



MOHAWK-HUDSON REGION

MAY, 1978

KNOCK OFF

NORTH EAST FOREIGN CAR ACCESSORY

RALLY SERIES OPENER APRIL 23 **** Details inside!

50110612
 RD#3 Box 21
 SEUKIRK NY
 12158

~~RD#3 Box 21~~
~~SEUKIRK NY 12158~~
 DAVID MCCUMPHA

Bulk Rate
 PAID
 Permit #14
 Guilderland
 New York

ROBERT WRIGHT
 220 FARNSWORTH DR.
 SLINGERLANDS, N.Y. 12159

OFFICERS

REGIONAL EXECUTIVE

John Stim
17 Kent ST.
Albany N.Y. 12206
(518) 465-2695

ASSISTANT R.E.

Tom Phelan
R.D. 1 Box 49
Valatie, N.Y. 12184
(518) 784-9691

TREASURER

Jill Wentorf
220 Farnsworth Dr.
Slingerlands, N.Y. 12159
(518) 456-6198

DIRECTORS

Jack Fentelli
Damask Dr.
Elnora, N.Y. 12065
(518) 371-7267

Marie Corrin
27 Hunting Rd.
Albany, N.Y. 12205
(518) 869-6948

MEMBERSHIP CHAIR

Tom Campbell
Pinehurst Dr.
Saratoga Springs, N.Y. 12866
(518) 587-2522

SECRETARY

Marilyn Heacox
Burne, N.Y. 12023
(518) 872-1661

ACTIVITIES DIRECTOR

Jim Winkelman
2887 Hamburg St.
Schenectady, N.Y. 12309
(518) 355-9147

COMPETITION CHAIR

Dave Hathaway
27 Beverly St.
Pittsfield, Mass. 01201
(413) 443-4670

SOLO CHAIR

Jack Hanifan
39 Ramsey Pl.
Albany N.Y. 12208
(518) 438-9754

RALLY CHAIR

Bill Hoffert
1024 Garner Ave.
Schenectady, N.Y. 12309
(518) 346-4547

K-O EDITOR

Bob Wright
220 Farnsworth Dr.
Slingerlands, N.Y. 12159
(518) 456-6198

The Knock-Off is published monthly, 12 months of the year. The deadline for articles and advertisements is the 15th of the month. The material in the K-O is that of the authors, and in no way reflects the official attitude of Mohawk-Hudson Region, Sports Car Club of America, its officers or members. Agreement or dissenting opinion in writing is welcome and will be published and the discretion of the editor. The K-O is mailed under third class regulations from Guilderland, N.Y.

REGIONAL RAMBLINGS

I awoke from a soundsleep about 3AM Thursday April 6th realizing at that time I had made one large blunder the previous night.

While making my introductions I failed to recognize 3 prominent autosport enthusiasts who were present at the meeting and deserved an introduction to the gathering.

Of course, for me to talk about these people here would be mute recognition, but I feel I owe an apology to Les Duel of the Times Union, Ron Armstrong of the Knickerbocker News, and Grace O'Connor from the Times Union/Sun Group.

I hope they will accept my apology for my faux pas during the introductions and that the schedule fell apart so that they did not get much of a chance to talk to our guest speaker. Their attendance was appreciated and I hope we will see them again at our meetings.

Many thanks to Tom Phelan, Eleanor Morris, Tom Campbell, Carol Campbell and Al Anderson for their efforts to make the meeting a success. Also to those members who brought their friends and who "got the word out" using the flyers that Sue Rodgers had printed and any other way they could.

Thanks to Quaker State, Racemark, PAK Safety Inc, Yankee Silicones, B&B Motors, Autoworld, The Starting Line, ADDCO, FAP Locktite, Sun Electric, Renault and Datsun for the door prizes they made available.

Special thanks to Racemark for the presentation of one set of Starters flags to be used at MOHUD races.

As for our guest speaker, Bob Tullius, I can't say enough. I've heard Bob speak on several occasions and have always been impressed with his ability to entertain and inform those present. Speaking for the membership of MOHUD, I wish Bob and Brian and the "Group" the best of success in 1978 and in all future endeavors.

Finally, thanks to everyone who attended. We enjoyed being your hosts and hope you enjoyed the evenings festivities. Over 130 people attended.

One suggestion for future guest nights - dispense with business, make a general pitch on race working instead of going through the specialties. There is not enough time as we found out.

While on that subject, some changes are required in the By-Laws that would shorten the meetings if entertainment is more favored.

The Solo II School and Autocross was another success (two so far this month - awaiting the third Bill). Jack Hanifan, coupled with a great group of instructors and team leaders, put on a well run, well attended and very enjoyable event. Had the wind been somewhat calmer, the weather would have been as good as the event. Good job Jack and workers. 58 cars ran, over 150 people participated, worked or spectated.

RR - 2

COMING UP:

Executive meeting, April 24, Ford's Tavern - all members are welcome. Your input is valuable.

Our next event to look forward to is Bill Hoffert's rallye April 23 - see the flyer in this issue for details. Workers are needed to make the event a success. Bill already has 12 cars pre-entered.

The next membership meeting is May 3 at Ford's Tavern, 1118, Central Ave, Colonie New York. Stunt driver Bill Anagnos and his father, State Trooper Sgt William Anagnos are scheduled to be our guest speakers. The meeting promises to be quite interesting so don't miss it.

To all MOHUD drivers preparing for their first race of the season (yes Virginia it's that time already) I wish you good racing. We'll be looking forward to the race reports on May 5th,

Results of the door prize drawing questionnaire are as follows:

116	filled out		
47	were MoHud Members		
39	people were not affiliated with any Sports Car Club		
30	people were affiliated with other clubs		
18	of those 30 had dual membership in MH and other SCC's		
56	indicated interests in race working		
57	" " " racing		
45	" " " autocrossing		
53	" " " rallying		
9	" " " drinking only		
1	" " " sailing		

Clubs represented were: EMSC, BMSC, VALLEY SCC, IMSA, PORSCHE NYSIRA, RENS SCA JAG CLUB, & Eastern Mini Stock Association

April 1, MoHud member Candy Schaf was married to Brian Fuerstenau of Virginia. Candy has moved to "the State for Lovers" and her energy and enthusiasm will be missed by everyone in MOHUD. Candy promised that she would keep in touch.

On April 8th, MoHud members Jill Wentorf and Bob Wright were married. To those three members, I extend a hearty congratulations and my best wishes for a happy and prosperous future.

I'd like to welcome the following people into MoHud: Dick Brooks, New Baltimore; Andy Mace, Averill Park; Jeffrey Jeffrey Pedu, RPI, Troy; Renee Hoffert, Schen; Carl Lane Lopez, Storrs Ct; Dave Mullineaux, Ballston Lake; Lisa Hanifan, Albany; Kieran Curley, Albany; Nels Balwit, Amsterdam; Jim Bishop, Alb.

PS We require a new trophy chairman. Those interested, please run, don't walk, to your phone to give me a call.

MOHAWK-HUDSON REGION/SPORTS CAR CLUB of AMERICA
presents
1978 PARTRIDGE RUN, April 23

115-125 miles of T-S-D non-trap RALLYE. Roads are of mixed surfaces, speeds are moderate to brisk. 100 % TULIP instructions with both cumulative and incremental miles.

THIS IS THE FIRST EVENT IN THE NORTHEAST FOREIGN CAR PARTS RALLYE SERIES

START: HO-JO's, Stuyvesant Plaza, Cor. Fuller Rd & Western Ave., Albany, New York

REG: 9:30 am. - 11:00 am. DRIVERS' MEETING 11:30 am. FCO: 12:01

FEES/PERSON : Mo-Hud Member =\$2.50 Berkshire/Empire Member =\$3.00
other NON-SCCA Member =\$3.50 non-member ANY CLUB =\$4.00

DASH PLAQUES TO ALL. DUPLICATE TROPHIES TO TOP three IN CLASS
or 10 % of class entries, whichever is more.

CLASSES : A/B - OPEN (you got it, you run it)

C/SOP (seat-of-the-pants, no odo., wristwatch only)

RALLYEMASTERS : NELS BALWIT & BILL HOFFERT

PRE-REGISTER ! NO DEPOSIT REQUIRED ! RESERVE YOUR NUMBER !

REGISTRAR : RENEE HOFFERT (518) 346-4547

CHAMPIONSHIP SERIES DETAILS AVAILABLE FOR MAILING or PICK-UP 3-25-78
at 1024 Garner Ave., Schenectady, N.Y., 12309 the Hoffert's home.

OUR THANKS TO TED BARAN at NORTHEAST FOREIGN CAR PARTS, INC.
1854 State Street, Schenectady, New York.

DISCOVER ALBANY, SCHOHARIE, & GREENE COUNTIES, but DON'T get lost !

ALSO - "JUNE BUG" RALLY

APRIL 30

Reg: 11:30 AM

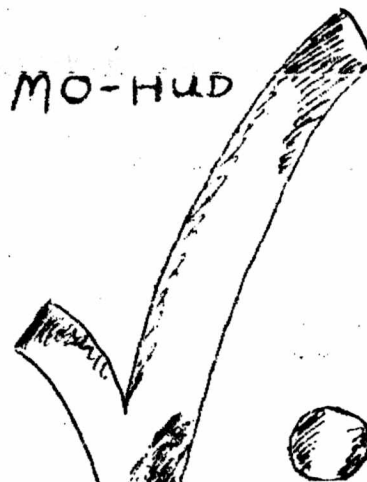
FCO: 12:01 PM

EASY TSD

REG. WESTMEILE ARCO
RT 30

BETWEEN I 87 + RT 155

INFO - JACK HANIFAN (518) 438-3754



RURAL DELIVERY
EAST HARDWICK
VERMONT 05836

JOHN —

MY WIFE BOBBIE & I WANT TO EXTEND AN INVITATION TO THE MEMBERS OF MOHUD TO STOP & VISIT/STAY WITH US ANY TIME THEY ARE IN THE AREA. WE CAN PARK MOTOR HOMES, TRAILERS & CAMPERS OR OFFER SPACE FOR TENTS. OUR HOUSE IS NOT LARGE BUT WE CAN SLEEP TWO IN THE GUEST ROOM PLUS NUMEROUS ON THE FLOOR IN SLEEPING BAGS.

WE ARE ON VT ROUTE 16 JUST NORTH OF INTERSECTION WITH VT ROUTE 15; ABOUT 30 MI NORTH OF MONTPELIER, 40 MI SOUTH OF CANADIAN BORDER, 15 MI WEST OF ST. JOHNSBURY, 50 MILES EAST OF BURLINGTON.

WE ARE USUALLY HOME, SO DROP BY.

BEST TO YOU ALL

Morrow Decker

802/472-3395

PUBLISH IN "KNOCK OFF" IF YOU WISH.



Minutes of a Meeting

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

SCCA COMPETITION BOARD
March 10-12, 1978
Irving, Texas

Attending: Harro Zitza, Chairman
Roger Clouser
Jon Norman
Bill Spencer
Foster Sturdevant

Also: Bill Johnson, Chairman, Board of Governors
Costa Dunias, Liaison, Board of Governors
Tex Arnold, Director of Club Racing
Les Gaylord, Club Racing Technical Administrator

Note: These Minutes will be addressed by the Board of Governors during their meeting in Denver May 5-7, 1978. Actions taken by the Board of Governors will be reflected in Club Racing rules amendments which will be published in a Driver Newsletter and/or Sports Car as soon after the Denver meeting as feasible. Competitors must be aware that the proposed rules changes in these Minutes are not effective until approved by the Board of Governors and published as stated above.

The meeting was convened at 9:00am CST, March 10, 1978.

SECTION A: ACTION ITEMS.

1. The following agenda items were discussed with action taken as indicated.
 - a. Axle Housings. Approval of alternate axle ratios does not mean approval of any alternate axle housing that will accept the new ratios. Henceforth, when requests for alternate axle ratios are prepared for Competition Board review, appropriate alternate axle housing(s) must be identified in the request and be considered "part and parcel" with the basic request.
 - b. Single Seat Sports Racers. The Competition Board deferred weight penalty assessment for Single Seat Sports Racers to the Board of Governors.
 - c. Fuel Cell Installation. Amend GCR, Appendix A, Paragraph 1.5.3 as follows:

"General. Fuel tanks may be substituted with safety fuel tanks conforming to the SCCA safety fuel tank standards as specified in Appendix X and are strongly recommended.

Capacity. There shall be no restriction of fuel capacity or dimensions when installing safety fuel tanks, and the installation of more than one tank is permitted.

Location. Fuel cells shall be located in the same compartment as the standard tank. Free fuel filler location is allowed with installation of an SCCA-approved safety fuel cell.

Installation. Internal body panels may be modified to accommodate the installation of safety fuel tanks as long as modification serves no other purpose. In the event installation includes encroachment into the driver compartment, a bulkhead must prevent exposure of the driver to the safety fuel tank.

Filler caps, fuel pickup openings and lines, breather vents and fuel lines shall be so designed and installed that if the car is partially or totally inverted, fuel shall not escape. If the fuel filler cap is located directly on the fuel tank, a check valve shall not be required provided the filler cap is of a positive locking type and does not incorporate an unchecked breather opening. If the fuel filler cap is not located directly on the fuel tank, a check valve must be incorporated in the fuel tank to prevent fuel escaping if the cap and filler neck is torn from the tank.

Fuel tank breathers must vent outside the car.

It is recommended that all lines and filler openings be incorporated in a single fitting located at the top of the fuel tank(s).

Fuel tank vent(s). Fuel tank evaporative emission control devices must be removed from all Production and Sedan Category cars. Fuel tank vents may not discharge to the driver/passenger compartment, even if installed that way by the manufacturer. It is not permitted to vent the fuel system through the roll bar/roll cage structure.

Bulkhead. The addition of a bulkhead between the driver/passenger compartment and the compartment containing the fuel tank is authorized."

(Note: If the foregoing is approved, references to fuel tanks and installation thereof will be removed from GCR, Appendix A, Paragraphs 2 and 6.)

- d. Showroom Stock Spare Wheels. Add to GCR: "Spare wheels and tires may be removed from Showroom Stock cars." (GCR, Appendix A, Paragraph 9.5b)
- e. Alfa Romeo Spider, GP, Allow 14" Wheels. Additionally, correct gearbox ratio chart to show same alternate ratios as listed for GP Giulietta Sprint.
- f. Valve Sizes. Add to PCS: Include Lotus Elan, Elan +2 and Europa, CP, engine valve sizes as follows: intake, 1.690", exhaust, 1.440".
- g. Lexan Windows. Add to GCR Appendix A, Paragraph 2.2: Lexan rear windows and rear quarter windows are permitted on all closed Production Category cars."
- h. Firewall and Floor. Amend GCR, Appendix A, Paragraph 1.5.1g, as follows: "Firewall and floor: Partition(s) which shall serve as a shield between

-3-

the cockpit/driver compartment and the engine compartment and which effectively shall retard the flow of liquids. Passage ports for controls, lines, instrumentation, etc., shall be made as small as practical. Grommets or boots shall be installed in passage ports as appropriate to further retard possible flow of liquids. Partition(s) shall prevent the ingress of flame and debris into cockpit/driver compartment. Belly pans shall be vented to prevent accumulation of liquids. It is strongly recommended all rear-engined Formula cars have an undertray installed, from feet position to firewall, for protection of legs and torso."

- i. Formula SCCA and Formula Ford Exhaust Outlets. Add following:
"Formula SCCA and Formula Ford exhaust outlets must be horizontal for the last four inches, positioned not more than 24 inches above the ground and must not extend more than six inches beyond the overall length of the car." (Add to Appendix A, Paragraph 4A and Paragraph 7.2S, Formula SCCA and Formula Ford, respectively.)
- j. Formula Ford Front Suspension Weight. Remove minimum weight requirement (12 pounds) for Formula Ford front suspension upright assembly. GCR, Appendix A, Paragraph 7.7, top of page 141, delete everything after "Alloy front hubs may be used".
- k. Starter Instructions. Amend GCR Appendix S, Paragraph 6f: Delete "or behind the yellow flag."
- l. Formula SCCA Coachwork Height. Delete GCR Appendix A, Paragraph 4.A.7a as written. Substitute the following paragraph: "No part of the coachwork and aerodynamic devices shall exceed in height a horizontal plane 90cm (35.4") above the ground. The safety roll bar/roll cage and the engine air box are not included in this height restriction. Measurements are to be made in any condition, driver on board."
- m. Batteries. Delete GCR Appendix A, Paragraph 1.5.2 as written. Substitute following new paragraph: "Make and size of batteries is free. Maximum voltage is 12v. Battery may be relocated, except to the driver/front passenger compartment, provided it is securely mounted in a non-conductive (marine type) box.

Hot terminal must be insulated.

Batteries (on board power supplies) shall be attached securely to the frame or chassis structure in such a way as to insure the battery will remain in place." (Battery/battery location instructions in Appendix A, Paragraphs C2, 6.A.4.A.1 and 6.B.4.A.1 will be deleted).

- n. Spoilers. Add new GCR Appendix A, Paragraph 1.5.4 as follows:
"SPOILERS. A front spoiler may be mounted provided it meets the following requirements:
 - a. It must be mounted to the front underside body panel below and to the rear of the front bumper location. Attachment will be to the lowest portion of the front body panel or below the horizontal center-line of the front wheel hubs, whichever is higher.

-4-

- b. It shall not extend above a horizontal plane passing through the centerline of the front wheel hubs, except as noted above.
- c. Maximum front spoiler width shall be limited to the car's front track.
- d. Openings in the front spoiler are permitted for the purpose of ducting air to the brakes and/or oil coolers."

(Front spoiler/spoiler attachment instructions in Appendix A, Paragraphs 2.2A8, 6.A.4.B 10 and 6.B.4.B.2 will be deleted. A Sedan rear spoiler instructions will remain the intact.)

- o. Porsche 911, DP. Allow 1969 Porsche 911, 1991cc (carbureted version) into DP. (Current CP car.)
- p. TR-6, DP. Reduce weight 125 pounds.
- q. Alpha Romeo Spider 2000, DP. Reduce weight 75 pounds.
- r. Mazda, SSA. RX-3SP allowed special appearance package to include HR/SR 175/70-13 tires.
- s. SCCA Physical Exam Form. Delete items #33 and #34, Applicant's Medical History.
- t. GCR Rules Application. The following introductory sentence, Appendix A, Paragraph 2.2, will appear in bold print in the next issue of the GCR. "The following modifications are authorized on all Production Category cars. Modifications may not be made unless specifically authorized herein." Similarly, Paragraphs 6.A.4.A.1 and 6.B.4.A.1, Sedan Category, will appear in bold print.
- u. Axle locating device. Throughout the GCR, the word "stabilizer" will be substituted for "axle locating device".
- v. Suspension Control Arms. GCR, Appendix A, Paragraphs 2.2.B.13, 6.A.4.C.10 and 6.B.4.C.10, first sentence changed to read as follows: "Production suspension control arms must be used but may be reinforced for safety".

Additionally, Appendix A, Paragraphs 6.A.4.C.4 and 6.B.4.C.4, first sentence changed as follows: "The addition or substitution of any anti-roll bar, camber-compensating device and/or stabilizer provided there is no other change in the standard suspension or drive train components except as authorized elsewhere in these Rules."

- w. Roll cage requirement. The Competition Board strongly recommends the requirement for all existing SCCA race cars to have roll cages installed before January 1, 1981, be recinded. It is, however, also recommended that members be encouraged to install roll cages in "older" race cars where satisfactory installation can be achieved without major structural modifications.

- x. Helmets. The Competition Board recommends that, in the interest of cost control, crash helmets with 1970 or later Snell stickers continue to be approved for driver protection beyond January 1, 1979. (GCR, Paragraph 4.8b.)
- y. Showroom Stock Convertible Tops. In order to facilitate roll bar installation, Showroom Stock convertible tops and associated hardware may be stowed securely in the trunk of the car.
- z. Showroom Stock Spark Plugs. Showroom Stock cars may install spark plugs listed in spark plug manufactures' Application Charts, Owners Manual, Official Factory Shop Manual or Equivalent OEM justified by one cross reference chart. (GCR, Appendix A, Paragraph 9.5q).
- aa. Showroom Stock Cars in Drivers Schools. Competition Board recommends Showroom Stock cars that are no longer eligible to race because of their age, be allowed at SCCA driver schools provided all safety equipment is in satisfactory order.
- bb. Driver Restraint Systems. Reference Appendix Y. In all instances where two inch straps are specified, change to read "approximately two inch straps". Additionally, delete use of Y-type shoulder harness effective January 1, 1979. (Delete item 4, fourth paragraph, page 196.)
- cc. Protest and Appeal Fees. Protest Fees (USRRC events): Increase from \$25.00 to \$50.00; (Regional races and Driver Schools) increase from \$10.00 to \$25.00. Appeal Fee: Increase from \$50.00 to \$100.00.
- dd. Appeal Withdrawal. Add following sentence to GCR Paragraph 9.6: "An appeal may be withdrawn without penalty at any time prior to the day the determination is made whether or not the appeal is well-founded." (Delete last sentence, paragraph 9.5.)
- ee. A Sedan Axle Shafts. Amend Appendix A, Paragraph 6.A.4.C.3 as follows: "The modification or substitution of front spindles and/or rear axle shafts, and modification or substitution of hubs, bearings, bearing carriers and universal joints is permitted."
- ff. SCCA-Approved Driver Schools. The Competition Board emphasises the current GCR, Appendix L, rule which states that "Completion of specified courses at an SCCA-approved private driving school are officially recognized as a substitute for one (only) SCCA Driver School."
- gg. Ferrari 308 GTB, BP. Allowed 15" Wheels. Substitute aluminum wheel wells not allowed.
- hh. Bumper Bracket Holes. Bumper bracket holes in coachwork may be covered, provided such covering serves no other purpose.
- ii. Water Radiator Installation. Amend GCR, Appendix A Paragraph 2.2.D.21, first sentence, as follows: "Use of any water radiator provided installation is in same approximate location as standard radiator and there are no changes in body, chassis or internal structure of car to accommodate its use."

- jj. Opel GT, EP. Club Racing Technical Administrator will research Solex carburetor application to existing intake manifold.
- kk. CENDIV ABC Tech. It is the opinion of the Competition Board that the proposed CENDIV ABC Technical Inspection is within the spirit, intent and scope of existing GCR safety inspection rules.
- ll. 25 Race Cars Per Mile. It is the opinion of the attendees that this item was approved during the November, 1977, Board of Governors meeting. Clarafication will be forthcoming.
- mm. Fire Safety Instructions. The Competition Board recommends the National Safety Committee rewrite, for updating and clarification, GCR Appendix M, Paragraph 4.
- nn. Obsolete Parts. Jon Norman will research the increasing difficulty some competitors are having obtaining various replacement parts for older cars. He may recommend approval of specific substitute items when it can be determined standard replacement parts are not available or very difficult to locate.
- oo. Suspension Adjustment. Jon Norman will review existing SCCA rules which address suspension adjustment and recommend clarification or amendments, if warranted.
- pp. Corvette Front Body Placement Specifications. Club Racing Technical Administrator will review Corvette front body placement and attachment specifications and make recommendations, if appropriate.
- qq. Mufflers On Race Cars. The entire membership of the Competition Board will serve as an ad hoc committee to continually review the problem of race car engine noise levels and how same relates to new and proposed EPA noise abatement regulations.
- rr. Driver Questionnaire. Competition Board members will suggest questions which may be included in Driver Questionnaire to be included with 1979 Competition License renewal package.
- ss. 1979 Driver Banquet. Competition Board recommends 1979 SCCA Convention Driver Awards Banquet do more to recognize and highlight the activities and accomplishments of the Club Racer.
- tt. Showroom Stock Vehicle Titles. Club Racing Technical Administrator, with aid of Legal Council, will research this subject and submit in-depth report and recommendations to Competition Board prior to end-of-year meeting.

Note: It is the intention of the Competition Boad that fuel cell, firewall, battery and spoiler rules should be removed from various paragraphs throughout the GCR, consolidated, and published in Appendix A, General Regulations. Items lc, lh, lm and ln represent a step in this direction.

SECTION B: NO ACTION ITEMS.

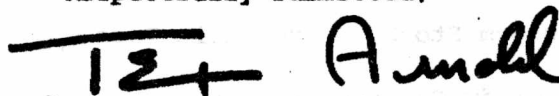
2. The following agenda items were discussed; however, the Competition Board took no action during this session.
 - a. Lotus Super 7, DP, Alternate Axle Housing, Carburetors.
 - b. Fuel Cell Deterioration.
 - c. Spitfire, GP, Reduce Vehicle Weight.
 - d. Turner 950, GP, Move to HP.
 - e. Midget, GP, Alternate Valve Size.
 - f. Fiat, GP, Alternate Gear Ratios.
 - g. Chevrolet Engine Alternate Rocker Arms.
 - h. Turner 1500, FP, Alternate Material Main Bearing Caps.
 - i. Porsche 914, CP, Weight Reduction or Allow 2.8 Engine.
 - j. Lotus Europa, CP, Move to DP.
 - k. Lotus Europa, CP, Alternate Engine, Carburetor.
 - l. Wheel (Rim) Width, Even Sizes.
 - m. Jensen Healey, DP, Alternate Carburetors.
 - n. Jensen Healey, Showroom Stock, No Recognition.
 - o. Post Accident Scrutineering, Current Rules Apply.
 - p. Showroom Stock Classes, Mid-year Recognition.
 - q. Corvettes, AP and BP, Alternate Brakes.
 - r. Formula Ford and Formula Super Vee Coachwork Height.
 - s. Corvair, DP, Alternate Rim Size.
 - t. Datsun, SS, Track Measurement.
 - u. TR-4, EP, Alternate Rim Size.
 - v. Showroom Stock, Convertible Tops Up.
 - w. Mini-Indy Car Recognition.
 - x. Showroom Stock, Appearance.
 - y. Pit Refueling Rules.

-8-

- z. USRRC Super National Revision.
- aa. Requirement for Stress EKG.
- bb. Celica, BS, Recognition.
- cc. Showroom Stock Sunshade removal.
- dd. Showroom Stock Headlight Covers.
- ee. Showroom Stock Painting and Paint Schemes.
- ff. Corvette Fender Flares.
- gg. Formula Vee Rear Suspension Configuration.
- hh. SU Carburetors; Stromberg Substitute.
- ii. Sports 2000 Recognition.
- jj. Combine Various Production, Sedan Classes.
- kk. Professional Drivers at CSPPRC.
- ll. Formula Ford Distributors.
- mm. Showroom Stock Roll Bar Sizes.
- nn. Timing Chain Replacement.
- oo. Corner Lite Boxes
- pp. Distribution of Professional Racing Department Profits to Club Racing.
- qq. Jackets and Rain Gear Worn Over Drivers Suit.
- rr. XK-150, DP, Move to EP.
- ss. Saab Sonett, FP, Window Trim.
- tt. Porsche 914, CP, Top Panel Removal.

The meeting adjourned at 12:15pm, CST, March 12, 1978.

Respectfully submitted,



Tex Arnold
Director of Club Racing

TA/cd

Approved, March 21, 1978
Harro Zitza, Chairman, Competition Board

MY TWO CENTS WORTH

It has become increasingly obvious to this member that there is no clear agreement among the members or even our leadership on what this club's objectives, other than in a very general sense, are or should be. This confusion is apparent in discussions relating to a wide variety of topics: solo event fee structures, the associate membership program, our relationship with other local clubs, to name just a few. Given the diverse interests of our members, perhaps it will be impossible to ever arrive at an agreement on our short-term objectives, but I believe it is essential to attempt it.

First of all, it must be understood that increasing the club's membership per se is not our objective. As a result of our current financial relationship with the National Office, each additional member is a net loss. The money returned from Denver for each membership does not offset the cost of the Knockoff and the other incremental costs to the Region. Increased membership is a nice statistic to quote and makes our leadership look good in Denver, but its only usefulness is when it goes hand-in-hand with increased participation in the club's activities and administration. An increased membership which does not participate in the club's activities and administration results in a net loss much more significant than merely financial - it is a millstone about the necks of the active members, who must eventually give up the struggle and cease to keep the club afloat.

SCCA and MoHud are primarily racing organizations, there's no question about it. Unfortunately, one can not just go out and race in today's world. We must have a corps of race workers, officials, and administrators growing proportionately faster than the number of drivers. Like the rest of our society, we seem to expect more and more service with less and less effort and self-reliance on our own part. This can be measured by the technical, administrative, and safety requirements presented in the GCR, PCS, Administrative Manual, etc. (If you disagree with this philosophy, tell the Board of Governors. But be warned - have you ever tried to tell your Congressman that you don't like 5-MPH bumpers?) The result is a call for more members, when what is really meant is that we need more participation. If, as a result of their participation, these people decide to become members, terrific. If not, who cares - we have their participation anyway. (Actually, we should care, but that's not germane to my point.)

Where shall this increased participation come from? It hardly seems fair for driver/members of one Region to sit in their driver's seats and rely on their neighboring Regions to serve them. How long will we be allowed to put on our race if it only has our name and relies on other Regions for staffing? There have been comments in the past by race observers about our ability to put on a race without undue reliance on other Regions for personnel. We are all aware of the difficulty that we have in finding volunteers to run for office, chair the race, etc. When we continue to rely on the same people year year-after-year, they eventually burn out, develop other interests, and are seldom heard from again.

Clearly, each Region must be socially responsible and put forth its best effort, tailored to its own circumstances, to obtain the increased participation necessary. I assume then that everyone agrees with me that MoHud needs more participation, both in the form of race workers and in the Region's administration.

Again I ask, where shall this increased participation come from? I suggest that you not hold your breath while waiting for Denver's national advertising campaign to bring us an influx of new blood. The new "associate member" program doesn't even carry with it a Region identification/membership aspect - they are members of National only! As far as the glossy media are concerned, SCCA puts on a few pro races and the runoffs every year. How is anyone in our area to learn that road-racing even exists, given that level of publicity? Autoweek is better in this respect; but where do you find it on a newstand?

Obviously, it is going to be up to us to go out and find these new participants ourselves. But, you can only bug your friends about getting involved in racing so many times before they're apt to tell you to buzz off. Can we each consciously widen our circle of friends in order to have more people to try that out on? The local media are abominable, but how can they be expected to publish/announce items which have little public following and for which they are seldom provided any information? Non-spectator racing will always be difficult to describe as a newsworthy event, and that is the media's prime criterion, aside from commercials. The Alphonse and Gaston routine played by track promoters, the organizing Regions, and sponsors of the occasional spectator event leaves a lot to be desired as far as engendering public interest and news coverage. Other local exposure of our racing activities such as auto shows and shopping center displays we seem to be covering more or less adequately.

If the promotion of MoHud is focussed on our racing activities, we are essentially limiting ourselves to Lime Rock Park, our race, and the Skip Barber Series. I believe that it will be very difficult to promote much media interest in these events, based on the aforementioned criterion of newsworthiness. Perhaps a feature story or two could be developed, but we're really looking for a continuing promotional effort. On the other hand, DC Region has had considerable success in promoting their MARRS series at Summit Point, but they have considerable resources available in members, a major metropolitan area to draw from, a series of events to promote, and the determination to put on spectator events. For a comparable effort, I think we must be prepared to elevate the NARRC series to spectator status and to promote the series in conjunction with the other participating Regions if we wish to use racing as our basis for promoting MoHud. Although not a bad idea, I think most will agree that it has a number of inherent difficulties which will not be readily overcome.

What other choices have we? Well, instead of a "we're a racing club" attitude, we could promote MoHud with the idea in mind of hooking anybody with the vaguest idea of an interest in auto-sports, and then reeling them into racing. TSD rallyes, gimmick rallyes, pro rallyes, gymkhanas, autoslalom, solo I's, driver-ed projects, they all appeal to slightly different tastes, but they

all have one thing in common- cars! They are all things we could be doing to develop a broader-based interest in our club, to increase our visibility and publicity value, and to give ourselves a larger audience from which we could draw people into racing, rather than just appealing to someone's interest in racing (which may be virtually non-existent initially). Yes Virginia, just as there are people out there who view their vehicles as appliances which get them to and fro more or less regularly, and haven't a fraction of an ounce of competitive blood in their bods, there are also people who do understand that their vehicles have personalities, can be interesting to be involved with, and can have an effect upon the amount of adrenalin coursing through their veins, but have little or no interest in getting involved in road racing. After all that's what Saturday and Sunday afternoon television are for, right? But, if we can involve these people in fun, easy, local, and cheap activities involving their cars and the club, we have at least captured their interest and can then work on them to get them involved in our racing activities.

My conclusion? It is in the best interests of the club to promote our non-racing activities, because that is where the future of the club lies.

(to be continued next month)

April	9	MoHud	Solo II (gym school)	Jack Hanifan	438-3754
	16	EMSC	Solo II	Mark Stone	274-5419
	* 23	MoHud	Rally	Bill Hoffert	346-4547
	30	EMSC	Rally	Jack Hanifan	438-3754
	30	BMSC	Solo II	Eric Weise	413-443-454
May	7	MoHud	Solo II	Skip Gifford	869-6201
	14	EMSC	Solo II	Bill Silverman	439-6465
	* 21	EMSC	Rally	Dana Elzenbeck	869-0121
	28	BMSC	Solo II	Clark Nicholls	413-442-977
June	4	MoHud	Solo II	Jack Hanifan	438-3754
	11	EMSC	Solo II	Andy Mace	674-5035
	11	EMSC	Rally	Clark Nicholls	413-442-971
	17,18	EMSC	Rally (le Bocage)	Bill Hoffert	346-4547
	25	BMSC	Solo II	Steve Notarnicola	413-442-254

NEDIV SCHEDULE

MAY

6&7 Regl - NYR - Bridge
 6&7 Regl - Mah Val - Nelsons
 13&14 NATL - TRI REGS - POCONO
 13&14 Dr Sch - NER - Bryar
 20&21 Regl - Wash DC - Smt Pt
 20&21 Solo 1 & Sch - Glen - Glen
 27,28,29 NATL/Regl - NER - Bryar
 27&28 Regl - WNYR - Nelsons

JUNE

2,3&4 DURYEA HILLCLIMB - BMR
 3 Regl - NNJ - Bridge
 3&4 Barber Series - MH - Thompson
 3&4 Regl - Glen - Glen
 10&11 Restr Regl - Tri Reg - Pocono PRO
 11 Economy Run - NER - Boston
 10&11 Susquehannock Trail Pro Rally - FLR Northern Pa
 17&18 Natl - STL CIT - NELSON
 17&18 Dr Sch - Glen - Glen
 17&18 Regl - NYR - Bridge
 16&17 Barber Series - MoHud - LRP ** Possible Picnic/ Touring School?
 24 Virginia Reel Natl Rally - Wash DC
 23,23&25 Natl - WASH DC - SUMMIT POINT
 24&25 Regl - Mah Val - Nelsons

All the above dates are current as of
 April 17, 1978.

Exec Meeting - April 24 8PM
 Mbrshp Mtg - May 3, 8Pm Fords

SOLO REPORT

Our first solo event of the year was a huge success, thanks to the many Mo-huders who helped out and our friends from EMSC. We had 58 entries on a clear crisp day. Excellent instruction was provided by Bill Morris, Jack Fantelli, Tom Beaudoin, Andy Mace, Paul hacker and Tony Hillferty. The students were divided into 5 groups which rotated from instructor to instructor. Paul's station was a Rap Session where he offered critique and talked about tire pressure, technique, safety, etc. Each group was led by an experienced autocrosser who assisted the instructors; they were Mike Wierzbowski, Steve Wold, Skip Gifford, Tom Phelan, Dick Brooks.

I tried to talk to as many of the students as possible and all were very high in the praise of their instructors. Before I forget let me thank the others who helped, Lisa H. for the flyer and all preliminary work, Len and Pat Charlebois for helping to set up at 10 AM, John Stim for running security and especially Irene Cresser, Sue Rogers and Delores Nolte for timing and scoring. If I have omitted anyone please let me know because you do deserve the recognition. When you have excellent people to help you it is easy to put on a good event.

MOHUD SOLO II CHAMPIONSHIP

This year the championship is open to anyone who competes in 50% of the events. At the end of the season the top 3 in each class who qualify will receive a trophy. Last year we had enough monies to purchase nice silver trophies and every attempt will be made to carry that on. The Championship will consist of the six Mo-Hud events plus two EMSC events - all of which will be at the peripheral lot. The dates for these events are:

April 9th	June 4th	Oct. 7th
May 7th	July 30th (Enduro)	(Saturday Night)
May 14th (EMSC)	Sept. 10th	Oct. 15th (EMSC)

SCHEDULE CHANGES

There have been two changes in the Solo calendar. John Stim's Enduro Autocross has been moved from early July to July 30th (the day after our race). The Oct. 8th event has been moved to Saturday Oct. 7th with registration at 6PM. All other events will start at noon with first car off at 1 PM.

WESTMERE ARCO CHAMPIONSHIP

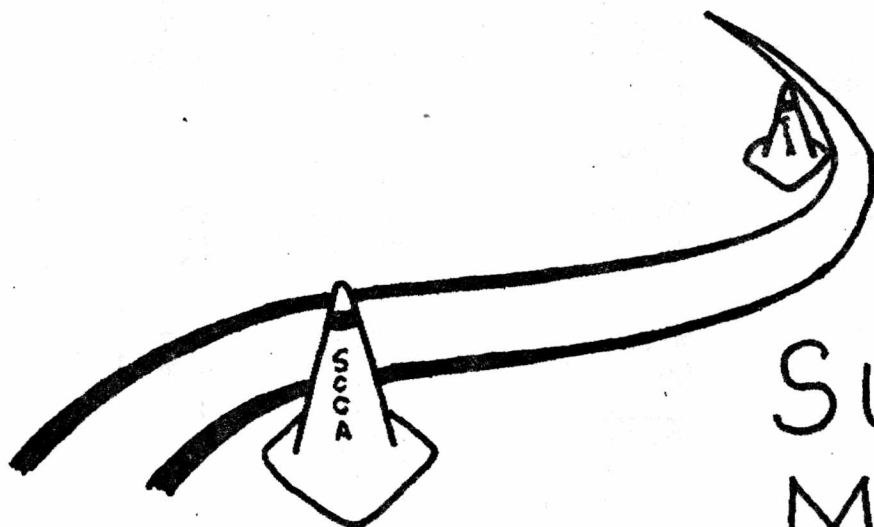
Nov. 5th will be the date of the WAC. Anyone may run the event but if you have previously run two SCCA events and two non-championship point EMSC events you will be eligible to keep the Silver Wine Cooler for a year. Wilson Wright has won it two years in a row so let's see some of you give him some competition.

NEXT EVENT MAY 7th
REGISTRATION AT NOON

<u>Class</u>	<u>Driver</u>	<u>Car</u>	<u>Time</u>	<u>Position</u>
<u>D</u>				
44	Mace, A.	GT 6	52.65	1 T FTD
29	Wroclawski, G.	Sonnet III	54.36	2 T
32	Pedu, J.	240Z	54.47	3 T
8	Woods, D.	240Z	54.58	4
74	Phelan, T.	TR 6	54.83	5
12	Hartley, F.	Spitfire	56.17	6
18	Sneddon, K.	240Z	56.85	7
30	Schroeder, S.	TR7	57.89	8 1st Nov.
15	Wood, D.	Sonnet III	58.66	9
<u>E</u>				
27	Vooris, P.	Capri V6	53.44	1 T
1	Asimakis, V.	Alfetta	53.50	2 T
43	Fullam, P.	TR 4	54.10	3 T
98	Hanifan, J.	Civic	54.69	4 T
3	Giordano, R.	MGB	54.98	5
19	ZeHerlund, B.	320i	56.00	6 1st Nov.
49	Podrazik, N.	Fiesta	56.93	7
28	Harr, M.	BMW	57.37	8
46	Deighan, J.	Civic	59.62	9 2nd Nov.
45	Kilmartin, Sue	Honda	60.80	10 3rd Nov.
<u>F</u>				
55	Hanifan, J.	124 Spyder	53.62	1 T
39	Wierzbowski, M.	Datsun 1600	54.66	2 T
96	Wold, S.	96	55.00	3 T
49	Lukens, E.	124 Spyder	56.32	4
6	Thomas, W.	X-19	57.21	5
53	Jacobia, Lori	Datsun 1600	60.66	6 1st Nov.
52	Jacobia, N.	Datsun 1600	64.28	7 2nd Nov.
37	Claffie, R.	96	87.83	8 STD
<u>G-1</u>				
99	Hilferty, T.	Opel (SSB)	53.23	1 T
54	Beaudoin, T.	99	53.63	2 T
7	Gifford, S.	Capri II	54.15	3 T
22	Shaw, D.	510	55.78	4
14	Noturnicola, S.	510	58.97	5
5	Stone, L.M.	R-5	59.05	6
11	Miecznikowski	Toyota	59.08	7
13	Bass, A.	99	59.57	8
40	Rieanier	Pinto	60.73	9 1st Nov.
<u>Ladies by index:</u>				
38F	Wierzbowski, E.	Datsun 1600	59.46 - 1.05	1 T
26D	Albert, P.	Sonnett III	57.38 - 1.06	2 T
2E	Deiber, K.	Capri	64.12 - 1.13	3 1st Nov.
34F	Dugan, A.	Fiat 124 Spyder	69.93 - 1.13	4 2nd Nov.

<u>Class</u>	<u>Driver</u>	<u>Car</u>	<u>Time</u>	<u>Position</u>
<u>G-2</u>				
24	Wright, W.	VW Bug	52.71	1 T
15	Genshenheimer, D.	VW Bug (turbo)	53.21	2 T
4	Patryk, T.	VW Bug	56.03	3 T 1st Nov.
42	Taylor, B.	NSU	57.20	4 T
33	Caudullo, A.	128	57.41	5 2nd Nov.
36	Richards, Sue	128	57.91	6
20	Kunze, C.	Dodge Colt	58.34	7
10	Gallagher, O.	R-10	58.83	8
16	Charlebois, L.	VW	59.28	9
21	Milgate, R.	Mustang	60.24	10
25	Foshay, W.	VW	60.91	11
<u>H</u>				
48	Beardsley, G.	Mirage	55.65	1 T
17	Brooks, D.	Nova SS	58.49	2 T
35	Nixon, P.	Camaro	59.89	3
47	Nixon, C.	Camara	60.53	4
14	Harding, Al	Camara	73.69	5
26	Mossina, F.	Trans-Am	O.C.	6

SCCA AUTOCROSS



SUNDAY
MAY 7th

at WASHINGTON AVE PARKING LOT
STATE CAMPUS, ALBANY, N.Y.

REGISTRATION - 11 → 12:00

FIRST CAR OFF - 1:00

EVENTMASTER - SKIP GIFFORD
869-6201

EVERYONE IS WELCOME !!!