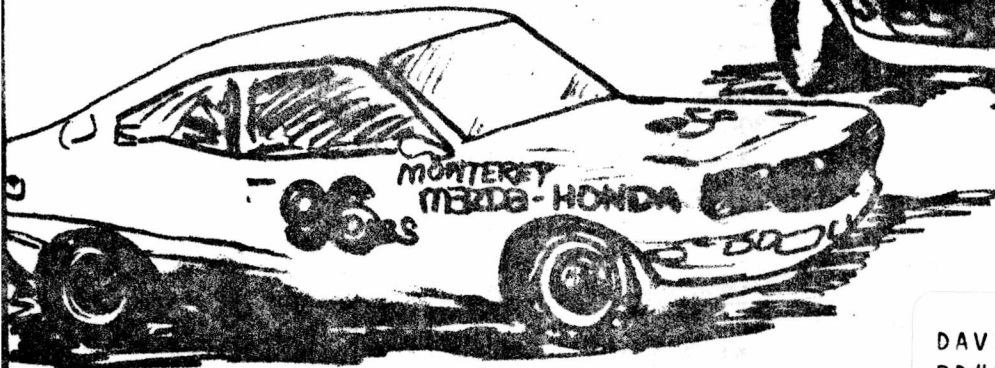
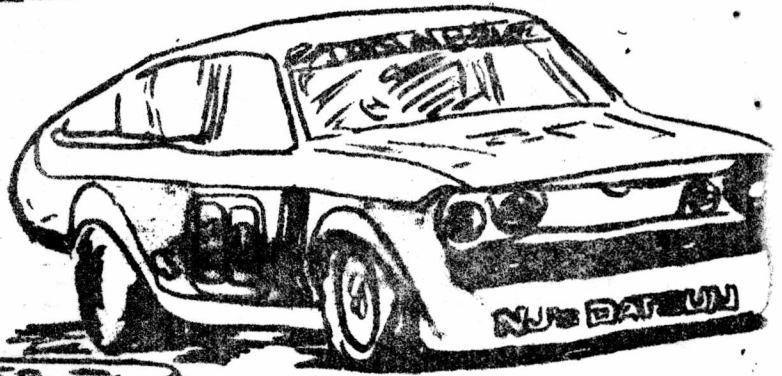
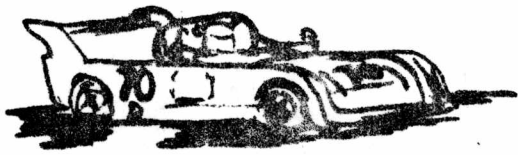
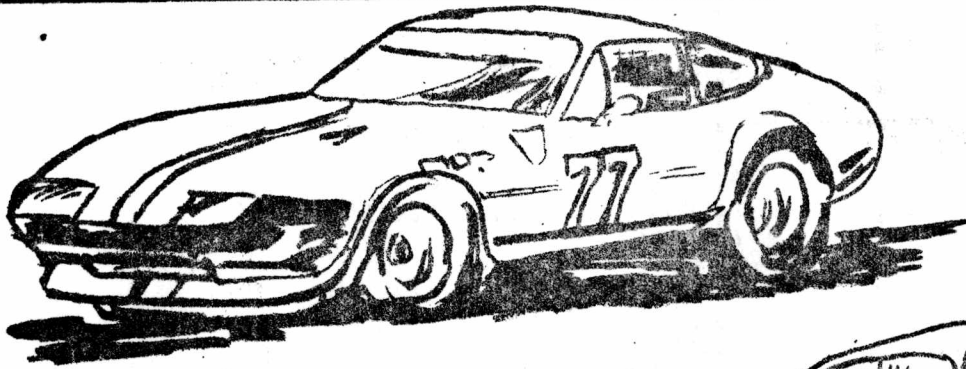


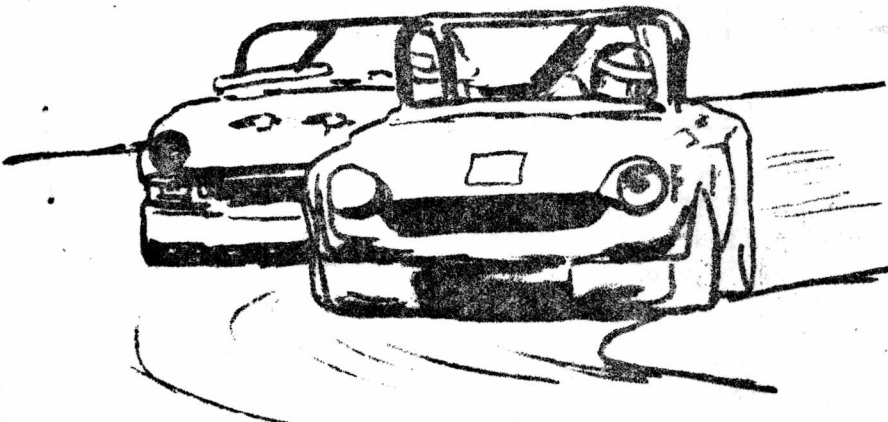
# THE KNOCK OFF

NOVEMBER 1977



50110612

DAVID MCCLUMPHA  
RD#1 BOX 15  
SELKIRK NY 12158



# OFFICERS

Mohawk-Hudson Members meet the first Wed  
of each month at Sleasman's Tavern at 8:

The material in the Knock-Off is that of the  
authors, and does not necessarily reflect  
the attitude of Mohawk-Hudson SCCA, its officers  
or members.

The deadline for material is the 15th of the month/

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# FROM THE EDITOR

It seems as though we have quite a bit of activities going on in the next month considering the racing season is just about over-not much left other than the IMSA circus at Daytona this Thanksgiving. I would like to remind everybody who needs to be reminded and so on and so forth...

The Car Show at the Empire State Exhibition Hall is the weekend of Nov. 18-19-20. There will be about 200 cars in the show; all shapes and sizes. But more of interest to us is that there will be somewhere around 4 racing type cars there along with a number of handouts, etc. pushing SCCA. At least one production car (BP Corvette), one Crossle FF, one SSS, and most likely a rally car, and an Ice racer. It should be interesting.

The Banquet is the first weekend in Dec. There is one thing you should remember... We need a deposit for everybody planning to attend the banquet. When you arrive, your check will be returned at the door. The important thing is that we need the deposit now.

Drivers, don't forget to send your '77 racing history to Bill Morris as soon as possible; it could mean an award for you.

Ski Weekend: It's a little late now, but as far as I know we have reserved two lodges but need about ten more confirmed reservations to fill.

On to other things... Some of you may have received a magazine in the mail called Road Racers Magazine. To my mind the first issue was not as good as it could have been; too much time spent chastising SCCA members for being the way they are. I'm not saying this is wrong, merely that too much copy was spent doing it. In any case the idea of the magazine is good and should have our support. Anyone can feed articles to the editor, and I think they will probably print them. I've included the subscription application in this issue for anybody who is interested. I urge you to consider supporting this publication.

I've received quite a bit of information from Denver in the form of minutes of a meeting for Solo, Rally and Competition boards. Most of this info will appear in Sports Car in the near future. If you have any questions which can't wait, give me a call some evening and I'll try to answer... And a last note about the new Economy Run series; if you check the coming events, you'll notice that we've already had one or two of these in the area. This would be a great way to (1) make some money for the club, (2) create interest from a different segment of the population, and (3) have some fun without flogging our cars to death and wasting tires, etc. Food for thought...

One last parting shot--- Vote for the new officers of your choice, because they're the ones who will represent your interests in the sport.

(11)

## "RUMBLINGS"

by Marilyn Heacox

This is an apt title for all the thoughts going through my head that I'll try to put into print.

The vote to give Club members a free annual dinner seems to have stirred several pots. The estimate of spending \$1,000 is a little high. The actual cost will be around \$700 to \$825. I'm sure we'll get the Club members that give nothing yet always take, but we'll also be giving something to those members that work hard all year without recompense. I firmly believe the workers will outnumber the takers. This seems to be more of a constructive way of spending money than the \$550 we have to pay NNJ (because someone was careless) or the \$53.50 we are paying for the meeting room we didn't use. How much did the Club spend on the Showroom Stock race that had to be cancelled because of lack of entry? The fact is that 16 out of 22 members voted for this banquet and it will come to pass.

This brings me to my next point. 22 members out of 100 to 125 members. Where are they and how do we get them active? I know why we stayed away. Work all day, rush home to eat and change, drive to the meeting and in about 45 minutes we could make the trip home. I have no immediate remedies for the Club's seeming apathy. Controversy and entertainment always draw a crowd. Perhaps we should try both in the new year. I do know one thing - a consistent meeting place is a good thing. Don't try to make a member remember or guess where you're meeting next. Changes aren't going to happen overnight. On to other things.

We have been given an opportunity to promote our sport "FREE OF CHARGE". The Motor World Show will be held November 18-20 at the Empire Plaza. This is a great chance to show car enthusiasts what we can offer them. Yet one of our members wouldn't show their car because there was "nothing in it for them". We don't need that kind of attitude, but it is there. I think, once again, our workers will overcome this attitude. Perhaps we should look to the workers, as few as they are, and try to cultivate the other members.

Now comes the enthusiasm for running for office. I have been on the nominating committee in the past and have listened to all the reasons another member has for not running for office. Out of ten phone calls I received one affirmative answer. The committee cannot nominate those who will not run.

So this year ends and another one starts. Perhaps we should all make an extra effort to get involved, speak up, work together and improve the Club we all pay money to belong to.

# The Executive Minute

The October 24, 1977 Executive meeting was called to order by Treasurer Connie McIntyre at 8:30 p.m. at the Fantelli's home.

The Treasurer reported on the monthly transactions and mentioned that Mo-Hud could obtain a Golden Passbook Account.

Jack Fantelli made the motion that Mo-Hud open a Golden Passbook Account. Seconded by Marie Corrin. Vote: 4 in favor, 0 opposed, none abstained.

The Secretary's report was read and accepted.

The Competition Director stated that Mo-Hud issued 15 novice permits this year.

The Membership Chairman noted that we obtained 24 new members this year. Seventeen of these members were from the Skip Barber Series. If Mo-Hud had not participated in the Series the membership would have dropped more than 20% from last year's total body.

Bill Morris asked that a Driver's Awards Committee be formed to help establish which drivers are eligible. The committee is made up of the Board members who were not active competition drivers. They are: Craig Robertson, Doug Jones, Marie Corrin, Candy Schaf, Jack Hanifan and the Competition Director. They will meet after the drivers send in their season's accomplishments.

Knock-Off Editor reported that the duplicator is not functioning properly. Jack Fantelli suggested that the machine be returned as it was just serviced for the same problem this summer.

## OLD BUSINESS:

The slate of officers as proposed by the Nominating Committee was read and discussed. The appropriate method for petitioning to be put on the ballot was reviewed. All petitions must be received by the Secretary before the close of the November membership meeting.

Bill Morris reported on the SSS Race which was cancelled. An in depth discussion followed as to why the response was so poor for our race and the Little Le Mans Series. Skip Barber is willing to let us have track time to try to put on a series of SSS races and several companies wish to be contacted to help support such an effort.

The Skip Barber Series will be sanctioned next year by Mo-Hud. As it turned out, we lost nothing and gained new members, better phone equipment, more medical supplies and a favorable reputation among the Northeast regions. Those who have made negative comments have not attended any of the Series events this year to see for themselves what is happening.

The Secretary received a letter from Denver stating that they never received the Observer's Report for the July 30 race at LRP. The secretary will notify the Chairman of the Stewards from our race about this.

NEW BUSINESS:

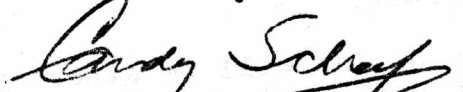
NEDIV Mini-Convention November 11-13 at Binghamton, N.Y. Jack Fantelli made the motion that Mo-Hud members who attend the 1977 NEDIV Mini-Convention be reimbursed for the \$20 registration fee. Seconded by Candy Schaf. Vote: 3 in favor, one opposed, none abstained.

A banquet committee was appointed by moderator Connie McIntyre. The committee has decided that to minimize "no shows" all reservations must be accompanied by a deposit of \$7.50 per person. The deposits will be returned to the Mo-Hud members at the banquet upon showing a valid SCCA-Mo-Hud membership card.

Jack Fantelli made a motion to adjourn the meeting. Seconded by Marie Corrin.

The meeting adjourned at 10:37p.m.

Respectively submitted

  
Candy Schaf, Secretary

Attendance:

Jack Fantelli	Jean Fantelli
Marie Corrin	Bill Morris
Connie McIntyre	Tim McIntyre
Candy Schaf	Tom Campbell
	Jim & Joanne Winkelman
	Bob Wright
	Jill Wentrof

# One Minute

The November 2, 1977 membership meeting was called to order by RE Craig Robertson at 8:25 p.m. The floor was turned over to the Area Governor, Bob Perry.

Mr. Perry said that he will be governor for the next three years as he was unopposed in this year's election. He then went on about the people changes that have been taking place in Denver and the various pro-race programs in SCCA.

1978 will have a series of Economy Runs which has support from the Energy Commission. There will be six regional events in each division, basically run under the Rally Department. No entry fees, as there seems to be a lot of potential sponsorship and for each finishing car (up to a 200 car maximum) the sanctioning region will receive \$5.

Solo Department- the run offs went well in Texas this year.

"Sports Car" has a new editor/publisher as of January 1, 1978. The contract states that the magazine must have a last minute news section. To the readers this means that items will be two-three weeks old instead of the present two-three months.

Competition Board and Club Racing: the proposed class consolidation stirred up lots of negative response. Too much change wasn't liked. It was felt that seven classes were too few. Bob Perry feels that 16-17 classes would be more sellable to all concerned. The 2.5 rule is passed and on the books (if a National Class has less than 2.5 cars for two years in a row then the class is dropped. If it should rise, then it can become a National class again). There is a proposal that in '78 it be a 3.5 rule and continue up each year until it reaches 5. The first class reduction will take place in 1979.

There is talk about a new special spectator national series. The points awarded would be 15-12-10-6 thru 1 point for tenth place. The series would consist of twelve races handled by Denver and other nationals scheduled on the same weekend would have to have approval from Denver. Also Denver would send in its own PR people to promote the spectator race for the sanctioning region. The clean up time between races would be kept to ten minutes maximum, which Mr. Perry added is next to impossible to do at a track like Watkins Glen. The name of the series is the United States Road Racing Championship (a trademark owned by SCCA) and will be run in conjunction with the Road Atlanta Run-Offs. The main objective of the series is to benefit the semi-pro competitors, promoters, sponsors and spectators.

Showroom Stock class- the Comp. Board wants to drop it back to the regional level in '79 (it will still be a National class in '78). The reason for dropping the SSS from the National level is because of the overwhelming cheating and the impossibility to regulate. Mr. Perry feels that it is too soon to drop back the SSS classes. One year is not enough time to prove a class. He felt that the minimum penalties should be more drastic; like 60 day suspensions. Penalties must be tough and strictly enforced. SSS classes were not really policed until August of this year.

Members from the floor felt that drivers should police their own class. Our own Competition Director feels that having the

SSS classes included in the National level of racing has vastly improved the quality of SSS driving. He also felt that if these classes were dropped back to the regional level, then SCCA would be killing off the only growth category it has in National Club racing.

Mr. Perry's visit concluded with a question and answer period.

The Secretary's report was read and accepted.

The Treasurer reported on the September transactions and balance.

Competition Director Bill Morris urged all drivers to send in their resumes as soon as possible so that they won't be overlooked for the Driver of the Year Award, the Phil Raeder Award for the Most Improved Driver and the Gene Birdsey Award for the Most Outstanding Performance.

Activities Director reported that BMSC was having an economy run on November 6. Mo-Hud will have a booth at the Motorworld Show at the Empire State Plaza November 18-20. Volunteers are needed to help set up the booth. Anyone with time, ideas and artistic ability - please contact Candy Schaf. John Stim and Jim Bishop will be the rally masters for the Snowflake in '78. It will be held on Feb. 4 with a special stage on Cossayuna Lake around an ice racing course.

The Knock-Off Editor reported that material should be brought to the membership meeting. Articles, cartoons, and ads are always welcomed.

The Membership Chairman reported that slowly but surely the list of members is being updated from Denver.

#### OLD BUSINESS:

Annual Banquet- members must send in \$7.50 to firm up their reservations. Then at the door when members show their valid SCCA/Mo-Hud cards deposits will be refunded. If you forget your card-you've paid for your dinner. If you don't show but made a firm reservation, you paid for the dinner. In other words, Mo-Hud will not be stuck for any "No shows".

The Constitution and By-laws committee reported on their review. Discussion followed and much of the philosophy behind the Constitution and By-laws was brought to everyone's attention. The outcome of the discussion from the floor was that there seems to be a need for an operations manual to help reinforce the guidance of the directors to the officers. Included in this manual or policy handbook would be the details of each office and timetables for the chairmen of events to follow and work from. Possibly some mention in the Constitution and By-laws should make reference to such an operations manual or policy handbook, to establish procedures and continuity in the club.

Skip Barber Series- Jack Fantelli reported that about 8 or 9 workers earned a three day school and many earned a one day school. A list will be published in the K-O. If any one finds a discrepancy in the number of days that they worked this year, they should contact Jean as soon as possible.

NEDIV Mini-Convention, November 11-13- this is the time for members to help form the policy of their club.



NEW BUSINESS:

Tom Campbell is the NARRC Champ in FP.

The RE announced that the Annual Report needs to be compiled for Denver. Craig also has the full proposal for the Economy Runs.

The RE asked for petitions to be handed in to the Secretary.

Jack Fantelli made the motion that the ballots be sent out in a separate mailing with a return self-addressed, stamped envelope. Jack Hanifan seconded it, all members present were in favor. The motion passed.

A motion was made to adjourn the meeting, seconded and all in favor. The meeting adjourned at 10:45 p.m.

Approximately 46 people attended.

Respectively submitted,



Candy Schaf, Secretary

The November 28 Executive Meeting will be held at 8 p.m. at the Dome of Bill Morris.

# REGIONAL RAMBLINGS

As 1977 and my term of office come to a close, I want to say a few things.

Our racing program has come a long way. With the entire Skip Barber Series as well as our second annual drivers school-regional weekend we have increased our racing program about ten times. It would be a terrible shame to waste such a good start, but if we don't continue to get wholehearted support from the entire region, not just the usual few, it could all disappear. Be proud of our progress and do your part to help us improve it!

If you have any doubts that something like this could happen, look at the decline in Solo II participation by Mohawk-Hudson members. We have a series but without the clubs participation it wouldn't happen. It doesn't have to be this way! But that's what we have let it become. We can be a strong partner with the other clubs instead of a nonentity - but only with membership participation.

Lastly I would like thank all of the people on the boards who have lent me their help, and all the other members and non-members whose efforts have made the Club that much better.

Craig Robertson

# CSPRRC '77

October 28 - 30, 1977

The results listed below are not totally official - no protests or illegalities were known when they were copied.

## Race 1 - Showroom Stock A

1	41	D. J. Fazekas, Indianapolis Ind.	Datsun 280Z	3 CE
2	80	Den Williams, Austin Texas	Datsun 280Z	1 SW
3	14	Mark Behm, Appleton, Wis.	Datsun 280Z	4 CE
5	7	Pete Paxton, Crownsville, MD	TR/7	1NE
9	12	Garth Ullom, Harrisburg PA	BMW2002T11	2NE
7	27	Stephen Smith, McLean Va.	Mazda RX 4	4NE

## Race 2 - Formula Vee

1	10	Mike Frangkiser, Manhattan, Kan.	Lynx	1 MW
2	1	Bill Cruse, Jr., Wheeling W. VA.	Lynx	1 NE
3	61	Don Courtney, Miami Lakes, Fla.	Vista	5 SP
5	51	James Havell, Warehouse Point, Ct.	Caldwell D13	2 NE

## Race 3 - G Production

1	88	John Anderson, Walnut Creek, CA	Alfa Romeo	1 NP
2	76	Wally Swan, Chula Vista, CA	Datsun 1600	3 SP
3	44	Alan Sadwin, North Smithfield, RI	TR Spitfire	4 NE
9	13	Bob Boig, N. Tewksbury, MA	TR Spitfire	3 NE
23	47	J. Hauser, Odenton, MD	Datsun 1600	1 NE
6	48	J. Hauser, II, Lanham MD	AH Sprite	2 NE

## Race 4 - C Sports Racing

1	17	Giuseppe Castellano, Orlando Fla.	Lola T496 Ford	1 SE
2	10	Stephen Glassey, E. Peoria, Ill	Bobsey SR6 Ford	2 CE
3	88	Fred Knoll, Jr. Ronkonkoma, NY	Bobsey SR6 Ford	4 NE

## Race 5 - H Production

1	8	Todd Wheeler, Portland Ore	AH Sprite	1 NP
2	41	Randy Canfield, Gaithersburg, MD	AH Sprite	2 NE
3	39	Richard Crisenbery, Albion, Mich	AH Sprite	1 CE
7	54	Ray Stone, West Chester PA	AH Sprite	3 NE

## Race 6 - D Sports Racing

1	70	Jeff Miller, Plymouth Wisc.	Wynnfirst Kohler	1 CE
2	6	David Ammen, Lincoln MA	Bobay SR7 Suzuki	1 NE
3	96	Keene Brewer, Escondido, CA	Quasar Yamaha	1 SP
6	3	Roger Clouser, Penfield, NY	Bobay SR7 Ocelot	2 NE

## Race 7 - Showroom Stock C

1	73	Douglas Farrow, Shoreview, Minn	Ford Capri	3 SE
2	32	Bryan Moore, Silver Spring, MD	Ford Capri II	1 SE
3	68	Scott Engel, Rocky River, Oh.	Ford Capri 2000	2 CE
10	23	Stuart Lasser, Morristown, NJ	Renault R12	5 NE

## Race 8 - Formula C Super Vee

1	63	Scott Ovel, Cedar Rapids, Iowa	Lola T-324	1 CE
2	<del>29</del>	Tom Pomeroy, New Carlisle, Ohio	Lola T-252	2 CE
3	96			

## Race 9 - Formula F

1	67	Dave Weitzenhof, Bath, Ohio	Zink Z10	2 CE
2	<del>88</del>	David Loring, Laguna Beach, CA	Eagle	4 SP
3	10	Dennis Firestone, Sun Valley, CA	Crossle 32	1 SP

## Race 10 - C Sedan

1	20	Dick Davenport, Wichita, Kan	Datsun 1300	1 MW
2	23	Frank Carney, Wichita, Kan.	Datsun B210	2 MW
3	38	John Smith, Roswell, GA	Datsun B210	1 SE
4	66	Bob Henderson, Honcoye, NY	Datsun B210	1 NE

## Race 11 - Showroom Stock B

1	63	Tom Kersey, Ann Arbor, Mich	Alfa Romeo Sp.	1 CE
2	96	Paul MacDonald, Scottsdale, Ariz.	Alfa Romeo GTV	5 SP
3	0	Chris Kennedy, Bethesda, MD	Alfa Romeo	1 NE
4	5	Gaston Andrey, Framingham, MA	Alfa Romeo	2 NE

## Race 12 - F Production

1	49	Tom Collier, Hungington Sta., NY	TR Spitfire	4 NE
2	17	Steve Johnson, Providence, RI	TR Spitfire	3 NE
3	24	Jerry Barker, Cerritos, CA	TR Spitfire	1 SP

## Race 13 - B Sedan

1	96	Stuart Fisher, San Rafael, CA	Mazda RX3	1 NP
2	29	Greg Schmidt, Chicago, Ill	Datsun 510	2 CE
3	89	Keith Bowman, Jackson, Ohio	Datsun 510	1 SE

## Race 14 - B Production

1	11	Terry Visger, Santa Clara, CA	MGB	1 NP
2	39	Robert Overby, Jacksonville, FA	Porsche Spd.	1 SE
3	51	Dick Blizzard, Palmdale, CA	MGB	3 SP
4	34	John Kelly, Gaithersburg, MD	Elva	2 NE

## Race 14A - Formula C

1	85	Bill Anspack, Lake Park, Fla	Chevron B34	1 SE
2	37	Michael Rand, Charlotte, NC	Modus M1	2 NE
3	0	James Trueman, Amlin, Ohio	March	1 CE

## Race 15 - A and B Sports Racing

A				
1	44	Jerry Hansen, Wayzata, Minn	Lola	3 CE
2	13	R. Townsend, Reno Nevada	Porsche 917	2 SP
3	9	R. Jordon, Darien, Ill	McLaren	2 CE

B				
1	83	Ed Abate, Monte Sereno, CA	Lola	1 NP
2	96	Mort Platt, Shawnee, Mission, Kan	Chevron	1 MW
3	17	Jim Gutfreund, Des Moines, Iowa	Lola	2 CE

## Race 16 - A Sedan

1	31	Randy Blessing, Lakeland Fla	Camaro	2 SE
2	30	Sid Rust, Indianapolis, Ind.	Barracuda	4 CE
3	27	Fred Whitehead, Los Angeles, Ca	Camaro	1 SP

## Race 17 - B Production

1	4	Howard Meister, Irvine, CA	Porsche Targa	2 SP
2	36	Michael Mirk, Jr., Los Gatos, CA	Corvette	3 SP
3	11	Dick Danielson, Brookfield, Wis.	Corvette	4 CE

## Race 18 - A Production

1	5	Steve Anderson, Downey CA	Corvette	2 SP
2	99	Don Hager, Peoria, Ill	Corvette	2 MW
3	88	Louis D'Amico, N. Babylon, NY	Corvette	1 NE

## Race 19 - C Production

1	85	Logan Blackburn, Indianapolis	Datsun 280Z	1 CE
2	38	Jim Fitzgerald, Clemmons, NC	Datsun 280Z	1 SE
3	48	Frank Leary, III, Santa Clara, CA	Datsun 280Z	1 NP

Race 20 - Formula B

1	33	Kevin Cogan, Redondo Beach, CA	Ralt	2 SP
2	25	Price Cobb, Dallas Texas,	March 77B	3 SW
3	34	Ken Duclos, Boxboro, MA	Chevron B39	1 NE

Race 21 - D Production

1	47	Tom Robertson, Gales Ferry, Conn	Lotus Super 7	1 NE
2	7	Lee Mueller, Lynwood CA	TR 7	1 NP
3	1	Ken Slagle, Harrisburg, PA	TR 7	1 NE

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## Run-Off Ramblings by Candy

Before a pre-Atlanta threat is followed up by the Editor, I had better hit the old typewriter with an article.

This was my third time down to the Classic but the first time that I was able to see almost all of the races. It was really nice to be able to just wander around and visit with familiar faces and relax. Ha! Fat chance! The races were so exciting and for the most part so close that it was next to impossible to relax.

The Showroom Stock races were really neat to watch from the area around the bridge. Brian kept saying, "Look at that guy miss his apex and then he'll run off the track." Followed by, "Shoot, he didn't..." It was amazing that more SSS cars didn't fall off the track because so many of them seem to be attempting passes under the bridge, then sail down the pit lane only to cross over the speed bumps and back onto the track with three abreast diving through turn twelve. Whew!

Then there was the Sports Racing classes. My God, they go fast! Watching the cars come from nine at full bore (and then some!), pass each other while still others are attempting to pass only to somehow brake and slow down enough to form a tight (and I do mean TIGHT) single file under the bridge. It was really breath-taking to see drivers with fast machines and finely honed reflexes competing together.

On Friday, Bri and I had hiked out to turn five to watch some of the races. During the D Sports Racing race we saw one car come through five a bit slower than the rest of the pack. I noticed that the driver of car #57 had his left arm up and just sort of motor off to the inside of the track. I couldn't figure out what was mechanically wrong but evidently nothing was, as this car finished fourth. By the time the race was over we had walked down to the bridge to find a spot to watch the SSC race from. Most of the spectators were buzzing about something that had happened. We couldn't see anything. It turned out that on the cool off lap a driver slumped in his seat as he passed turn seven. The corner workers saw this but could do nothing until the car came to a stop. Evidently the driver realized that something was happening physically to himself and had taken his foot off the accelerator. The car did a slow crash into a tire wall at eleven where corner workers from the New England and New Jersey regions were stationed. The driver was unconscious, having had a complete coronary arrest. The corner workers plus a doctor, who was a spectator, started to administer mouth-to-mouth resuscitation and CPR while the ambulance and medical staff from the Quack Shack arrived. Thanks to the cool thinking and fast action of those workers, a driver's life was saved. At the victory dinner Sunday evening it was announced that Mr. Don Wolf (car #57) was doing fine.

As I reflect back on that race I can't help but wonder why did that particular car stick in my mind? Lots of cars motor off the track. If I had said it was a premonition you would probably laugh at me. However, everything turned out sort of ok. Like it was a good thing that if it had to happen it was on the cool off lap and not the last lap. Also fortunate that there was a tire wall to help catch the car, and... well... hindsight is always- "what if?"

Saturday had its share of exciting, close races and the one that sticks out in my mind is the F Production race. It seemed as if none of the leaders wanted to win, so they fell off the track. There was a good race for third position between Steve Johnson and Jim Newcombe. On the seventh lap there was an incident at three. What exactly happened we couldn't tell as we were standing at five and some tree tops blocked our view. Steve managed to get back or stay on the track but Jim was less fortunate. He hit the clay bank at almost the same spot that put Bri in the hospital last year, and had the same result. Why isn't a tire wall in front of all the clay banks and armco? The safety steward who wrote up Brian's crash advised that one be put up at three before this year's run offs. Why hadn't this been done? Better yet, why not a few years ago? Surely there are enough discarded tires in the Atlanta area.

Back to the race. Steve had fallen to eighth position and as he was working his way up front there were several races going on for the top two or three positions. At turn five one car had come through a little too tight with another car right next to him on his outside. The outside car was doing fine until the inside car began to drift out, taking both of them straight off the road. Picture that, please. Two cars going pretty fast and aimed head on towards a Georgia red clay bank. Being right there seeing the whole incident made me a true crusader for tire walls. Both cars hit the tire wall nearly square on and at some speed. Before both cars had stopped, I saw one driver with arms flailing, exit his car and corner workers rushing to avert a fight. There was some damage to the cars but you can bet your bottom dollar that if the tire wall hadn't been there, you would have seen the engine of at least one car sitting in the back seat.

By now it's the eleventh lap and Steve is in second place, 6.3 seconds behind the leader, Tom Collier. By the fifteenth lap Steve had narrowed the margin to four seconds at turn six. Wow! A neat race!! Will he catch the leader? Can he pass the leader with only two laps to go? Wow, it was really exciting. Really. The last lap, excitement soaring, and Steve was 3.7 seconds behind Tom with less than half the course to go. Anything could happen, especially when the leader is under competitive pressure. Wow! what a race! Tom well deserved to win. It was certainly the best race to watch, speaking from a spectator's view.

I really thought at the time, that the race of the day would be the B Sedan race with Bruce MacInnes piloting the Bob Sharp 280Z machine. On the pace lap, somewhere between the bridge and the last turn the car stalled. How could that be? So many thoughts rushed through my head. Did he forget to turn on the fuel pump? Oh no, that just couldn't be. Could it? Surely the starter would give everyone another pace lap. Wrong. He was a firm believer in "snooze- you lose". The green flag dropped and no blue, red and white car to cheer on. It was still a fine race, with - do you believe this - a flame spewing Mazda RX3 won, quite handily I might add. Oh yes, Bruce's problem turned out to be that the ignition system self-destructed.

The last race on Saturday was E Production. Who to encourage to win? One gets to know the cars and drivers from working tech. I finally made my decision and really started to yell and scream for John Kelly (formerly drove for Group 44) and his Elva Courier.

He finished sixth and drove a fine race. There was lots of dicing going on throughout the race but keeping my attention on the Elva, I can't remember who did win. So much excitement in one day plus really nice weather is exhausting. Bri and I decided to hitchhike from the boonies back to the pit and paddock area. It was so crowded that we definitely would have made better time walking. Oh well.

Sunday. All the big bore machinery. Naturally I left my ear plugs in the suitcase back at the lodge. Again I figured out that the races to really watch were C and D Production. In C Production everyone thought that Bruce had had his share of ill fate and today would be a much better day. The green flag dropped and the field was off and roaring. Bruce led the first lap, then Jim Fitzgerald led for the next five laps. Then the blue, red and white Sharp car was up in front again. Something happened. Bruce didn't come around for the eighth lap. I learned later that something in the gearbox broke. The fight for first was then between Fitzgerald and Logan Blackburn. For a while it was really close. They would be side by side going into six. By the fifteenth lap Logan had the race wrapped up.

The last race of the day was D Production. Just before the pace lap, Bri asked me who I thought would win. In my heart I wanted Kenny Slagle to win. If not him, then Lee Mueller followed by Kenney. BLM would like TR-7's up front for sure. I knew who Bri had picked. However I had a super strong hunch. Wish I were a gambler. I gave Bri my choice - a bright blue car. I had always admired it at Lime Rock and remembered how excited the driver had become at a National when he realized that he had passed the yellow TR-7 and was then the leader. He was so ecstatic that he began waving at everyone in the pits and at the corner workers--and sure enough, he fell off the track somewhere between the escape road and the Camel. He did get back on course and finished the race. Where he positioned I can't recall, but it was a fun race to watch. Back to Georgia. Bri really thought that I had been outside too long when he heard my pick of the field. After all my car was in fifth position on the grid. The race began. On the fifth lap my car had moved up to fourth, then third. Lap eight and he's second. Lap 10 and he's---what? Yes. It is true. He had both seven's behind him at turn six. Oh WOW! (I said this to myself). Now please, please don't get all excited and wave to everyone and blow it. This could be a National Championship! Whew. He came around the eleventh time and he's still leading (and not waving). Now for the big news - he won! Tom Robertson and his Lotus Super Seven (with a borrowed engine, even!). This race was certainly the most exciting and super-1st race of the whole weekend. Congratulations Tom. Not only did he win the Championship but the Road Racing Drivers Club presented Tom with the Mark Donohue Award for Outstanding Performance. And to top this all off, it was the first time that Tom's parents had seen him race.

WOW!

What a weekend!



\* CIRCLE DECEMBER 3rd ON YOUR CALENDARS \*

It's the Annual Awards Banquet and you are invited to attend as the guest of Mo-Hud. That's right, a FREE dinner. So all 112 members are expected to be there. It should be the best event of the year.

There'll be.....

- good food
- old friends
- new friends
- door prizes
- awards for drivers and workers
- election of new officers
- lots of fun

Plan to attend....(bring a guest too)

This all takes place at the Holiday Inn 1614 Central Ave., Albany, N.Y. From the Northway head west towards Schenectady on Route 5 (Central Ave). In case you have to travel a long ways and plan to stay overnight at the Holiday Inn, make your reservation through Candy for a discount on room rates.

-MENU-

- |  |                           |
|--|---------------------------|
| Roast top sirloin of beef, carved to order | Macaroni salad            |
| Italian meatballs                          | Garden fresh tossed salad |
| Fried chicken                              | Assorted relishes         |
| Cold sliced smoked ham                     | Fruited jello             |
| Assorted cheese trays                      | Creamy pudding            |
| Choice of hot vegetable                    | Rolls and butter          |
| Potato salad                               | Coffee and tea            |
| Cole slaw                                  |                           |

Tentative Schedule

- |           |                                 |
|-----------|---------------------------------|
| 7 p.m.    | Cash bar opens                  |
| 8 p.m.    | Buffet is served                |
| 9 p.m.    | Election tabulation and results |
| 9:30 p.m. | Awards presentations.           |

REMINDER: Mo-Hud members be sure to vote! Either mail in your ballot or bring it to the banquet.

All reservations MUST be received by the Secretary no later than

NOVEMBER 23, 1977

If your SCCA membership card begins with 65, then you are a member of Mo-Hud and when you present your valid card at the door, your banquet deposit will be refunded. Non-members (and those who left their cards at home) -the cost is \$7.50 per person. Make checks payable to: Mohawk-Hudson Region SCCA and mail it to-

Miss Candy Schaf  
46 Upper Loudon Road  
Loudonville, New York 12211

BANQUET  
\*\*\*\*\*RESERVATIONS\*\*\*\*\*

1) Name \_\_\_\_\_ Membership # \_\_\_\_\_

Address \_\_\_\_\_

Phone # \_\_\_\_\_ Zip code \_\_\_\_\_

2) Name \_\_\_\_\_ Membership # \_\_\_\_\_

Address \_\_\_\_\_

Phone # \_\_\_\_\_ Zip Code \_\_\_\_\_

(if your party is larger please duplicate the reservation form. And please indicate non-members.)

A deposit of \$7.50 per person is required. Mo-Hud members will receive a refund at the banquet door upon presentation of the valid SCCA/Mo-Hud membership card.

The number of people attending is \_\_\_\_\_

The total amount enclosed is \$ \_\_\_\_\_

ALL banquet reservations MUST be received no later than 11/23/77

NOTE OF APPRECIATION

The series is over, the cars are getting a well earned rest, the drivers are figuring out their strategy for next year, but before everybody breathes that last sigh to the season, there are a few workers who feel it's their turn to thank the drivers and the people at the Skip Barber facility.

At the year end banquet for the series this year, the drivers who participated and Skip Barber bestowed gifts of appreciation to the following workers:

- Jack and Jean Fantelli
- Bill Morris
- Larry Fenton
- Candy Schaf
- Barney Galinsky
- Laurie Galinsky
- Louise Richardson.

I'm sure that all of the above join us in our special thanks to those people who went so out of their way to tell us we were appreciated. This past year working this series has been a truly enjoyable experience for me. We've met so many really neat people and had so many good times, we want to say thanks to all you for making it possible.

Also, I want to urge all the people in our region to come out and support the series. I think you'll find it a really worthwhile experience and have alot of fun. Please join us next year as we all plan to be back!

Jean Fantelli

Saturday night, October 22, brought the conclusion to the Skip Barber Race Series for the year. What a fun series and what a conclusion this banquet was! All I can say is a good time was definitely had by all.

Jack and I would like to take this opportunity to thank all the workers who came out to support the series and Mohud Region. It couldn't be done without the workers and your help has been very appreciated. I only hope you enjoyed yourself as much as we did!

I have listed below the workers and the number of days each has been with us this year. If for any reason, your tally is different than mine, please give me a call or drop me a line. Remember, anyone who had worked a series race and then showed up to work our drivers school and race received credit for that too.

A total of 14 days or more means that you have earned a 3 day school. For details in arranging to take this school, please contact Skip Barber School of Performance Driving, 1000 Massachusetts Avenue, Boxboro, Massachusetts, 01719 (#17-263-3771).

I will be sending a copy of this to Skip Barber so that he has an official record for his files.

Again, on behalf of the region and the Skip Barber people, our thanks to all of you and we look forward to seeing you all next year!

18 Days

J. Fantelli  
C. Shaf

17 Days

Jean Fantelli

16 Days

Bill Morris

14 Days

Linda Biesman

12 Days

Larry Fenton (+4 drove)  
Connie McIntyre (+4 drove)  
Wilson Wright

11 Days

Ernie Dignan  
John Dunbrook  
\*Debra Clark

10 Days

Louise Fiehweg  
Gordon McKinney (+4drove)  
Chris Pahlus  
Mary Scavo

9 Days

Steven McLafferty  
Binkie Stokler

8 Days

Paul Capel  
Tim McIntyre

7 Days

Wayne Bonfiletti  
Anne Kussel  
Bob Wright  
Joanne Winklesan

6 Days

Jim Winklesan  
William Temple  
Mike Robilotti

5 Days

Lloyd Franklin  
Leslie Holt  
Pete Klien  
George Kovacs  
Lorraine Pahlus

4 Days

Jill Wentorf  
Larry Dignan  
Craig Robertson  
Nick Robilotti  
Vinnie Scavo  
Stephen Craver

3 Days

Jayne Bonfiletti  
David Cobb  
Wanda Janus  
Clark Nichols  
Natalie Cornell

2 Days

Dolores Farrell  
Tom Laponia  
Dawn Temple  
Ernie Treadway  
Rich Walsh  
Terry Walsh  
Douglas Washburn  
Hall Hutchinson  
E. Patrick Skullens  
Mike Riley  
Robert Winters

1 Days

Jeff Benvenuti  
Thomas Blinks  
Carl Corrin  
Marie Morrin  
Kiernan Curley  
William Finch  
Ken Janus  
Jim Nolan  
Steve Notarnicola  
Wendy Mirasnik  
Robert Woods  
R. E. Llewelyn  
R. L. Shivers  
D. W. Smith  
Susanna Rogers  
Richard Brooks  
Fred Seely  
Jacob Vzulijk  
Bernie Brown  
Kevin Belden  
Harry Whittton  
Andrew Mace  
Gail Kilmartin

The following are short paragraphs detailing a history of autosports involvement of the two candidates for R.E., for those of you who have not decided who to vote for.-ed.

John Stim

Many of the members in the region may have heard of my recent involvement in autosports. At this time, I would like to present some of my more historic background: I began active participation in 1964 by running autocrosses and rallies in Rome, N.Y. During my first years of autosport participation I was associated with the Griffiss Air Force Base SCC. In 1968, while attending college at SUNY Buffalo, I was founder and president of the U. of Buffalo Sports Car Club. That club has since become the backbone of one of western N.Y.'s most active car clubs.

Upon moving to Albany in 1970, I joined EMSC. At that time I became active in a 2.5 Trans-Am datsun. I joined SCCA in 1973; in 1974,75,76, and '77, I campaigned a Datsun 1200 in regional and National racing. I have also participated in Pro Rallies, Autocrosses, and race working. I feel that my experience, and love for all motorsports, qualifies me for the position of R.E.

Connie McIntyre

Listed below are some of the experiences I've had over the last ten or eleven years, which I hope will aid you in casting your vote for regional executive.

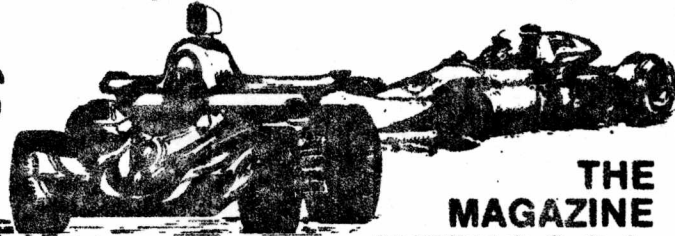
- 1966- Participated in autocrosses; was Membership Chairperson for the Thames Vally Motor Sports Club
- 1967- Finished second in the above series in the ladies class
- 1971- Joined EMSC and SCCA
- '71-75 Bought and campaigned AH Sprite
- '75-76 Campaigned SSC Toyota
- 1977- Currently own Crossle FF

Rally master 6 times '71-76  
Treasurer SCCA Mo-Hud 1977  
Chief of Timing & Scoring Mo-Hud  
Skip Barber Worker  
Operation of Business related to Racing  
Represented Mo-Hud at '76 mini-convention  
Conducted T&S seminar at '77 Roundtable  
Working Towards Steward's licence  
Currently employed as an Office manager

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## Solo II Results

THE 1977 MO-HUD REGION SOLO II CHAMPIONSHIP

This year's autocross turned out to be a beautiful day. Everything went smoothly after we finally got started at about 1:30, thanks to all the help I got from people attending. Special thanks are due to Don Fisher for volunteering his van and time at the start-finish line, and Paul and Pam Vooris for helping me with the registration, timing, and setting of the course. There were a lot of good performances again this year but at the end Wilson Wright and his VW Bug triumphed. Wilson was awarded the large silver cup at the end of the day by Kevin Smith of Westmere Arco for the second year in a row. Hope to see you all again next year.

Skip Gifford

OFFICIAL RESULTS

<u>CLASS #</u>	<u>DRIVER</u>	<u>MAKE</u>	<u>TIME</u>	<u>PLACE</u>
C 9	Arnie Wylie	Corvette	67.68	1
C 16	Jack Loda	Porsche 914-6	68.17	2
D 2	Ed Cleinman	Datsun 2000	71.64	6
D 5	Paul Plante	Datsun 240-Z	68.88	4
D 8	Tom Pelkey	Datsun 2000	66.10	1-T
D 12	Greg Wirclowski	Sonnett	67.54	2-T
D 17	Pam Alberto	Sonnett	74.75	7
D 18	Keith Snedpon	Datsun 240-Z	75.42	8
D 22	Andy Mace	GT 6+	68.59	3-T
D 74	Tom Phelan	TR-6	71.46	5
E 3	Bob Giordano	MGB	68.68	2-T
E 6	Van Asimakis	Alfetta	69.73	4
E 14	John Letko	Spitfire	69.95	5
E 21	Ron Baldwin	MGB	73.27	7
E 27	Paul Vooris	Capri V-6	67.97	1-T
E 44	Pete Fullam	TR-4	68.69	3-T
E 54	Tom Beaudoin	Civic	71.80	6
F 26	Chris Canestrang	Fiat 850	77.58	4
F 39	Mike Wiersbooski	Datsun	68.33	2
F 55	Jack Hanifan	Fiat 124	69.34	3
F 31	Jerry Varney	Fiat 124	67.28	1-T
G1 4	Mike Schallehn	B-210	80.60	6
G1 7	Skip Gifford	Capri II	66.15	1-T
G1 11	Tome Langdon	Saab EMS	70.84	4
G1 20	Dave Shaw	Datsun 510	71.06	5
G1 24	Steve Wold	Capri II	68.45	2-T
G1 55	Jack Hanifan	Capri II	69.03	3
G2 10	Joann Burnes	Toyota	77.45	7
G2 13	Mark Taylor	Fiat 128	74.80	6
G2 15	Owen Galloger	Renault R-10	71.97	5
G2 19	Dan Gensheimer	VW Turbo Bug	70.98	4
G2 23	WILSON WRIGHT	VW Bug	65.73	1st FTD
G2 25	Rick Hall	VW Bug	84.43	9
G2 36	Steve Wold	Fiat 128	69.47	2-T
G2 96	Sue Richards	Fiat 128	79.22	8
H 1	Erik Anderson	Camaro	69.89	3-T

(Note G2 and H are combined)

# COMING EVENTS

- NOVEMBER
- 2 Mo-Hud Membership Meeting, 8:00 P.M. at Sleasman's
- 5 New England Region SCCA Covered Bridge Rally, contact Harry Whitton at 371-4503
- 6 Empire Rally, contact Harry Whitton
- 6 BMSC Economy Run, Butch Sciarra (413) 422-6442
- 13 BMSC Economy Run, Butch Sciarra
- 13 EMSC TSD Rally, Harry Whitton
- 18-19-20 Auto Show, Empire State Plaza, Albany
- 28 Mo-Hud Executive Meeting at Bill Morris' Dome
- DECEMBER
- 3 Mo-Hud Annual Banquet at Holiday Inn, Central Avenue
- JANUARY
- 14-15 Ice Racing, Cossayuna Lake, contact M. Heacox 872-1661
- 20-22 Mo-Hud Ski Weekend, Smuggler's Notch, VT.
- 21-22 Ice Racing, Cossayuna Lake
- 28-29 Ice Racing, Warner's Lake
- FEBRUARY
- 4-5 Ice Racing, Cossayuna Lake
- 4 Tentative Date for SCCA Snowflake Rally
- 11-12 Ice Racing, Schroon Lake
- 18-19 Ice Racing, Lenox Mass.
- 25-26 Ice Racing, Cooperstown
- MARCH
- 4-5 Ice Racing, Cossayuna Lake

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