk. Instead of threading the "J" tips between the battery and the flange, it ran through the outside of the flange. This vibrated loose during the race. The box tipped over, the cover came off and the uncovered terminals hit a "Airquip" metal sheathed fuel line. It shorted, melted and started a fire. One solution to this problem would be to secure the cover of the box to the box itself, independent of the box mounting. Also, I believe that if the "J" hooks were mounted between the flange and the battery, they would not have come loose.

As usual, we had a Showroom Stock car roll. In this case it was a Renault 5 (#47). The damage was a little more severe than usual. Although the roll bar held up the center of the roof, the front area, over the windshield buckled and was deflected to an uncomfortably low position, right in front of the driver. Fortunately, he was not injured. The driver was quite sure that the cause of the accident was his own error (overcorrectiveness) but in this case I do not believe that he was a reliable witness. He was also sure that the car did not roll. If it did not, it would be hard to explain the dirt and grass adhering to the roof. The left front tubeless tire was flat. More and more I am coming to the belief that the tubeless tire is contributing to the rollovers. We are continuing to study this. Also, again we noticed that the drivers door was dented just below the window, indicating an outward blow from his shoulder. This car had no window net.

The other accidents were "run of the mill". All damage was noted in the log books.

I have enclosed the following table for your information:

<u>CAUSE OF MECHANICAL FAILURE</u>	<u>PERCENT FAILURE</u>	
	Drivers	School (29th) Regional (30th)
ENGINE	24	33
COOLING SYSTEM	9	0
ELECTRICAL SYSTEM	19	17
FUEL SYSTEM	5	17
DIRVE TRAIN	14	6
BRAKES	0	0
WHEELS	5	6

CAUSE OF MECHANICAL FAILURE	PERCENT FAILURE	
	Drivers School (29th)	Regional (30th)
TIRES	5	22
BODYWORK	5	0
FRAME	0	0
SUSPENSION - FRONT	0	0
SUSPENSION - REAR	5	0
AXLE OR SPINDLE - FRONT	0	0
AXLE OR SPINDLE - REAR	0	0
STEERING	0	0
OTHER	9	0


As you probably notice, tire failure was significant on Saturday. This may have been due to the high temperatures recorded at the track that day -- we reached 115⁰ in the sun.

The proportion of incidents, practice-qualification vs. race was 52/48%.

The proportion of accidents, practice-qualifications vs. race was 43/57%.

That's about it. If you have any questions, please call.

Sincerely,


 Martin H. Stein
 CHIEF - PAS

cc: Bob Wells
 Bob Burns
 MHS/ac

AN OPEN LETTER OF THANKS
TO ALL TIMERS AND SCORERS,

I'd like to take this opportunity to thank those of you who worked in timing and scoring for our Drivers School/Regional. Thanks to your efforts, we were able to get results to most of the drivers, and keep the stewards satisfied..... even with a messed up duplicating machine..

Special thanks to Nelson Wanrner, Hap and Helen Farnsworth, Bill and Lynn Fralick, Dick Taylor, and Jan Poor for not getting up and going when the going got rough. Also to Weston Adams, who had the fastest feet in town and his Father John, who allowed us to use his ears in the F & C phone net to give accurate on track times at the school.

Of course, I must not forget my Timing Captain Mike Riley and usual Chief Connie McIntyre for remembering all the little things I forgot. I also want to thank Finger Lakes Region Jean Morris and NER Cyndi Adams for their extra efforts with the results.

Thank you all for patience stewards.....At least you've been through all this before!!!!!!

Again my thanks to all involved, and I hope that you'll each be back next year.

Thank You,

Wanda

Wanda Hunt

The T - S team was:

Rene Rivera NYR
Connie McIntyre M-H
Nelson Warner NER
Richard Taylor NYR
Wm Fralick- NER
Lynn Fralick NER
Mellie Pavlocki NER
Kim Pavlocki NER
Dan Pavlocki- NER Driver
Mark Platt NER
Blane Haskell NER
Bob Morin NER
Marianne Krauss NYR

Cyndi Adams Chief NER
Helen Farnsworth
Hap Farnsworth
Jan Poor NER
Mike Richardson NYR
Lory Galinsky M_H
Bill Morris M - H
John Adams NER
Weston Adams NER
Kristi Skog NER
Jean Morris FLR Chief
Mike Riley

A Special to New England Region for the use of their electronic and standard timing equipment use. Their digital watches allowed some expert timers to time five or more cars at once. Many grateful thanks.

SEPT. 5, - LIME ROCK, CONN. SEPT. 25, - BRYAR, N.H.

*** CASH PURSE *** 3-HOUR ENDURANCE RACES ***

*** SPECTATORS *** COMPETITION AT ITS BEST ***

CALL: JAN POOR

(203) 658-9968



LITTLE LEMANS Challenge

SCCA Autocrosses

Peripheral Parking Lot
Washington Ave., Albany
Registration - Noon
Dates: August 21, 1977
September 11, 1977
SCCA \$3.00, Other Club \$3.50
No Affiliation \$5.00
Info. Jack 438-3754

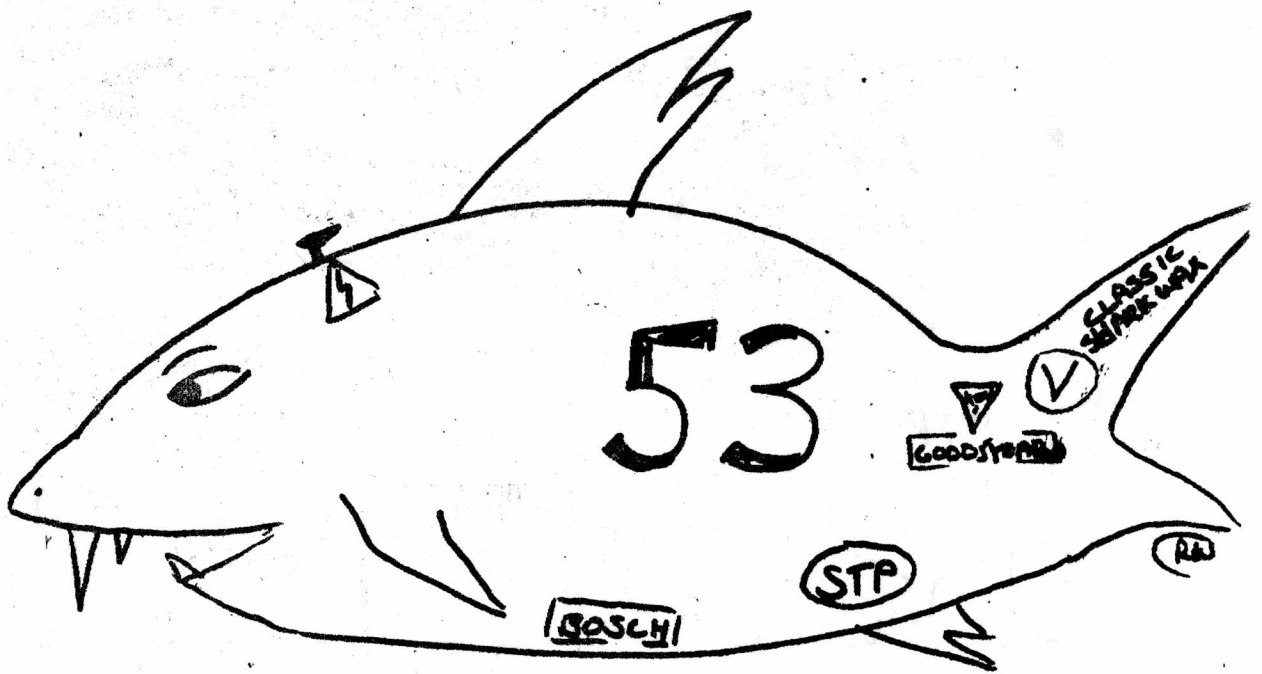
EMSC TSD Rallye

4P.M. Sat., August 20th
Ends at Lebabnon Valley
Speedway
Info. Andy Mace 674-5035

AMEC Autocrosses

Clifton County Mall
Parking Lot - South Side
Sun. August 28th
Sun. September 18th
Sun. October 9th

the knock-off



GONE Fishing

July
1977