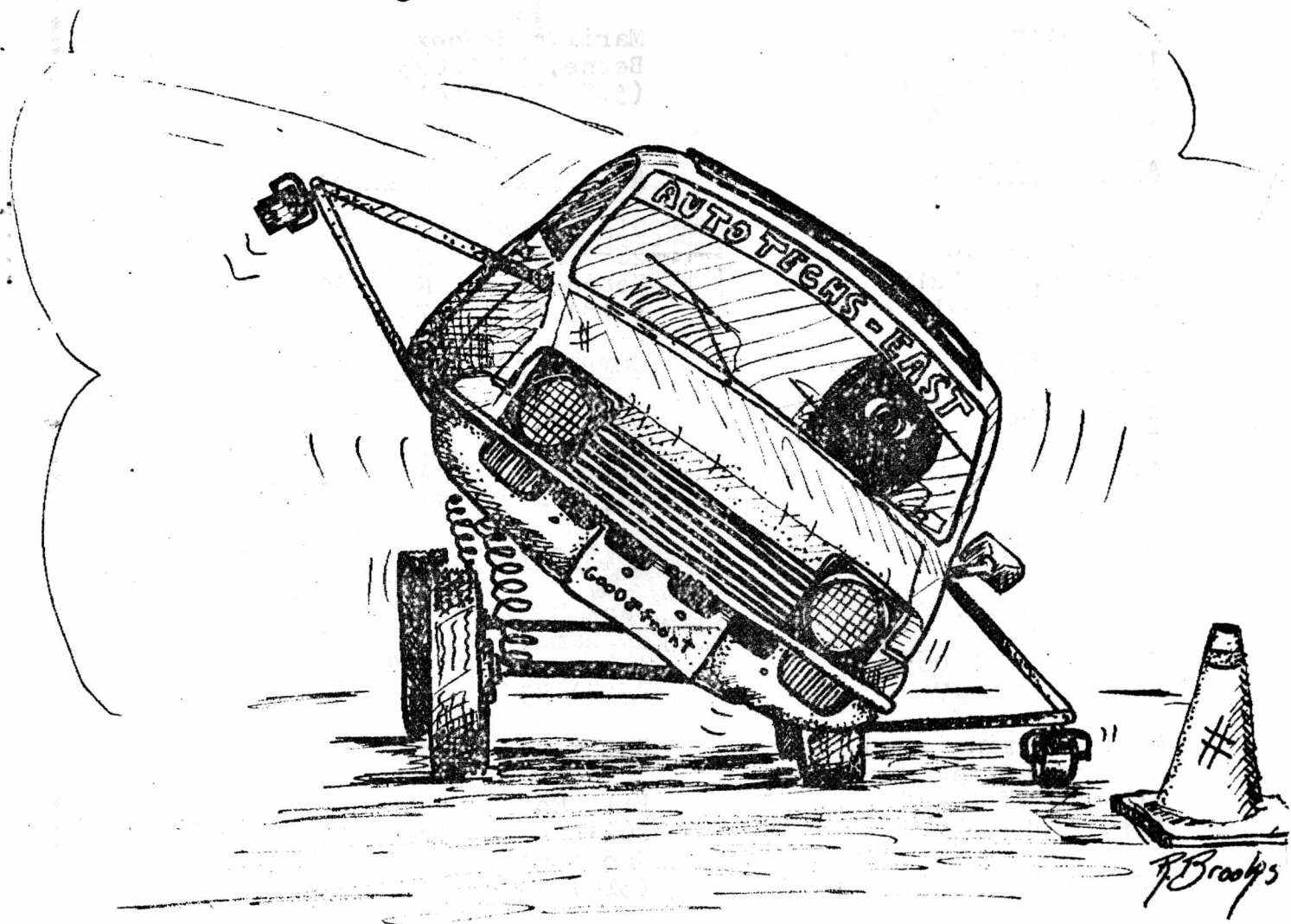


KNOCK OFF

Mohawk-Hudson Region SCCA

June, 1978



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The Knock-Off is published monthly, 12 months of the year. The deadline for articles and advertisements is the first Wednesday of the month. The material in the Knock-Off 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 at the discretion of the editor. The Knock-Off is mailed under Third Class regulations from Guilderland, NY.

The Knock-Off is Published by Judy Cook, 7 Borthwick Ave., Delmar, NY

R. Egional Ramblings

Our Regional Race and School is a little more than a month away and everything seems to be progressing nicely. Our Region does not have personnel to cover several of the specialties and that is discouraging. For the first time since I've been a member of MoHud we do not have a Chief Tech Inspector who lives locally or who will be available for the race - nor do we have a Starter. People interested in either position should start working toward their licenses so that next year we will not be in this position.

I'm pleased to announce that Jim Bishop has agreed to co-chair the race with Tom Phelan. Jim has been involved both as crew and worker at a number of events and he should add a big plus to the race.

After the meeting last month, Marie Corrin, Joanne Winkelman and Eleanor Morris expressed their interest in putting together a Region Picnic. Thanks for stepping forward. I'm looking forward to a great event where the members can get together and relax for a day.

The first Skip Barber Series Race weekend was a success. I worked pit out on Saturday and enjoyed the trip and the day at Thompson (see "Thompson Revisited" elsewhere in this issue). This series is really a good way to work toward a specialty license and a free three day driving school. More of you folks interested in auto-sports ought to plan on attending some of the six remaining events in the series.

Tom Phelan's autocross, June 4th, attracted 40+ cars. It was a neat course. Congratulations to Tom for this successful event. The next autocross at the State lot will be the 1978 Enduro. Five minute runs - measuring the greatest distance travelled. Last year this event was fun to put on and fun to run. Plan on being there (see the flyer in this issue).

DRIVERS CORNER:

Congratulations to Peter Klein for his 1st in FF at the Bridge on June 4th and his 9th at Bryar on May 28th. He had some great races from what I hear.

Connie McIntyre ran the Bryar Regional, May 29th and finished 19th in a large field of Fords. Connie indicated that the Bryar weekend was a big success - good weather, good racing and good times.

Also at Bryar, earlier in May, Craig Robertson ran his SSC Renault. Craig posted some good lap times during his SCCA driving school and had his log book signed off. Then he ran his first race at Watkins Glen on June 4th and finished third. Congratulations Craig!

I heard that Tom Campbell had a great race at the Glen - don't know the results but will have them for next month.

As you've probably heard, the Sears Point Pro Rabbit race was cancelled so Paul Hacker's first go is June 10th and 11th at Mid-Ohio and then June 23rd and 24th at Mr. Tremblant. If you've never been to Mt. T you should plan on that weekend to cheer Paul on and watch the CanAm and TransAm bashes as well.

NARRC:

Connie McIntyre represented MoHud at a NARRC meeting held at Bridgehampton on June 4th. Connie reported that the problems and questions regarding the NARRC Series should all soon be ironed out. More news to follow.

UP-COMING EVENTS:

Executive Board Meeting - June 28, 1978 at 8 PM - Ford's Tavern.

Membership Meeting - July 5, 1978 at 8 PM - Ford's Tavern.

To Be Discussed:

- Regional Race and Drivers School
- Picnic
- Albany Enduro
- Drivers News
- Movies

Congradulations To...

Tom Peckey- 10 years
 Paul Hacker- 5 years
 Tim McIntyre- 5years
 Connie McIntyre- 5years
 Bruce Ralleston- 5 years

See you at The Races
John

TRIVIA

A 1908 race around the world starting in New York and ending in Paris was won by a Buffalo, New York citizen named, George Schuster. Schuster won the race, which was sponsored by the New York Times and LeMatin of Paris, driving a 60 HP Thomas Flyer. The race lasted 169 days and covered 13,341 miles. The race is now being reinaçted by a Duo from Czechoslovakia in a vintage Tatra.

EXECUTIVE MEETING

May 31, 1978

5 Board members present:

Jim Winkelman
Jack Fantelli

John Stim
Jill Wright

Tom Phelan

Jim Stim called the meeting to order at 8:20 p.m.

Tom Campell proposed to dispense the reading of the minutes of the meeting. Seconded by Jill Wright. It was approved.

Old Business

Jill Wright read the financial statement. The financial statement was accepted as read.

Discussion was held regarding the cashing of our Certificate of Deposit. It was stated that our Certificate comes due at a certain date, in time for the race. Tom Phelan raised a question about a long term Certificate of Deposit.

Dave Hathaway was not present, but it was reported that all the licenses should have been issued.

Bob Wright discussed the latest Knock-Off. Bob needs the materials sent to him. It was decided that all materials should be sent to Bob. The NEW DEADLINE for the Knock-Off will be 8th of every month.

Bill Morris reported on the school. Bill has the mailing labels but needs a Tech. and Timing and Scoring Chief. A Doctor is also needed. Bill will figure out a budget as soon as LimeRock sends out a statement of expenses. Skip Barber has promised to be at the school on Friday.

Jeanne Winkelman will look into a date for the picnic by the next membership meeting.

Tom Phelan reported on the race. Discussion was held on the problem of fire bottles. We have to have four bottles per station, according to the Flagging and ^{Commissioner} Chief. Tom will discuss the problem with Northern New Jersey and get back to Mo-Hud at the membership meeting.

Jack Fantelli motioned that we pursue with Northern New Jersey an agreement for use of their equipment during the race. Seconded by Jim Winkelman. Motion passed.

We have a sanction for the Solo 1 on the 16th.

Jack Fantelli motioned that the Solo I be tabled till the next membership meeting. Seconded by Jim Winkelman. Motion passed.

Bob Wright will look into ordering new Mo-Hud Patches.

New Business

Connie McIntyre will be the Mo-Hud representative at the NARC meeting at Bridgehampton, June 3+4.

Jack Fantelli motioned that we reimburse Tom Phelan for expenses incurred while taking Bob Tullius to dinner. Seconded by Jim Winkelman. 1 in favor. 2 against. 2 abstentions. Motion not passed.

Jack Fantelli motioned that the region reimburse Tom Phelan for his dinner and Bob Tullius's dinner for a total of \$23.59. Seconded by Jill Wright. Motioned passed.

Jack Fanetlli motioned that the region make Skip Barber custodian of 7-20 lb. fire bottles, 1-10 lb. fire bottle, 1 air horn and 1 set of ~~station~~ ^{STARTER} flags. Skip is to keep and maintain the equipment for his race series and bring the equipment to our race. Seconded by Jim Winkelman. Motion passed. **A RECEIPT FOR EQUIP. LOANED WILL BE MADE AVAILABLE.**

John Stim will send secretary Marilyn Heacox a bouquet of flowers, as she is in the hospital for an operation.

The meeting was adjourned at 10:35 p.m.

Sincerely,
Joanne Winkelman
(acting secretary)

A COMMENT ON CONTRARINESS

Jim Bishop

There has been some discussion over the last month about the identity of the author of two articles that appeared in the Knock-Off without benefit of byline. In the interest of shedding some light on the question and keeping the Knock-off staff busy, I would like to add my comment.

It is possible that the author was motivated to remain anonymous out of shyness. It's conceivable that the author didn't think enough of the opinions presented to wish to attach a name to it. Another alternative is that the author felt that the subject was too controversial to attach to a single name, feeling that reactions to the article might be influenced if the reader knew the identity of the author and had preconceived opinions about the author's activities, perspective, associates, etc. While it is certainly valid from the Editor's viewpoint to demand to know the identity of the author and to be prepared to divulge it on request, the objective of anonymity is focus the attention of all readers on the philosophy presented.

It is ironic to note that the strategem of anonymity appears to have backfired. Most of the discussion seems to have been centered around the identity of the mysterious author. Given the essential contrariness of human nature, perhaps the author should have foreseen that. Other alternatives are that everyone more or less agrees with the author or those who disagree will not be bothered to respond, or that contrary opinions are in the works and the Editor is going to have lots of material. In any event, the subject matter is of importance to the future of the club, and I believe that should be our primary concern, not the author's identity.



WELCOME NEW MEMBERS

Stuart Myers Albany, N.Y.
James Anelle Jr. Catskill, N.Y.
Daniel Bull Upper Montclair, N.Y.
Rebecca Shivers Middletown Ct.
R.C. Llewellyn Middletown Ct.
Steve Spiak Cohoes N.Y.
John Blackburn Scotia, N.Y.
Hall Hutchison Old Chatham, N.Y.
Mitch Miecznikowski Schenectady, N.Y.

A LOOK AT A ROAD RACING Paddock COMMUNITY - PART II

The final major group is the drivers. They are the reason the whole show is there in the first place. But they couldn't be there if it were not for the other two groups, so it comes out even. Neither group, competitor or non-competitor feels any debt to the other, although I feel the drivers owe the workers a lot; after all they are volunteers. The drivers are there to compete, and the competition is fierce. The drivers are the base of the SCCA which is a club oriented to the participants of motor sports. The drivers are mostly amateurs, although some manufacturers hire good drivers to better their chances of victory, which looks good in product advertisements. They are a very small fraction though. Most of the drivers own their own cars and compete for the fun of it since there is little prize money, if any, involved.

There is a definite power structure in the community. At the top are the officials and at the bottom are crew-members and spectators. There is little ordering about of anyone, like in the army; people try to get along without offending anyone. Since the workers are volunteers it would not do for an official to order them around; they don't have to be there and can leave any time they want. Also it is not unusual for there to be a shortage of workers, so they are treated as people you want to have around. There are some privileges that go with having authority, such as a parking space close to where you are working, invitations to parties, freebies from manufacturers. Some officials have more power than others and of course they receive more since they have more to give.

Officials do have actual authority in their areas; the Chief Pit Marshall will give out assignments in the pit to make sure all the important areas are covered effectively. If, however, you don't want that position you can discuss it and reach a suitable agreement. When there is an unpleasant task it is usually rotated so no one has to stand in the rain and get splashed every time a car goes by. The same is true in other areas, since the worker is a volunteer you don't want to get him mad so you get the job done as fairly as possible. The best liked and most effective officials are always the fair ones.

Workers are next, going down the ladder; they have authority over drivers, crews, spectators when they are in their areas. A worker in the pit lane can tell any spectator to remain behind the fence; he can hold a car in the pit lane if there is a safety or rule infraction by that car. The worker can tell any person creating a safety hazard to leave and take the hazard with them. For safety reasons smoking is not allowed in the pit and I just love telling people to put their cigarettes out. Workers receive few bribes because they have the power to do anything that someone might want. Lately manufacturers have realized the importance of the worker and occasionally give them freebies like T-shirts. Let me make one thing clear when I say bribes; I do not mean that officials solicit money in exchange for favors, like in Washington, The workers and officials who donate a lot sometimes feel they are not getting enough out of it, so manufacturers' freebies are eagerly sought; everybody likes to get something for nothing. In other words, it is not a corrupt practice, so don't get the idea that it is.

Drivers have very little authority over anyone except the members of their own crews. A driver is responsible for the action of his crew members while they are at the race track. If a crew member commits a serious infraction of the rules, the driver is penalized because about the only thing you can do to a crewman is kick him out of the track. The driver, however, if he wishes to continue racing can be fined or have his license suspended. This has proved to be an effective form of discipline.

Social activities are the other main aspect of the paddock community besides racing. During the day there is no activity of an organized nature. When you have free time you can walk around and chat with people you know. Many of the drivers love to talk to you about their cars. You can visit with people you know and perhaps give them a hand with some work on their cars. There is practically no alcohol consumed during the day at the track. It is a very serious infraction of the rules to work or drive around the track after consuming an intoxicant, alcohol, pot or drugs (pills). The reasons for this should be obvious.

The main topics of conversation differ from group to group. Drivers talk about racing, their businesses, money and sex; workers talk about racing, how they would someday like to try racing, and sex; officials talk about racing, their business, and only occasionally about sex since they are for the most part old men.

Almost every evening there is some sort of organized social function, either a banquet, a beer party or in rare cases a dance. Various companies pay for these events and invite those who use their products. They also put on parties for the workers. But the thing to go to is the drivers' banquets; it is not difficult to get tickets if you know someone. At these parties there is a lot of good free food and usually a free bar. Three different parties were thrown for the workers during the week; by the race track owners, by the Champion Spark Plug Co. and by the Budweiser Beer Co.

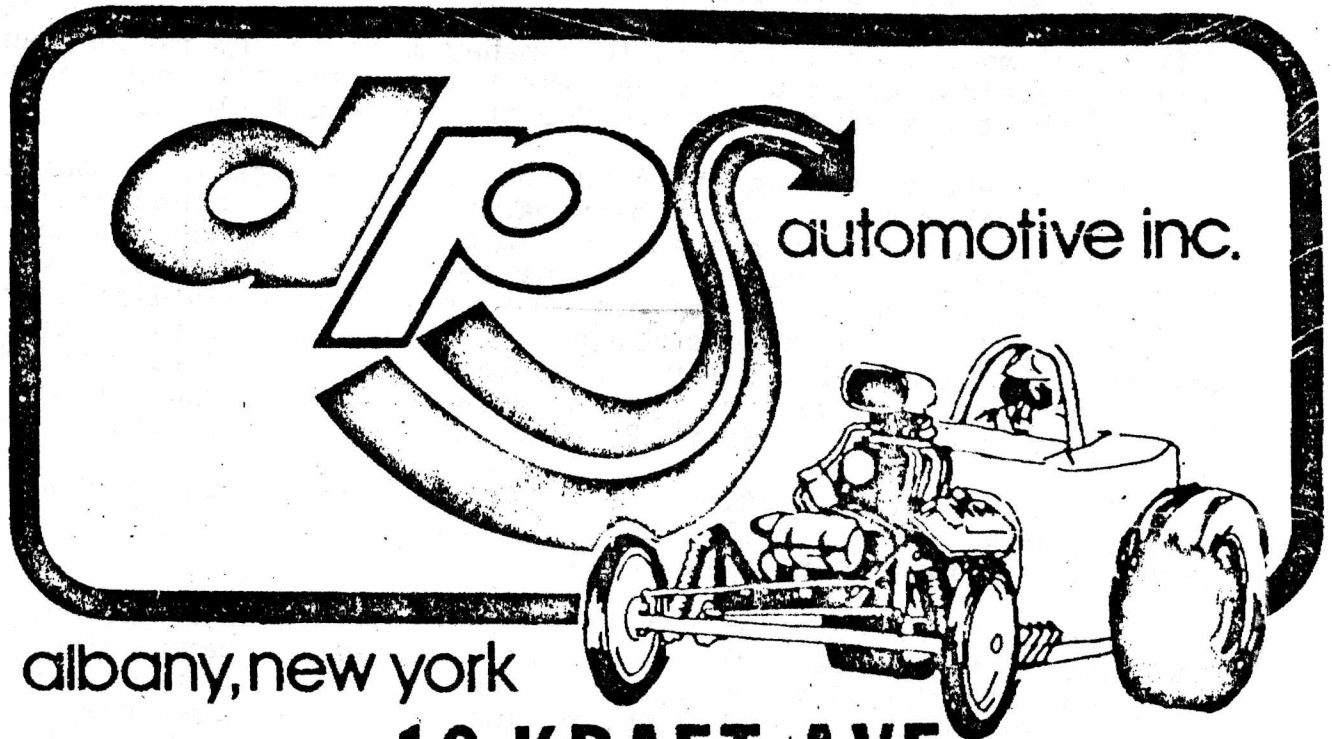
At all of these parties there is a shortage of unattached girls, since very few girls become involved in racing unless it is with their husbands or boyfriends.

The major aspect that sets the community off as a sub-culture, and indeed it is a sub-culture, is its interest in cars. The people involved with the SCCA are oriented towards participation in motor sports. Whether it is rallying, racing or solo events, they all participate. The people are just like anybody you might meet anywhere; they are lawyers, doctors, construction workers, teachers, accountants and even actors (Paul Newman competes in New England area races and has been a national champion), any occupation you can think of. The people have the same moral beliefs as the society, they abide by the same system of values, except they place motor sports where others place their recreational interests. Everyone has a different sport they enjoy above all others; racing is simply more expensive and time consuming than some of the other sports might be.

I say that racing and motor sports in the SCCA is a sport, a recreation, because that is what it is in this case. The drivers don't travel all over the country for the big events like the big time pros do. There is no prize money in club racing, it is done

mostly as a pastime, an expensive one. (some drivers solicit funds from sponsors in exchange for advertising space on their cars) but no less a pastime. The racer must function just like anyone else, he has a job to keep and a family to look after. Most of them do it "just for the fun of it."

THE END



albany, new york

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MAGNAFLUXING
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VOLKSWAGEN HEAD WORK
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SOLO REPORT

Mo-Hud Solo II Championship

In this issue of the Knock Off you will find the results of the last three events in Our solo championship. These plus the gymnasium results comprise the point standings for the first half of the series. Remember you must compete in half of the events (4) to be eligible for the championship. The best seven finishes are used in determining class winners.

There are still four events left, so everyone still has a chance. Those events are:

July 30th John Stims Enduro

Sept. 10th Dick Brooks

Oct. 7th Saturday Night Jack Hanifan

Oct. 15th EMSC

NORTHEAST DIVISION SOLO II RUNOFFS

This years runoffs will be held on the Grand Prix Circuit at Watkins Glen. The Glen Region hosted the event several years ago and it was an excellent event. We hope to have a large contingent from Mo-Hud this year. I think we have the ability to take home the region trophy, but we need the numbers. You must be a member of SCCA to compete. National classes are slightly different from our local classes, if you want to know anything more give me a call. The dates are August 19&20.

Rules

Remember that all convertibles must run with their top down. Regardless of the weather.

To end some confusion it has been decided that all multi run events will have three runs. Event masters are asked to keep this in mind when designing courses.

The national Solo committee wants to make the stock classes the same as Showroom. This would make most of the cars in our region prepared (have to run with racing tires to be competitive) If you object please write Bill Miller Yesterday.

Jack H.

MAY 7 AUTOCROSS RESULTS

The May 7 Autocross at the Washington Avenue Peripheral Lot in Albany turned out to be a beautiful day. The weather really cooperated for a change. Everything went smoothly. We started promptly at 1 o'clock thanks to the help of Paul and Pam Vooris, Jack Hanifan, Dolores Nolte and Gary Clark. It was good to see some old faces from the past. Many thanks to everyone that worked the event.

Skip

<u>CLASS</u>	<u>NAME</u>	<u>TIME</u>	<u>PLACE</u>	
C	John Hartel	83.59	1st	FTD
H	Al Harding	87.08	2nd	
H	Dick Brooks	92.75	3rd	
D	Tom Pelkey	85.06	1st	
D	Clark Nicholls	89.17	2nd	
D	Frank Hartley	90.02	3rd	
D	Eric Weiss	96.40	4th	
D	Keith Sneddon	97.16	5th	
E	Van Asimakis	85.95	1st	
E	John Letko	87.13	2nd	
E	Steven N.	89.66	3rd	
E	Pete Fullam	90.24	4th	
E	Clark Nicholls	90.29	5th	
E	Dave Hathaway	91.34	6th	
E	Paul Vooris	92.46	7th	
E	Bill Silverman	94.99	8th	
E	Karen Deiber	97.36	9th	
F	Jack Hanifan	87.58	1st	
F	Mike Wiczerbowski	87.66	2nd	
F	Ed Lukens	89.18	3rd	
F	Mike May	93.36	4th	
G1	Skip Gifford	86.22	1st	
G1	Tony Hilferty	87.44	2nd	
G1	Steve N.	92.20	3rd	
G1	Dolores Nolte	93.02	4th	
G1	L. Mark Stone	95.57	5th	
G1	John Barker	95.75	6th	
G2	Wilson Wright	85.14	1st	
G2	Bill Foshey	92.30	2nd	
G2	Dan Geinsheimer	98.03	3rd	
G2	Owen Gallagher	99.59	4th	

MAY 14th AUTOCROSS RESULTS

The May 14 Autocross, held in the Washington Avenue Peripheral Lot in Albany, ended up being quite successful (especially for the event master). We had a total of 38 participants. The first car off went promptly at 1 o'clock. The weather was forecasted for rain but decided to wait the autocross out. Only Class H had to run in the rain. Thanks to Paul Vooris, Van Asimakis, Jack Hanifan, John Hartel, Pat Charlebois and others for your help with this event. Special thanks to Paul Vooris (and Capital Cities) for coming to my rescue with a vehicle for timing and scoring.

Dolores Nolte

<u>CLASS</u>	<u>NAME</u>	<u>PLACE</u>	<u>TIME</u>
C	John Hartel	1st (FTD)	83.25
C	R. Leverage	2nd	89.48
D	Tom Pelkey	1st	84.53
D	Andy Mace	2nd	86.75
D	Dave Woods	3rd	88.46
D	Frank Hartley	4th	89.53
D	Keith Sneddon	5th	97.90
E	Paul Vooris	1st	86.45
E	Van Asimakis	2nd	88.45
E	Bob Giordano	3rd	90.28
E	Sue Kilmartin	4th	99.23
E	Karen Deiber	5th	102.13
F	Jack Hanifan	1st	86.88
F	Ed Lukens	2nd	88.68
F	Mike May	3rd	91.95
F	Lori Jacobia	4th	100.45
F	Kate Keneston	5th	100.83
F	Nick Jacobia	6th	106.84
G1	Skip Gifford	1st	86.87
G1	Dolores Nolte	2nd	93.39
G1	Dave Shaw	3rd	93.92
G1	Steve N.	4th	94.02
G1	Tom Langdon	5th	94.05
G1	L. Mark Stone	6th	94.89
G1	Ellen Ackerman	7th	104.42

<u>CLASS</u>	<u>NAME</u>	<u>PLACE</u>	<u>TIME</u>
G2	Wilson Wright	1st	85.38
G2	Dan Gensheimer	2nd	89.66
G2	Chuck Kunze	3rd	93.79
G2	Owen Gallager	4th	94.88
G2	Dave Burnham	5th	95.65
G2	Wilber Foshay	6th	95.85
G2	Sue Richards	7th	96.80
G2	Cindi Fitzsimmons	8th	101.42
G2	Len Charlebois	9th	102.85
H	Al Harding	1st	88.16
H	Gary Beardsley	2nd	92.22
H	Dick Brooks	3rd	94.94
H	John Blackburn	4th	102.88

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MOHAWK-HUDSON AUTOCROSS

JUNE 3, 1978

RESULTS

#	Class	Marque	Driver	Time	Place
13	C	Vette	G. Herbst	60.34	2T
15	C	Vette	A. Harding	67.32	3
16	C	Vette	R. Lawrence	70.23	4
47	C	Porsche	J. Hartel	FTD 59.15	1T
4	D	Spitfire	R. Plavidal	71.80	7
6	D	Datsun	P. Plante	63.73	4
8	D	Sprite	P. Smith	63.70	3T
9	D	Datsun 2000	T. Pelkey	59.82	1T
44	D	GT 6+	A. Mace	60.70	2T
66	D	Spitfire	C. Nicholls	64.70	5
29	D	Triumph	E. Weiss	66.77	6
2	E	TR-4	P. Nixon	65.29	5
3	E	MGB	R. Giordano	63.88	4
27	E	Capri V-6	P. Vooris	61.28	1T
41	E	TR-4	P. Fullam	62.69	2T
23	E	Accord	J. Stim III	63.77	3
10	F	Fiat 850	M. May	65.79	5
19	F	Fiat 124	E. Lukens	63.12	3T
24	F	131	V. Asimakis	67.06	6
25	F	131	S. Variamoglom	80.78	7
39	F	Datsun 1600	M. Wierzbowski	63.10	2T
46	F	Datsun 1600	D. Shaw	65.73	4
55	F	Fiat 124	J. Hanifan	62.69	1T
5	G1	Renault 5	L. Stone	65.92	5
7	G1	Capri II	S. Gifford	61.74	1T
12	G1	Capri	K. Belden	61.83	2T
18	G1	Capri	G. Nolte	67.66	6
22	G1	Opel	O. Gallagher	65.44	4
30	G1	Opel	E. Ackerman	70.69	7
99	G1	Opel	T. Hilferty	62.09	3T
1	G2	VW	D. Gensheneimer	64.55	2T
14	G2	VW	L. Charlobois	76.22	6
20	G2	Citroen	A. Burham	69.94	4
21	G2	Citroen	J. Pedesen	68.72	3
23	G2	VW	W. Wright	62.52	1T
35	G2	Colt	M. Scarlata	70.35	5
3	H	Camaro	J. Harding	73.31	5
4	H	Camaro	A. Harding III	64.87	1T
11	H	Bavaria	M. Miezniowski	65.86	3
17	H	Nova	D. Brook	67.43	4
61	H	Camaro	G. Hollinger	65.45	2T
38	L	Datsun 1600	E. Wierzbowski	70.79	2
36	L	Fiat 128	S. Richards	68.29	1

12 HOURS OF SEBRING

24 HOURS OF DAYTONA

24 HOURS OF LE MANS

MILLE MIGLIA

MARLBORO ENDURO

"THE ALBANY ENDURO"

5 MINUTE AUTOCROSS

JULY 30, 1978

PRESENTED BY MOHAWK HUDSON REGION
SPORTS CAR CLUB OF AMERICA

NEW YORK STATE PERIPHERAL PARKING LOT
WASHINGTON AVE, ALBANY NEW YORK

JULY 30, 1978

PUBLIC INVITED - A TEST OF DRIVING SKILL,
DRIVER'S ENDURANCE AND AUTO PERFORMANCE.
(NOT A RACE)

REGISTRATION OPENS AT NOON

FIRST CAR OFF 1 PM

SCCA MEMBERS # . SCC MEMBERS # .

GUESTS # .

SAVE \$.50 - BRING THREE EMPTY 1/2 OR 1 GAL
PLASTIC BOTTLES WITH MATCHING CAPS (BLEACH,
LAUNDRY SOAP, ETC)

FOR INFORMATION

JOHN 465-2695

JACK 438-3754

Skip Barber Race Series '78

1000 Massachusetts Avenue, Boxboro, MA 01719, (617) 263-3771

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

We need flaggers and fire and rescue personnel for our Race Series '78. In turn, we offer free Schools, or credits toward Schools, to race workers on the following basis:

1. 4 days of work earns a One Day Introduction to Racing School - Value: \$175.
2. 14 days of work earns a Three Day Racing School - Value: \$650.

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

Our schedule for Race Series '78 is as follows:

June 3 and 4	Thompson
June 16 and 17	Lime Rock
July 1 and 2	Thompson
July 14 and 15	Lime Rock
August 19 and 20	Bridgehampton
September 16 and 17	Watkins Glen
October 7 and 8	Bridgehampton
October 20 and 21	Lime Rock

For more information, or to be placed on our worker mailing list, please contact:

Jack Fantelli
Mohawk-Hudson Region, SCCA Inc.
Damask Drive
Elnora, NY 12065
(518) 371-7267

Skip Barber School of Performance Driving
1000 Massachusetts Avenue
Boxboro, MA 01719
(517) 263-3771

Membership Application Sports Car Club of America, Inc.

Dear Prospective SCCA Member:

To apply for membership in the Sports Car Club of America, the world's largest member participation automotive organization, please complete the form below *in full* and return, with payment, to your Region or the SCCA Membership Department, P.O. Box 22476, Denver, Colorado 80222.

PLEASE PRINT OR TYPE

Applicant's Name _____ Age _____

Home Address _____ Telephone _____

City _____ State _____ Zip Code _____

Business Address _____ Telephone _____

City _____ State _____ Zip Code _____

Occupation _____ Marital Status _____ Spouse's Name _____

I am interested in the following areas of SCCA activities:

Racing _____ Rallying _____ Solo Events _____ Race Worker _____ Rally/Solo Worker _____
Social _____ Other _____

Indicate with an "x" which address you wish mail sent to, and which telephone — or both — you prefer listed in the Region's roster.)

Membership in the Sports Car Club of America is dual — National and Regional. Dues are for the year ending December 31; dues received after October 31 will apply through the succeeding full year. Make one check/M.O. for the total amount payable to: *SCCA, Inc.*

Annual National dues		Annual Regional dues	
Regular Member	\$25.00	Regular Member	\$ _____
Spouse Member	5.00	Spouse Member	\$ _____
Junior Member	10.00	Junior Member	\$ _____

Spouse must be Regular member's spouse. Junior must be under 21 years old.

I hereby apply for membership in the Sports Car Club of America, Inc., and its _____
Region and agree to abide by the bylaws.

Applicant's Signature _____ Date _____

Sponsor Signature  _____ Sponsor Signature _____

Approved: _____ Date _____
(Regional Executive or Membership Chairman)

NATIONAL OFFICE USE ONLY

Application received _____ Regional dues \$ _____ Type _____

National dues \$ _____ Type _____

Membership No. _____ Membership card sent _____

THOMPSON REVISITED

On Saturday, June 3rd, I went to Thompson Speedway to work at a Skip Barber Series Race. It'd been nearly four years since I'd last been to this race track in Northeast Connecticut. The last time I pulled up to registration, I was towing the Datsun 1200 to a New England Region race; the second race at Thompson for me that year.

Standard procedure to go to the races at Thompson was to leave at 6 AM Saturday in order to eliminate one night of camping on the infield. That put us at registration about 9 or 9:30. A quick off-loading, tech and change into the driving suit usually meant we could get two practice sessions in on Saturday. My first time there, my second race, my novice permit, I only made qualifying. As a result I qualified back in the pack (17th) and spent a long time kicking myself for that performance. During the race, I managed to improve my position by finishing 6th overall and 2nd in C-Sedan. That made the trip worthwhile.

In my second and last race at the track I managed to do somewhat better by placing 4th overall and 1st in class. Returning to the track on Saturday, for the opening day of the Skip Barber Racing Series, brought back the memories of racing on the track in 1974, crewing for Doug Jones in 1973, and the MoHud Races held there back in 1972.

I'll never forget the race between Doug Jones in his 1200 and Omar Norton in his Mini. At the time Omar was "the man to beat" and Doug and he had run several close races. But at this one particular race they swapped leads several times and the excitement was rising with every racing lap. Suddenly, while Doug was leading, Omar tried to out-deep Doug in the last turn. Brakes locked, control was lost, Omar hit the bank that separates the last turn and the oval, rocketed into the air, did a back flip with a half gainer and landed square on the nose of the Mini. The car then dropped onto its top like a dead turtle. Omar emerged unhurt, except for his pride, to watch Doug go on to win . . . the first time a Mini Cooper was beaten by a Datsun in the Northeast Division.

Camping on the infield was another trip unto itself. The contingency from MoHud consisted of Paul and Jean Hacker, Mark Crow, Steve Rice, the Kroms', Jim Behan and crew, Jim Bishop, myself, Geoff, Irene and usually Bob Claffie and a variety of New England Region folk. We'd build a fire Saturday night, cook supper and proceed to empty many brown bottles. War stories would thicken the air and many discussions regarding car prep, driving and good times filled the evening hours until everyone was too far gone to shoot the bull any further. Sunday morning, sunshine and a variety of gastric bugles usually awakened the group. And if Mark Crow had not rolled through the fire, dropped stew in his sleeping bag or gotten too loaded during the night, then you could enjoy his cheese omelets for breakfast.

Racing seemed simpler, then - even cheaper. The desire for more competition, more speed and an invitation to Atlanta drew me away from Thompson; there were no national races, there.

The trip to Thompson this time was enjoyable; still three hours away, the track basically unchanged, the sound of SCCA race cars on the track. This time Skip Barber's Formula Fords with drivers whose thoughts of winning the season-long series were being formulated and tested. There were also drivers like Pat Bedard, testing his experience and testing the Skip Barber Series formula. And Bruce Mac Innes was there to set the pace and provide instruction to the series competitors.

As in all racing, these drivers are serious about what they are doing on the track. They are all driving to their own 10/10ths but enjoying the free time. To a lesser degree, those at the track last Saturday, reminded me of those weekends I had spent at Thompson Speedway back in the early 1970's. The cars are not Nationally competitive Formula Fords; redline is low and maintenance easier. The racing is not a sponsor-getter for a driver. But it has the potential of good close, wheel-to-wheel racing in basically equal cars. The drivers find hassle-free events that do not require them to bust their knuckles in order to get on the track - as in so much of today's racing.

The good times are still there. The beer flows in great quantities; thanks to Skip. War stories abound as always and MoHudders like Bill Morris, The Fantelli's, The Winkelman's, The McIntyres, Sue Rodgers and others carry on the all night track vigil that I have just related.

I look forward to the success of the people who are trying to get Thompson reopened to more SCCA classes, so that more drivers, more crews and more workers can enjoy good times and good friends there, again.

John

THREE CLUB ACTIVITIES CALANDAR

JUNE	18	BMSC	ECONOMY RUN/RALLYE	DAVE HATHAWAY	(413)443-4670
	25	BMSC	SOLO II	STEVE NOTARNICOLA	(413)442-2545
JULY 2					
	* 9	BMSC	RALLYE <u>TRI CLUB 3</u>	MIKE COMBER	(413)442-4218
	16	EMSC	SOLO II	PAUL VOORIS	(518)477-7393
	23	BMSC	SOLO II	PETE NIXON	(413)442-3052
	28	MOHUD	SCHOOL/LIMEROCK	BILL MORRIS	(518)371-7283
	29	MOHUD	RACE LIMEROCK	TOM PHELAN	
	30	MOHUD	SOLO II ENDURO	JOHN STIM	(518)465-2695
SOME SATURDAY IN JULY BLIND RALLYE JERRY VARNEY (518)785-0888					
AUGUST	6	BMSC	FUN-KHANA	DAVE HATHAWAY	(413)443-4670
	* 13	BMSC	RALLYE <u>TRI CLUB 4</u>	LYN CAMIN	(413)499-0627
	20	BMSC	SOLO II	STEVE NOTARNICOLA	(413)442-2545
	27	MOHUD	PICNIC LOCATION TO BE ANNOUNCED	STAY TUNED	
SEPT	3	BMSC	SOLO II	CLARK NICHOLLS	(413)442-9710
	10	MOHUD	SOLO II	JACK HANIFAN	(518)438-3754
	17	EMSC	SOLO II	DICK BROOKS	(518)756-9282
	24	BMSC	SOLO II	PETE NIXON	(413)442-3052
OCT 1					
	7	MOHUD	SOLO II NITE	JACK HANIFAN	(518)438-3754
	* 14	EMSC	RALLYE <u>TRI CLUB 5</u>	JERRY VARNEY(NITE)	(518)785-0888
	15	EMSC	SOLO II (SCCA)	JACK HANIFAN	(518)438-3754
		BMSC	SOLO II	PETE NIXON	(413)442-3052
	22				
	28	BMSC	RALLYE (HALLOWEEN)	VERN EMERSON	(413)743-3874
NOV	5	EMSC	SOLO II (WAC)	JACK HANIFAN	(518)438-3754
	12	EMSC	RALLYE	BILL HOFFERT	(518)346-4547
	* 19	MOHUD	RALLYE <u>TRI CLUB 6</u>	DOUG JONES	(518)799-6321

* DENOTES PART OF THE NOTHTEAST FOREIGN CAR PARTS RALLYE SERIES

SCCA38-07 Corporal Stone St.
Bayside, New York
11361
212-229-2696June 3, 1978

TO: All Drivers Competing in NARRC Championship Series

FROM: Henryk Szamota, Chairman NARRC Series

Following is the NARRC Schedule for 1978

<u>Date</u>	<u>Circuit</u>	<u>Region</u>
April 22	Bridgehampton	New York
May 6	Bridgehampton	New York
June 3	Bridgehampton	N. New Jersey
June 17	Bridgehampton	New York
July 8	Bridgehampton	New York
July 29	Lime Rock	Mo-Hudson
Aug. 5	Bridgehampton	New York
Aug. 19-20	Bryar Park	New England
Sept. 9	Bridgehampton	New York
Sept. 23-24	Bryar Park	New England
Oct. 7	Lime Rock	N. New Jersey

RACING REGULATIONS

1. Points will be counted for the 6 best out of 11 races. The points will be scored 9-6-4-3-2-1.
2. In order to be eligible for the NARRC Championship, the driver's Region of Record must be one of the following 4 Regions: NER, NYR, NNJR, MO-Hud
3. The driver must compete in at least one race of the 3 regions out of the 4 participating regions in the NARRC Series, as listed in Paragraph 2.

For further information regarding the NARRC Championship, please feel free to write or call me.

CHAIRMAN, NARRC CHAMPIONSHIP SERIES

 A handwritten signature in dark ink, appearing to read "Henryk Szamota".

HENRYK SZAMOTA

June

2 3 & 4	Duryea Hillclimb - BMR
3	Regl - NNJ - Bridgehampton
3 & 4	Barber Series - MoHud - Thompson
3 & 4	Regl - Glen - Glen
10 & 11	Restr Regl - TriRegs - Pocono MARRS
10 & 11	Susquehannock Trail Natl Rally - FLR
17 & 18	Natl - St Cit - Nelsons
17 & 18	Dr Sch - Glen - Glen
17 & 18	Regl - NYR - Bridgehampton
16 & 17	Barber Series - MoHud - Lime Rock
24	Virginia Reel Natl Rally - Wash DC
23, 24 & 25	Natl - Wash DC - Smt Pt
24 & 25	Regl - Mah Val - Nelsons

July

1 3 & 4	Natl - NNJ - Lime Rock
1 & 2	Barber Series - MoHud - Thompson
8 & 9	6 HOUR & CAN AM - GLEN - GLEN
8 & 9	Dr Sch - NYR - Bridgehampton
14 & 15	Barber Series - MoHud - Lime Rock
15 & 16	Natl - Fin Lakes - Glen
15	Bonnie/Clyde Div Rallys - Phila
22 & 23	Regl - St Cit - Nelsons
22 & 23	Regl - NYR - Bridgehampton
22 & 23	Regl - Wash DC - Smt Pt
29 & 30	Natl - Mah Val - Nelsons
28 & 29	Dr, Sch & Regl - MoHud - Lime Rock

August

5 & 6	Little LeMans - NER - Thompson - Restricted Regl
5 & 6	Regl - NYR - Bridgehampton
11 & 12	Dr Sch & Regl - NNJ - Lime Rock
12 & 13	Natl - Glen - Glen (Super National)
19 & 20	NEDiv Solo II Runoffs - Glen - Glen
19 & 20	Regl NER - Bryar
19 & 20	Regl - St Cit - Nelsons
19 & 20	Barber Series - MoHud - Bridgehampton
27	Encore Div Rally - NER
26 & 27	Natl - Cen Pa & Wash DC - Smt Pt
26 & 27	Regl & Enduro - Glen - Glen

September

1 3 & 4	Economy Run - NER
1 - 4	Natl/Lil Lemans - NER - Lime Rock (Super Natl)
9 & 10	Regl - NYR - Bridgehampton
9 & 10	Regl - NNJ - Asbury Park
9 & 10	Rel - Fin Lakes - Glen
9 & 10	Dr Sch - WNYR - Nelsons
16 & 17	Ntl - NYR - Bridgehampton
16 & 17	Regl - Wash DC - Smt Pt
16 & 17	Solo I - SNYR
16 & 17	Barber Series - Glen - Glen
16 & 17	Restr Regl & 4 hr - TriRegs - Pocono
23	Little Appalachian Div Rally - Phila

PHONE 203 435-2572

LIME ROCK FOUNDATION, INC.
P. O. BOX 441, LAKEVILLE, CONN. 06039



LIME ROCK PARK: "Road Racing Center of the East"
LOCATION: Lime Rock, Conn. (Rt. 7 & 112)
CONTACT: James E. Haynes (203) 435-2572
RELEASE: June 7, 1978

Fact Sheet

June 30th	-	10:00 am - 11:00 am	Qualifying Formula Atlantic
		11:00 am - 4:00 pm	Practice & Qualifying
			Group 1 C sedan, G & H production
			2 Formula Vee
			3 A, B, C, D Sports Racing
			4 Formula SCCA
			5 SSS C
		4:00 pm - 5:00 pm	Qualifying Formula Atlantic
		5:00 pm - 5:30 pm	Qualifying Group 1
July 1st	-	9:00 am - 10:45 am	Qualifying Groups 2-5
		10:45 am - 11:45 am	Qualifying Formula Atlantic
		11:45 am - 12:30 pm	LUNCH
		12:30 pm - 5:30 pm	Races Group 1-5
July 2nd	-	8:00 pm	Fireworks
July 3rd	-	11:45 am - Noon	Practice Group 6
		Noon - 1:00 pm	Qualifying Formula Atlantic
		1:00 pm - 5:30 pm	Practice & Qualifying
			Group 6 SSS A & B
			7 E & F production
			8 B sedan, D production
			9 + 10 Formula Ford
			11 A, B, C production, A sedan
July 4th	-	9:00 am - 10:45 am	Qualifying Group 7-11
		10:45 am - 11:15 am	Formula Atlantic Warm-Up
		11:15 am - 3:30 pm	Races Group 7-11
		3:30 am - 4:00 pm	Formula Atlantic Warm-Up
		4:00 pm - 5:00 pm	Formula Atlantic Race
		5:00 pm - 5:45 pm	Race Group 6

Admission

Friday	-	\$3.00 (includes paddock)
Saturday	-	\$5.00 (includes paddock)
Monday	-	\$5.00 (includes paddock)
Tuesday	-	\$12.00
		3.00 paddock

Children under 12 admitted free.

1978 NEDiv. SCCA SOLO II CHAMPIONSHIP
Official Registration Form
Sanction No. SSII-78-1

DRIVER INFORMATION

Name _____ Phone () _____
Address _____ Age _____
City _____ State _____ Zip _____
Region Affiliation _____ Membership No. _____

SCCA MEMBERSHIP CARDS & DRIVER'S LICENSES MUST BE PRESENTED AT REGISTRATION.

CAR INFORMATION

Make _____ Model _____ Year _____
Color _____ Engine Displacement _____
SCCA Solo II Class _____

Additional Drivers (Names & Classes)

SEPARATE FORMS ARE REQUIRED FOR EACH DRIVER.

- 1. _____
- 2. _____
- 3. _____

Car Number Choices (No Guarantee) 1st - _____ 2nd - _____
IF ENTERING IN A LADIES CLASS, INDICATE THE REGULAR CLASS OF THE CAR ALSO.
EXAMPLE: DL (FS).

Do you plan to attend the Saturday buffet party? Yes _____ No _____
Number of your guests attending the party _____. For each person attending
the party, send \$5.00 with your entry fee.

ENTRY FEE \$10.00
LATE ENTRY CHARGE 2.50

ENTRY DEADLINE, AFTER WHICH THE LATE ENTRY CHARGE APPLIES IS AUGUST 12, 1978.

Make checks payable to: GLEN REGION, SCCA.

Send entries to: Linda Atkinson, Awad Park, 52 commonwealth Ave., Erin, NY 14838.

FOR REGISTRATION ONLY

Postmark Date _____

Money received by check _____ cash _____ Amount _____ Party? yes - no _____

Number Assigned _____ Class _____

(Copies of this registration form are acceptable.)

Complete details of the event are included in this brochure. If you have any questions, or we can be of any assistance, please call us. We look forward to seeing you on August 19 & 20. For additional information contact the event chairman, Carl Matuszek, 4995 McNutt Run Road, Campbell, NY 14821 (607) 527-4423 or the registrar, Linda Atkinson, Awad Park 52 Commonwealth Avenue, Erin, NY 14838 (607) 739-0524.

- FRIDAY** - Registration 7:00 - 10:00 p.m. at Kendall Tech Center
 Tech Inspection 7:30 - 10:30 p.m. at Kendall Tech Center
 Social Gathering 8:00 - 11:00 p.m.
- SATURDAY** - Registration 7:30 - 10:30 a.m. at Kendall Tech Center
 Tech Inspection 8:00 - 11:00 a.m. at Kendall Tech Center
 Driver's Meeting 9:30 a.m. in Pit #1
 Timed Runs Begin
 Groups 1 & 4 - 10:00 a.m. - 12:30 p.m.
 Groups 2 & 5 - 12:30 p.m. - 3:00 p.m.
 Groups 3 & 6 - 3:00 p.m. - 5:30 p.m.
 Buffet Party 7:30 - 12:00 p.m. at Paddock Club
- SUNDAY** - Registration and Tech inspection 8:00 - 9:00 a.m. at Kendall Tech Center (by appointment only)
 Driver's Meeting 8:30 a.m. in Pit #1
 Timed Runs Begin
 Groups 1 & 4 - 9:00 a.m. - 11:30 a.m.
 Groups 2 & 5 - 11:30 a.m. - 2:00 p.m.
 Groups 3 & 6 - 2:00 p.m. - 4:30 p.m.

GOVERNING RULES

The 1978 SCCA Solo II Rules will be followed in their entirety except as modified in these supplementary regulations.

1. Order of Running - There will be six groups of cars on each day, with three groups on each course. The groups will be as follows:
 - #1 - AM, BM, CM, DM, AL
 - #2 - AP, BP, CP, BL
 - #3 - DP, EP, CL
 - #4 - AS, BS, FS, DL
 - #5 - CS, DS, ES
 - #6 - GS, HS, EL

Groups 1-3 will run Course A on Saturday and Course B on Sunday.
 Groups 4-6 will run Course B on Saturday and Course A on Sunday.
 Cars will run in numerical order in class with the following exception: For a car with more than one driver, a minimum of five cars must run between each driver.
2. Car Numbers - Entrants must see to their own number per Solo II Rule 3.6. Insofar as possible, easily convertible numbers, such as 5 & 15 will be assigned by the registrar to co-driver entries.
3. Penalties - Penalty time of five seconds for an uncorrected course deviation, i.e. missed gate, shall be added to a driver's time. A penalty of two seconds shall be added to a driver's time for a displaced pylon. If you miss your runs on one course and your class has completed its runs on that course, you will receive a DNS for that course.
4. Mufflers are required per Solo II Rule 3.3.
5. Entrants are required to work per Solo II Rule 6.1. This work may consist of replacing pylons, calling in penalties to timing and scoring on radios, etc.

MOHAWK HUDSON REGION
SPORTS CAR CLUB OF AMERICA
PRESENTS

"TABLECROSS 78"

THE ONE AND ONLY COMPETITION EVENT FOR
THE MONTH OF AUGUST 1978.

- PUBLIC INVITED
- FOR ALL SKILLED "DRIVERS"
- CASH AWARDS (PURSE DEPENDANT ON # OF ENTRIES)
- CONTINGENCY AWARDS
- TROPHIES TO TOP 10% LADIES CLASS
OVERALL
- DASH PLAQUES
- LOW, LOW ENTRY FEES

AUGUST 2, 1978, 8PM, FORDS TAVERN
(HELD IN CONJUNCTION WITH THE MONTHLY
MEMBERSHIP MEETING)

1ST CAR OFF AT THE CONCLUSION OF THE
BUSINESS MEETING.

(MULTIPLE RUNS)

DON'T MISS THE FUN & EXCITEMENT
OF TABLECROSS 78

ANNOUNCING

3RD & 4TH EVENTS

OF THE

NORTHEAST FOREIGN CAR PARTS

RALLY SERIES

3RD TIPTOE THROUGH THE
JULY 9TH TULIPS TWO

STRAIGHTFORWARD TULIP-TYPE INSTRUCTIONS
80-100 MILES IN AND AROUND BERKS. CTY.

RALLY MASTER: MIKE COMBER 442-4218

4TH PLAY IT AGAIN, SAM!
AUGUST 13TH

STRAIGHTFORWARD & CLEAN

GOAL: EVERYBODY HITS EVERY CP WITH
LESS THAN A MAX; NOBODY GETS LOST

80-100 MILES

RALLY MASTER: LYN CAMIN 499-0627

5TH RALLIES START AT "THE CENTER" (PRICE-CHOPPER/KINGS
PITTSFIELD-LENOX RD, RTES 7 & 20 REG. 11:30AM FCO 1:00PM