

KNOCK OFF

SEPTEMBER 1977

LIME ROCK WATKINS GLEN BRYAR BRIDGEHAMPTON POCONO ROAD ATLANTA
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 BRYAR BRIDGEHAMPTON POCONO ROAD ATLANTA
 LIME ROCK WATKINS GLEN POCONO ROAD ATLANTA



THIRD CLASS MAIL

50110612
 DAVID MCCLUMPHA
 RD#1 BOX 15
 SELKIRK NY 12158



COMING EVENTS

SEPTEMBER

- 17 BMSC Rally, Saturday night, Lyn Camin. A Rally suitable for beginners.
- 24-25 Regional Race, 3 Hour SSS Enduro, Bryar.
- 25 Empire Autocross, Jerry Varney (513) 785-0388.
- 26 Mo-Hud Executive Meeting, McIntyre's.

OCTOBER

- 2 BMSC Autoslalom, Adams Superama, Noon.
- 5 Mo-Hud Membership Meeting.
- 9 Divisional Rally, NYR, "Red Baron's Revenge".
- 9 BMSC Rally, "Short and Sweet", a Novice Rally - 55 miles Leaves "The Center", Lenox at 11:30 AM, FCO at 1:00 PM. R. Spalinger, 243-2249 or F. Mason, 499-1030.
- 16 Empire TSD Rally, Ed Hopkins.
- 22 Skip Barber FF Race, SSB and SSC Regional, Lime Rock.
- 23 Empire Autocross, (518) 482-0131.
- 24 Mo-Hud Executive Meeting, Fantelli's.
- 29 BMSC Annual Halloween Rally
- 30 SCCA Championship Autocross, sponsored by Kevin Smith and "Westmere Arco", Skip Gifford 869-6201.

NOVEMBER

- 2 Mo-Hud Membership Meeting.
- 6 Empire Rally, Harry Whitton, (518) 371-4503.
- 13 BMSC Economy Run, Reg. Noon, FCO 1:00, Approximately 125 miles for details contact Butch Sciarra , 38 Oak Hill Rd, Pittsfield
- 13 EMSC TSD Rally, Harry Whitton, 371-4503.

from the editor . . .

We seem to be back to the subject of the proposed changes in the National racing format, which is not bad because it will ultimately affect the SCCA as a whole, eventually. I received some results from the questionnaire Dave Ammen distributed last spring at the Bryar, Lime Rock, and Summit Point nationals, which incidently were in the June KO (with a very poor return considering the number of drivers in the region). There were 84 returns equal to about 45% of the entry of the races. In general 29 favored the change as it read in the questionnaire, and 55 opposed it. Comments ranged from "too much class consolidation" to "too expensive to make the slower cars competitive within proposed rule changes". It was generally agreed that something would be done but not to the extent of the proposal as it read... a slightly different class combination with about 16 classes instead of 11 was received very favorably, also a 3.0 rule instead of a 5.0.

There were a number of observations in addition to the above, but all were headed in the same direction. Why were there so few responses from Mo-Hud drivers?? or were they sent somewhere else?

In another vein... I attended the Labor day Nationals at Lime Rock along with perhaps 10,000 other people and saw some pretty decent racing throughout. But specifically I was interested in the showroom stock contingent.. needless to say there were alot of cars there, and a number of them were suprisingly fast. In fact too fast. Finally what has been threatening to happen all year did...many, many protests and it became abundently clear why there were so many fast cars around. This should keep the cheaters in check for a little while, at any rate, as the penalties were far from light. It's about time.

Another thing which has been happening to showroom stock is a high number of rollovers (I believe there were five a Lime Rock that weekend). It has been mentioned that tubeless tires have alot to do with the problem because they will deflate on a hard corner. Tubes, on the other hand, would prevent this but slow the cars down approx, $\frac{1}{2}$ sec a lap at a track like Lime Rock. Also, from personal experience tubes seem to promote belt breakage for some reason (heat?). One possible suggestion would be to allow any type of tire, i.e. Goodyear 60's, B.F. Goodrich T/A's etc. They are no more expensive than what is currently being used, and seem to stand up very well to the IMSA RS demands. Another, but more expensive alternative would be to allow suspension modifications to lower the center of gravity and therefore lessen the likelihood of rollovers. If looked at from the right direction it is cheaper to add some suspension parts than buy a new car after you trash it because of sponge-like ride and a high center of gravity. The Pro Scirocco series has moved somewhat in that direction. Any Comments?

RBW

ONE MINUTE !

The September 7, 1977 membership meeting was held at Sleasman's Hofbrau and called to order by RE Craig Robertson at 8:50 p.m.

The Secretary's report was read and accepted.

The Treasurer's report was read and discussed. There are still some stopped checks from the School/Race and a possible bank error. The previous balance was \$7,046.42, income of \$12,348.52, expenses of \$5,702.71, giving a balance of \$13,692.23. A complete, detailed report will be given at the next meeting.

The Activities Director reported on the upcoming activities. Sept. 11 is a Mo-Hud Autocross, Harry Whitton's rally has been moved to Nov 12 from Sept. 18, the Glen Region's Solo II Challenge will be held on Sept. 18. Empire's next autocross is on Sept 25. The Mo-Hud/Empire Challenge Autocross will be held on Oct. 30. To be eligible for the Challenge Cup entrants must have competed in two Mo-Hud and two Empire autocrosses. Kevin Smith will again provide the Trophy.

The Knock-Off editor needs articles.

Old Business:

1) The Race evaluation still has not been received. In the evaluation for the Driver's School, Mo-Hud was given satisfactory ratings in all but two categories. Marie Corrin earned an excellent for having a well organized registration and Candy Schaf earned an excellent in Tech for being helpful to the new drivers.

2) The next Skip Barber Series event will be hosted by the Glen Region. It is their "Fun Weekend" and everyone is invited to work the event and then take part in the partying.

3) Craig reported on the Showroom Stock B & C Race for Oct. 22. At this time we are looking for an official starter. All other officials have been obtained. \$10 of the entry fee will go towards the cash prizes.

4) Picnic - since there wasn't any interest in the event this year, there was talk of having a Winter Rally/Ski/Picnic Weekend in January.

New Business:

By-law ballots were received.

John Stim made the motion that the Region give a \$250 travel bonus to drivers going to the Run-Offs this year. Seconded by Jack Hanifan. Vote 7 favored, 3 opposed.

Jack Hanifan made the motion that the ballot results be made 15 minutes after adjourning the meeting. All in favor.

Tom Campbell is the new membership chairman.

Craig read the results from the Labor Day National and Mini-LeMans.

The Nominating Committee is made up of Harry Whitton, Jack Hanifan and Phil Panos.

John Stim motioned to adjourn the meeting, seconded by Tom Campbell. The meeting adjourned at 9:27 p.m.

Approximately 18 people attended.

Ballot results:

- 10 votes for Dave Hathaway's proposal
- 4 votes for Phil Panos' proposal
- 6 votes for not changing the By-Laws.

Since no one proposal received 2/3 of the ballots cast, the By-Laws remain unchanged.

Respectively submitted,

Candy Schaf
Candy Schaf, Secretary

The Executive Minute!

The August 29, 1977 Executive meeting at Bob Wright's was called to order by R.E. Craig Robertson at 8:38 p.m.

The Secretary's report was read.

The Treasurer reported on the income and expenses for the month which resulted in a balance of \$13,692.23.

The Competition Director reported that two more licenses had been issued.

The Activities Director was not present.

The Knock-Off Editor reported that there is a problem in mailing the K-O at third class rates. The August issue was mailed from Old Chatham on the 19th and many people did not receive it until the 30th. The cost of mailing 135 issues at the third class rate was about \$18. Discussion followed and it was decided to continue mailings at the third class rate until the end of the year and then obtain a postal permit at a more convenient location.

Old Business:

Jim Winkelman read the financial report for the race. The Club netted \$954.42.

Craig read the Driver School Evaluation Report. The Race report had not been received. Evaluations for the Skip Barber Series were available to read.

Craig then read the rulings which resulted from protests in the Showroom Stock classes. The shop manuals are being strictly followed.

New Business:

Craig stated that Jack Hanifan asked to be on the nominating committee. At the September membership meeting the rest of the committee will be named.

Bill Morris presented plans for holding a Showroom Stock Race on October 22 in conjunction with the Skip Barber Series FF races. The races in Showroom Stock will be for class B and C, each having its own practice, qualifying, and 30 lap race. Bill will be the Chairman for the Showroom Stock races and Jack Fantelli will be the Chairman for the Skip Barber Series races. Full crews in each specialty will be needed. Bill then went over the list of Officials and Specialty Chiefs, and a breakdown of an entry fee and what the cut off number for a breakeven point would be. It was established that an entry fee of \$40 and fifty cars was realistic to cover expenses. There will be no trophies as it is hoped to obtain enough sponsorship to offer cash prizes. Place plaques will also be awarded. Drivers and workers will receive dash plaques. Anyone who can help obtain contingency money and/or sponsorship please give Bill a call.

Annual Picnic- neither the Activities Chairman nor the Assistant R.E. were present to report. Discussion resulted in not having a picnic, but to put on a night rally to a ski chalet (wine and cheese waiting to be tasted) and then ski the next day. Connie McIntyre offered to plan such an event if Bill Morris would help since he is active in a local ski club.

A motion was made by Connie to adjourn the meeting, seconded by Tim McIntyre. The meeting adjourned at 10:15 p.m.

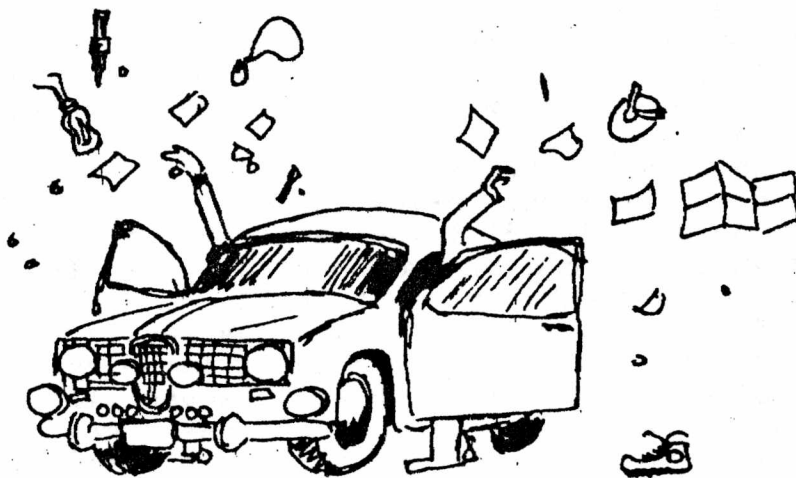
The Executive Meetings will be held at the following member's homes:
September 26 + McIntyre
October 24 - Fantelli
November 28 - Bill Morris

Attendance:

Craig Robertson
Connie, Tim & Terri McIntyre
Candy Schaf
Jack Fantelli
Bill Morris
Jim and Joanne Winkelman
Phil Panos
Bob wright
Jill Wentrof

Respectfully submitted,

Candy Schaf
Candy Schaf
Secretary



WHADDYA MEAN YOU CAN'T FIND THAT LITTLE CARD
WITH THE WRITING ON IT? *RWR*

Court of Appeals Report



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

Chris Kennedy vs SOM

August 4, 1977

Appeal #77-11

Report of the Court of Appeal in the matter of Chris Kennedy vs SOM, Summit Point Nationals, Washington, D. C. Region, sanction #77N-32S, June 25-26, 1977.

Notice of appeal was properly filed in accordance with the GCR and a Court of Appeal was appointed consisting of Dave Ammen, Hank Thorp and Bill Holbrook, Chairman.

The Court convened at 1:00 p.m., Wednesday, August 3, 1977 at the offices of Herrick and Cowell, Hamden, Connecticut.

The Court received and reviewed the following documents:

1. Notice of Appeal, dated June 29, 1977 from Kennedy to SCCA, Denver.
2. SCCA Observer's Report for the event.
3. Original protest form, Mr. Gaston Andrey vs Chris Kennedy.
4. Protest report and teardown log.

Mr. Kennedy appeared in person and offered additional testimony.

Facts in brief:

The 1974 Alfa Romeo car #0, Class SSB of Mr. Chris Kennedy was protested by the driver of a similar vehicle, Mr. Gaston Andrey, car #25, on a number of points, primarily involving engine specifications. The teardown was conducted by Mr. Kennedy's mechanic, Mr. Goodman and by Mr. Andrey's mechanic, Mr. Feldman under the supervision of the SOM. A great number of specifications were confirmed to be within specifications or tolerances. There were four points that the First Court ruled to be in violation of manufacturer tolerances and specifications; specifically, ignition timing advanced 15 degrees beyond specification, cylinder head thickness under new specification, removal of metal from two connecting rods for balance purposes, and knurling of standard pistons. Based on these violations, the First Court disqualified Mr. Kennedy from his first place finish and directed that other competitors in the race be advanced one finishing position.

Considerations of the Court:

The overriding issue of this appeal is the legality of the application of manufacturer service tolerances specified in the factory shop manual. The GCR does not contain a specific statement on this point. Appendix A, 9.1 states in part, " . . .

preparation and appearance is that of "as-delivered" automobiles." 9.5e states "all adjustments must be made at the manufacturers specification and/or within the manufacturers specified tolerances." 9.5j states "each competitor must have an official factory shop manual for his make, model, and year at every event which must be presented at tech inspection." The introduction to the Showroom Stock Specifications Book states "these specifications are presented as an adjunct to your factory shop manual."

Rulings of the Court:

This Court rules that the application of specifications and service tolerances in factory shop manuals is based as follows: "maintenance operations, dimensions, and tolerances of the required factory shop manual will apply in SCCA Showroom Stock Category racing, except when they alter linear dimensions listed in the Showroom Stock Specifications Book; e.g. bore and stroke."

As to the specific points on Mr. Kennedy's car ruled illegal by the First Court, this Court finds as follows:

1. Ignition timing advanced 15 degrees beyond specification; Court sustains the finding of illegally advanced ignition timing--appeal denied on this point.
2. Cylinder head thickness; Court finds that metal removed from head was within Alfa Romeo factory shop manual specifications--appeal is upheld on this point.
3. Removal of metal from connecting rods to achieve engine balance; Alfa Romeo factory shop manual specifies that connecting rod weights must be equalized within two grams by grinding forging flashing from connecting rod seam--appeal is upheld on this point.
4. Knurling of standard Alfa pistons; this operation is not mentioned or authorized in the Alfa Romeo factory shop manual--appeal denied on this point.

The penalty of disqualification levied by the First Court shall stand, as shall the advancement of all other competitors in the race to higher finishing position. The appeal is judged to be well-founded and based on a much needed clarification of the rules for this class during its first year of National status and the appeal fee shall be returned to Mr. Kennedy. The Court also commends Mr. Kennedy for his attitude during the proceedings.

Dave Ammen
Hank Thorp
Bill Holbrook, Chairman

Court of Appeals Report



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

Chris Kennedy vs SOM

August 4, 1977

Appeal #77-12

Report of the Court of Appeal on the matter of Chris Kennedy vs SOM, Road Atlanta Summer Nationals, Atlanta Region, sanction #77N-41S, July 16-17, 1977.

Notice of appeal was properly filed in accordance with the GCR and a Court of Appeal was appointed consisting of Dave Ammen, Hank Thorp and Bill Holbrook, Chairman.

The Court convened at 3:00 p.m., Wednesday, August 3, 1977 at the offices of Herrick and Cowell, Hamden, Connecticut.

The Court received and reviewed the following documents:

1. Notice of Appeal, dated July 26, 1977 from Kennedy to SCCA, Denver.
2. SCCA Observer's Report for the event.
3. Original protest form, Mr. Jeff Marsh vs Chris Kennedy.
4. Protest report and teardown log.
5. Letter dated July 28, 1977 from Kennedy to Bill Holbrook, Chairman, Court of Appeal.

Mr. Kennedy appeared in person and offered additional testimony.

Facts in brief:

1974 Alfa Romeo car #0, Class SSB of Mr. Chris Kennedy, is protested by Mr. Jeff Marsh, driver of SSB car #1 on a number of points including suspension, engine specifications, and gear ratios. The teardown was conducted on Sunday under the supervision of Mr. Dave Tallaksen of the SOM by Mr. Prim, a local Alfa mechanic, assisted by Mr. Bob McQueen, accepted by both parties as technical advisors to the SOM, and Mr. Paul Spruell, mechanic for Mr. Marsh. All of the points of protest were inspected and determined to be legal with the exception of the configuration of the valve seats. On this point, the Stewards of the Meeting disqualified the car from the competition and ordered that the positions of the other finishers be appropriately advanced.

Considerations of the Court:

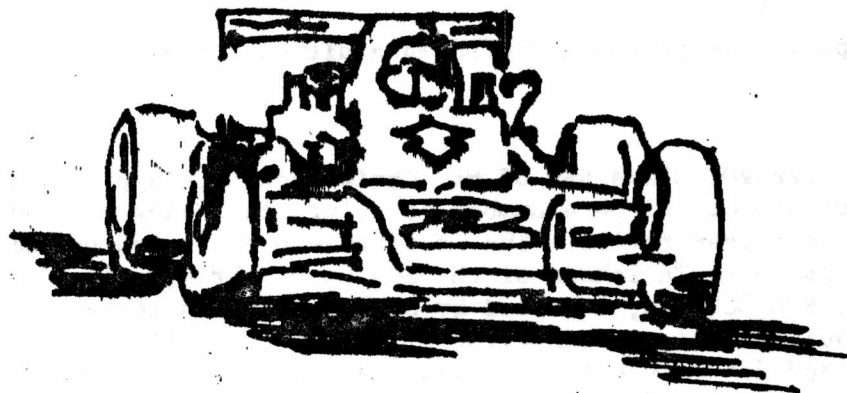
Mr. Kennedy advised the Court that the cylinder head used on his car at the Atlanta race was not the same as the one on his car during the Summit Point races which was the subject of an earlier appeal heard by this same Court. However, Mr. Kennedy

stated that the head used in Atlanta was prepared to exactly the same configuration as the head used at Summit Point and that the configuration of the valve seats were not questioned by the protester or the SOM Committee at the Summit Point teardown as a point of illegality. The width of the seating surface of the valve seats on the head used at Atlanta, as diagrammed in the teardown report and signed by all parties, was of the type commonly referred to as a "three-angle" valve job. In accordance with the previous ruling made in the previous Kennedy appeal #77-11, this Court referred to the required Alfa Romeo factory shop manual and service specifications book.

Rulings of the Court:

The Alfa Romeo shop manual refers specifically and only to a single 120 degree included angle valve seat. The appeal is denied and the decision and penalties levied by the First Court shall stand. The appeal, being based upon the disagreement between two SOM Committees, is deemed well-founded and the Court directs the appeal fee be returned to Mr. Kennedy.

Dave Ammen
Hank Thorp
Bill Holbrook, Chairman



AUG 4 1977



SCCA OBSERVER'S REPORT

Must be completed and returned within 7 days to SCCA, Inc.

PLEASE TYPE if possible. Rate "Excellent" for outstanding conditions or performance only. Use extra pages for comments if needed.

Event Mo-Hudson Driver School Sanction No. 77-S-38
 Region Mohawk-Hudson Course Lime Rock Park, Conn.
 Date July 29, 1977 Type of Event School

SCCA Observer Robert L. Burns Stewards William Bradshaw
 Chrm., SOM Robert L. Burns Harry Handley
 Chief Steward Roland Heacox of Charles Dammers (SIT)
 Asst. Chief Barney Galinsky the William Stroud (SIT)
 Race Chairman Doug Jones Meeting Asst. Chief
 Safety Steve MERA

RACE COURSE

Condition of Race Course:	_____ Excellent	<u>X</u> Satis.	_____ Unsatis.
Condition of Grounds & Buildings:	_____ Excellent	<u>X</u> Satis.	_____ Unsatis.
Prevention of Hazardous Conditions			
For Drivers:	_____ Excellent	<u>X</u> Satis.	_____ Unsatis.
For Crews:	_____ Excellent	<u>X</u> Satis.	_____ Unsatis.
For Spectators:	_____ Excellent	_____ Satis.	_____ Unsatis.
General Safety Conditions:	_____ Excellent	<u>X</u> Satis.	_____ Unsatis.
Comments:	<u>More tyre barriers are being placed agaist Armco.</u>		

Total Spectator Attendance 0 Number of Entries 65

RACE ORGANIZATION

General Standard of Race			
Organization & Performance:	_____ Excellent	<u>X</u> Satis.	_____ Unsatis.
Officials' Performance:	_____ Excellent	<u>X</u> Satis.	_____ Unsatis.
Comments:			
Pre-Race Preparation & Publicity:	_____ Excellent	<u>X</u> Satis.	_____ Unsatis.
Comments:	<u>For second school in recent years -outstanding job.</u>		
Registration:	<u>X</u> Excellent	_____ Satis.	_____ Unsatis.
Chief's Name <u>Marie Corrin</u>	License: Chief _____	Nat'l <u>X</u> Div'l _____	None _____
Comments:	<u>Well organized.</u>		
Technical & Safety Inspection:	<u>X</u> Excellent	_____ Satis.	_____ Unsatis.
Chief's Name <u>Candy Schaf</u>	License: Chief _____	Nat'l <u>X</u> Div'l _____	None _____
Comments:	<u>Very thorough and helpful to new drivers.</u>		
Pit & Paddock Control:	_____ Excellent	<u>X</u> Satis.	<u>X</u> Paddock Unsatis.
Chief's Name <u>Eric Weiss</u>	License: Chief _____	Nat'l _____	Div'l _____ None <u>X</u>
Comments:			

RACE ORGANIZATION - cont'd

Course Control: _____ Excellent X Satis. _____ Unsatis.
 Chief's Name Lawrence Dignan License: Chief _____ Nat'l X Div'l _____ None _____
 Comments: Shortage of Friday workers

Grid Marshaling Control: _____ Excellent X Satis. _____ Unsatis.
 Chief's Name Jack Hanifan License: Chief _____ Nat'l X Div'l _____ None _____
 Comments: Excellent job considering that cars were not called to the grid well in advance of their practice session.

Timing & Scoring: _____ Excellent X Satis. _____ Unsatis.
 Chief's Name Wanda Hunt License: Chief _____ Nat'l X Div'l _____ None _____
 Comments: Understaffed causing delays in the schedule

Medical Facilities: _____ Excellent X Satis. _____ Unsatis.
 Comments:

COMPETITION

Conformance to Schedule: _____ Excellent X Satis. _____ Unsatis.
 Comments: Two sessions shorten by 15 minutes each.

Drivers' Attitude & Conduct: _____ Excellent X Satis. _____ Unsatis.
 Comments:

General Standard of Driving: _____ Excellent X Satis. _____ Unsatis.
 Comments:

SUMMARY OF ENTIRE EVENT AND RECOMMENDATIONS

Overall a satisfactory event considering the lack of workers due to a Friday schedule. Continued efforts should be made to recruit more workers. Students had Two hours twenty five minutes on coarse instruct
 One accident report filed.

It is recommended that instructors who bring their own car to a school reminded that their prime objective is to teach their students and not test their cars or practice them. We question the ability on an instruc to give instruction half a lap ahead of his group of students.

SUMMARY OF ACTIONS TAKEN BY SOM

A. Number of Protests 0 (attach Protest Report for each)

B. Other:

Second set of practice schedule for group one and two changed from 35 minutes each to 20 minutes each to put event back on schedule as published. From 12:30 pm to close event ran on schedule. Primary rea for schedule change was due to late start because of shortage of cor workers.

(signed)


 CHAIRMAN, SOM

MOHAWK HUDSON REGION
SPORTS CAR CLUB OF AMERICA
REGIONAL RACE
OFFICIAL RESULTS

RACE ONE		FV		July 30, 1977		
SANCTION 77-R-91 P						
O/A	Car #	Pos/Class	Driver-Address	Laps	Region	
1	78	1 FV	Wallace Reetz Westbury NY	15		
2	54	2	James Fleischman Sherman, Conn	15	NER	
3	34	3	John Lewiske Westford, Mass	15	NER	
4	29	4	R. C. Booth Huntington, CT	15	NER	
5	37	5	Robert King Rochester, NY	15	NER	
6	0	6	John Rumeau Northport, NY	15	NYR	
7	4	7	Walter Schlauch Bridgewater, NJ	15	NNJR	
8	15	8	Charles Morton Westboro Mass	15	NER	
9	16	9	Ed Trialo Cliffside PK, NJ	14	NNJR	
10	40	10	RS Tupper Woodbridge, VA	14	WDCR	
11	8	11	Eddy Whitmore Liverpool, NY	14	CNYR	
12	14	12	Randy Leodore New Hartford, CT	14	NER	
13	41	13	Geoffrey Skog N. Kingston, RI	14	NER	
14	10	14	Richard French Milford, NH	14	NER	
15	66	15	Stan Moore Rivervale, NJ	14	NNJR	
16	43	16	Preston Decker Baldwinsville, NY	14	CNYR	
17	18	17	Wlair Dupont Bristol, Ct.	13	NER	
18	19	18	Bruce Roche Cheektowaga, NY	13	NNJR	
19	77	19	Jerold Levine Bronks, NY	12	NYR	
20	6	20	Stephan Yuhaf Levittown, Penna.	12	PAR	
21	38	21	James Allen Rochester, NY	11	FLR	
22	7	22	Rob. Nelson Park Ridge, NJ	7	NNJR	

MOHAWK - HUDSON REGION
SPORTS CAR CLUB OF AMERICA

REGIONAL RACE
OFFICIAL RESULTS

JULY 30, 1977

RACE TWO	ASR, BSR, CSR, AP, BP, AS	OFFICIAL RESULTS				
SANCTION# 77	R 91 P					
O/A	CAR#	POS/CLASS	DRIVER/ADDRESS	CAR	LAPS	REGION
1	19	1CSR	J. Sorbello Lawrence, Mass	Chevron	15	NER
2	12	1AS	David Jones Yonkers NY	Camaro	15	NNJR
3	11	2CSR	Brice Gunther Manchester Ctr, VT	Lola	15	NER
4	74	3CSR	Bob Perron Beverly MAS	EDGE	15	NER
5	67	2AS	Frank Sanchez s. Woodstock, CT	Camaro	15	NER
6	0	3AS	J. Zuccarelli Hopewill, NY	Camaro	15	SJR
7	65	4AS	Richard Bridgette Jordan, NY	Mustg	14	ONY
8	4	4CSR	Dan Kruze Neshanic, NJ	Lotus	14	NJR
9	32	5AS	David Rovertson Syracuse, NY	Camaro	14	CNY
10	01	1AP	Anton Gantt Queens, NY	Corvette	14	NER
11	3	2AP	Mario Dischaive Brooklyn, NY	Corvette	14	NYR
12	39	3AP*	Larry Trotter Columbus, Ohio	Corvette	11	OHVR
13	78	1ASR	Jeff Jones Brookline, Mass	McLaren	7	NER

FASTEST LAP: #19 CSR 0:59.8- John Sorbello
 #12 AS 1:03.6 David Jones
 #01 AP 1:04.9 Anton Gantt
 #78 ASR 0:59.2 Jeff Jones

* #39 BP moved to AP due to lack of class in BP

MOHAWK -HUDSON REGION
SPORTS CAR CLUB OF AMERICA
REGIONAL RACE
OFFICIAL RESULTS

RACE THREE FF				JULY 30, 1977			
SANCTION	77	R	91	P			
O/A	POS/CLASS		#	DRIVER/ADDRESS	CAR	LAPS	REGION
1	1	FF	8	Bob Goeldner S. Hadley, Mass	Crossle	15	NER
2	2	FF	37	Richard Viglione Corona, NY	Crossle	15	NYR
3	3	FF	35	Damon Lawrence Southboro, Mass	Royale	15	NER
4	4	FF	50	Ray Gorski W. Simsbury, Ct	Dylon	15	NER
5	5	FF	47	John Lloyd, Jr. Brookline, Mass.	Lola	15	MHR
6	6	FF	55	Julio D'Angelo New York, NY	Lola	15	NNJR
7	7	FF	14	Jos. Graham Upper Montclair NJ	Crossle	15	NER
8	8	FF	11	R. Michael Baida Rome, NY	Royale	15	CNY
9	9	FF	69	Randy Lahn Marhon, NJ	Zink	15	SJR
10	10	FF	86	John Dobie Rockland, Mass	Lola	15	NER
11	11	FF	6	Thomas Haible Topsham, Mass	Titan	15	NER
12	12	FF	71	Wm. Crowley Peapack, NH	Titan	15	NNJR
13	13	BF	81	Douglas Rocco WhitePlains, NY	Wibkleman	14	NYR
14	14	FF	00	John Melican Corona, NY	Caldwell	14	NYR
15	15	FF	29	Norman Glitz Rome, NY	Caldwell	14	CNY
16	16	FF	51	Al Coleman Jersey City, NJ	Titan	14	NNJR
17	17	FF	4	Michael Smith Middletown, PA	Lola	14	SUSQ
18	18	FF	39	Stephen Congdon Rochester, NY	Macon	14	FLR
19	19	FF	90	Joseph Eways Wyomissing Hills, Pa.	Merlyn	14	BMR
20	20	FF	18	Rex Miscovitch Nashua, NH	Royale	13	NER
21	21	FF	94	Patrick Howley Stafford Spgs. Conn.	Caldwell	13	NER
22	22	FF	91	Brad Diefenbacher Springfield, NJ	Macon	13	NNJR
23	23	FF	68	Peter Hauser Irvington, NJ	Lotus	12	NYR
24	24	FF	46	Peter Earle Cranston, RI	Crossle	12	NER
25	25	FF	10	John Marcinski Meridq n, Conn.	Winkleman	12	NER
26	26	FF	49	Joseph Guinta Short Hills, NJ	Elden	13	NNJR

MOHAWK HUDSON REGION SCCA
OFFICIAL RESULTS-REGIONAL

JULY 30, 1977

RACE FOUR- CP, DP, EP, BS

Sanction 77 R 91 P

o/A	Car #	POS/CLASS	Driver/ Address	Car	Laps	Region
1	77	1 CP	Paul Tosi Sterling, Mass	Porsche	15	NER
2	56	1 EP	Don Valenti Pittsfield, Mass.	Porshe	15	MHR
3	36	2 CP	Jos. Cascella Passaic, NJ	Datsun	15	NNJR
4	38	1 BS	Dennis Stefura Trumbull, Conn.	Datsun	15	NER
5	23	2 BS	Larry Doll Islip, NY	Datsun	15	NYR
6	40	3 CP	Arthur Cesario Agawam, Mass..	Datsun	15	NER
7	83	1 DP	Gerald Plante Killingworth, CT.	Datsun	15	NER
8	8	2 EP	Bill Throop Washington Depot, CT.	Triumph	15	NER
9	63	3 BS	Richard Cahn White Plains, NY	Pinto	15	NER
10	14	4 BS	Kim Baker Wilbraham, Mass..	Alfa	15	NER
11	99	3 EP	Ray Rovinsky Scotch Plains, NJ	Porsche	15	NNJR
12	50	4 EP	Howard Roberts Lakeville, Ct.	MGB	15	NNJR
13	57	2 DP	David Pettigrew Monroe, Conn.	TR -6	14	NER
14	24	4 CP	Thomas Blaney Highland Lakes, NJ	Datsun	14	NNJR
15	35	5 EP	Paul Schalter Syracuse, NY	MGB	14	CNY
16	31	3 DP	Robt. Coffin Topsfield, Mass.	Stinger	14	NER
17	71	5 CP	Marcha Selkowitz Stow, Mass..	Datsun	14	NER
18	49	6 EP	Michael Hays Fairfield, Conn.	Triumph	14	NER
19	13	4 DP	Robert Walters Dover Plains, NY	TR --6	14	NER
20	33	5 DP	Lee Stivale BlueBell, PA	Lotus	13	PAR
21	4	7 EP	Jack Creel Simsbury, CT.	TR-4	8	NER
DNF	6	CP	Wm Putnam	Datsun	5	
	19	EP	G. Lawton Hohnson	MGB	5	
	85	EP	George Morris	Porsche	5	
	32	CP	John Havranek	Datsun	5	
	48	DP	Skip Chapman	GT 6*	4	
	00	BS	Bill Johnson	Datsun	3	
	18	EP	Art Davis	Fiat	0	

MOHAWK - HUDSON REGION
SPORTS CAR CLUB OF AMERICA
REGIONAL RACE

RACE FIVE - FP, GP, HP, CS, DSR
SANCTION 77 R 91 P

JULY 30, 1977

O/A	CAR#	POS/CLASS	DRIVER/ADDRESS	CAR	LAPS	REGION
1	4	1CS	Bill Brower Milford, Ct.	Cooper	15	NER
2	79	2CS	Stephen White Wayne, NJ	Mini	15	NNJR
3	73	1FP	Scott Gibbs Olean, NY	Spitfire	15	WNY
4	26	3CS	John Tures Seaford, NY	Datsun	15	NYR
5	67	2FP	Jim McKay Branford, Ct.	Spitfire	15	NER
6	37	3FP	Thomas Campbell Saratoga Sprgs, NY	Midget	15	MHR
7	31	1GP	Bob Wanta Bridgeport, Ct.	Spitfire	15	NYR
8	3	4CS	William Reimels Braintree, Mass.	Mini	15	NER
9	9	1HP	Bruce Kapsten Newton Highlands, Ma.	Sprite	14	NER
10	2	2GP	Charles Guidici Braintree, Mass.	Sprite	14	NER
11	77	4FP	Bruce Rolleston W. Saugerties, NY	Lotus	14	MHR
12	72	3GP	Bruce Richards Scotch Plains, NJ	Midget	14	NNJR
13	93	2HP	Harold Flescher Dover, Mass.	Sprite	13	NER
14	13	3HP	Jim Ebersbach Wyckoff, NJ	Sprite	13	NNJR
15	87	4HP	John Clark Quincey, Mass.	Sprite	13	NER
16	0	5HP	Glen Rees E. Haven, Ct.	Sprite	13	NER
17	6	5FP	Randall Sluder Lexington, Mass.	Spitfire	13	NER
18	00	4GP	John Glendon Mansfield Ctr, Ct.	Sprite	11	NER
19	47	6HP	Pat Farrell Fulton, NY	Sprite	10	CNY
20	41	5GP	Robert Corning Clinton, Ct.	Sprite	10	NER
21	54	6GP	James Ostrum Elmira, NY	MGA	9	GLEN
	5	HP	Ed Allen	Sprite		DISQUALIFIED
	<u>DNF</u> 18	CS	Terry Knight	Datsun	2	NNJR

MOHAWK - HUDSON REGION
SPORTS CAR CLUB OF AMERICA
REGIONAL RACE

RACE SIX - FSSCA
SANCTION 77 R 91 P

OFFICIAL RESULTS

JULY 30, 1977

O/A	CAR#	POS/CLASS	DRIVER/ADDRESS	CAR	LAPS	REGION
1	22	1FB	Paul Corazzo Wethersfield, Ct.	Chevron	15	NER
2	23	.FC	Walter Nelson Great Neck, NY	Lotus	14	NER
3	55	2FC	Wally Binger W. Hempsted, NY	Brabham	14	NYR
4	71	1FSV	Court Hannum West Grove, Pa.	Zink	8	Pa.
5	33	1FC	Paul Thomas Fabyan, Ct.	Brabham	7	NER
6						
7	<u>DNF</u> .66	FSV	Dennis Egli	Egli	4	

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

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

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

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LITTLE LEMANS
Challenge

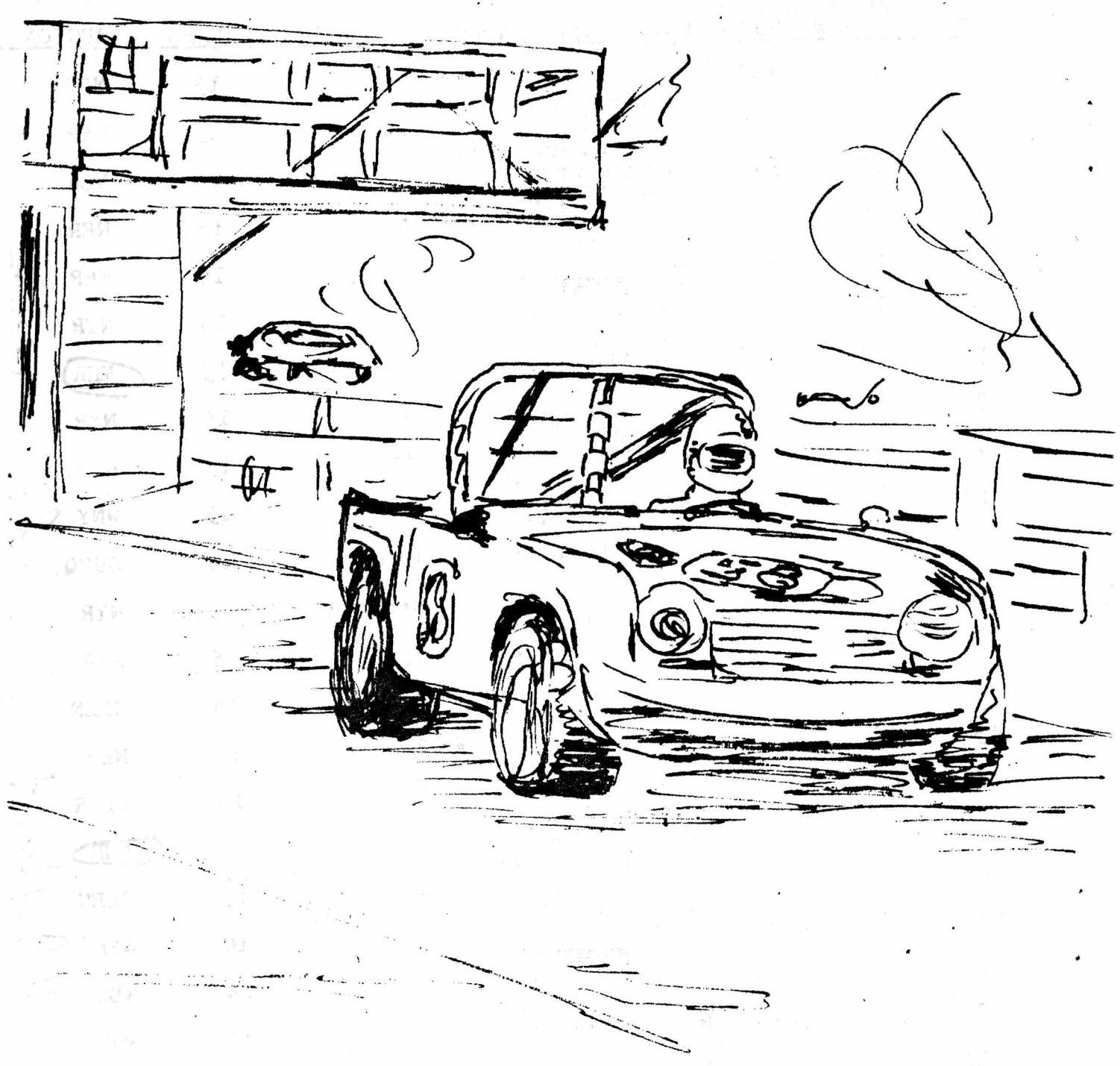
OFFICIAL RESULTS
 MOHAWK -HUDSON REGION
 SPORTS CAR CLUB OF AMERICA
 REGIONAL RACE

JULY 30, 1977

RACE SEVEN-SSA, B, C
 SANCTION ~~22~~ R 91 P

O/A	CAR #	POS/CLASS	DRIVER/ADDRESS	CAR	LAPS	REGION
1	2	1SSB	Herb Olson Bridgewater, Ct.	Scirocco	15	NER
2	26	2SSB	Ken Alden N. Hartland, Vt.	Audi	15	NER
3	77	3SSB	Donald Arns Franklin, NJ	Rabbit	15	NER
4	69	4SSB	John MacDonald Marlboro, Mass.	Alfa	15	NER
5	6	5SSB	George Siegmund Narragansett, RI	Saab	15	NER
6	11	6SSB	Ignacio Ramirez W.N.Y., NJ	Rabbit	15	NYR
7	70	7SSB	Gary Kalan Clifton Park, NY	Scirocco	15	MHR
8	21	8SSB	D. Ziegelheim Jamaica, NY	Opel	15	NYR
9	22	1SSC	Peter Frost Briarcliff, NY	Renault	15	NYR
10	8	9SSB	Phil Henderson Williamsville, NY	Rabbit	15	WNY
11	24	2SSC	James Kearney Lancaster, Pa.	Pinto	15	SUSQ.
12	72	3SSC	Joseph Galdi Hartsdale, NY	Renault	15	NYR
13	19	4SSC	Bob Guarnieri Wilton, Ct.	Spitfire	15	NER
14	16	10SSB	Louis DeVillers Elmira, NY	Saab	15	GLEN
15	37	5SSC	Mark Saviet Worcester, Mass.	Renault	15	NER
16	1	1SSA	James Carlisle Ithaca, NY	TR-6	15	CLAR
17	3	6SSC	Dave Hathaway Pittsfield, Mass.	Renault	15	MHR
18	20	2SSA	Hugh Cornell Knoxville, Pa.	Datsun	15	GLEN
19	42	7SSC	Ed Erlandson W. Newton, Mass.	Fiat	14	NER
20	25	8SSC	Kathy Van Sant Glen Burnig, Md.	Renault	14	WDC
21	14	9SSC	Randal Zimmer Buffalo, NY	Fiat	11	WNY
<u>DNF</u>	10	SSC	Floyd Ganassi	Pinto	2	

W.D. Hunt - official - 6:00 pm



Results of the August 21, 1977 Autocross

Class	Driver	Car	Run 1	Run 2	Run 3	Place	
D	H. Geer	Datsun 2000	95.87	93.90	DNF	1	
D	J. Doum	MG Midget	97.21** o.c.	98.27* o.c.	93.91	2	
E	P. Vooris	Capri 2800	93.63**	93.36	91.12	1	T
E	S. Gifford	Capri 2800	93.31	91.30	91.24	2	T
E	J. Lettko	Spitfire	96.35	93.88	93.91	3	
E	J. Hanifan	BMW	97.25	94.72	DNF	4	
E	B. Silverman	VW Rabbit	102.72	99.87*	111.43 o.c.	5	
E	R. Cravotta	BMW	97.93****	97.92***	96.31**	6	
F	J. Varney	Fiat 124	96.23	92.87	90.89	1	T
F	J. Hanifan	Fiat 124	92.64	92.56*	92.33*	2	T
F	L. Hanifan	Fiat 124	100.42	105.22	98.40	3	
F	K. Belden	Siata	102.94	100.95	99.88*	4	
F	G. DiCarlo	Siata	117.87 o.c.	124.47	112.04	5	
F	M. Kaddo	Fiat 124	106.37***	114.36**	DNF	6	
G1	S. Gifford	Capri II	104.63****	93.44	91.17	<u>G1</u> 1	<u>G1/C</u> 2
G1	T. Hilferty	Opel 1900	94.52	94.39**	93.70	2	3
G1	P. Vooris	Capri II	96.32	96.87** o.c.	93.98*	3	4
G1	A. Jackson Jr.	Pinto	99.33	99.07**	96.63**	4	5
G1	D. Shaw	Datsun 510	97.82***	96.72*	96.50****	5	6
G1	L. M. Stone	Datsun 510	101.32**	99.65***	100.37*	6	7
G1	S. Notarnicola	Datsun 510	1105.48	104.22*	101.92***	7	8
G2	W. Wright	VW Bug	90.42*	88.52 FTD	89.86**	1	1 F1
G1-L	C. Schaf	Opel Rallye	99.45*	99.29	97.06	1	
Just for fun:							
	K. Belden	Fiat 124	95.98				
	J. Hanifan	Siata	103.64				

* = pylon penalty of 5 seconds added to the raw time

T = Trophy



SCCA RACE SSB - SSC



**** OCTOBER 22, 1977 ****

Tentative Restricted Regional Race!
For SSB and SSC only in conjunction
with Skip Barber FF race series

CHEAP ENTRY FEE
NO TROPHIES
NO POINTS
CASH PRIZES *****
SEPARATE SSB & SSC RACES

FOR INFORMATION, ENTRY FORMS, ETC.

REGISTRAR:
MARIE CORRIN
27 HUNTING RD.
ALBANY, NY. 12205
518-869-6948

RACE CHAIRMAN:
BILL MORRIS
RIVERVIEW RD.
REXFORD, N.Y. 12148
518-371-7283