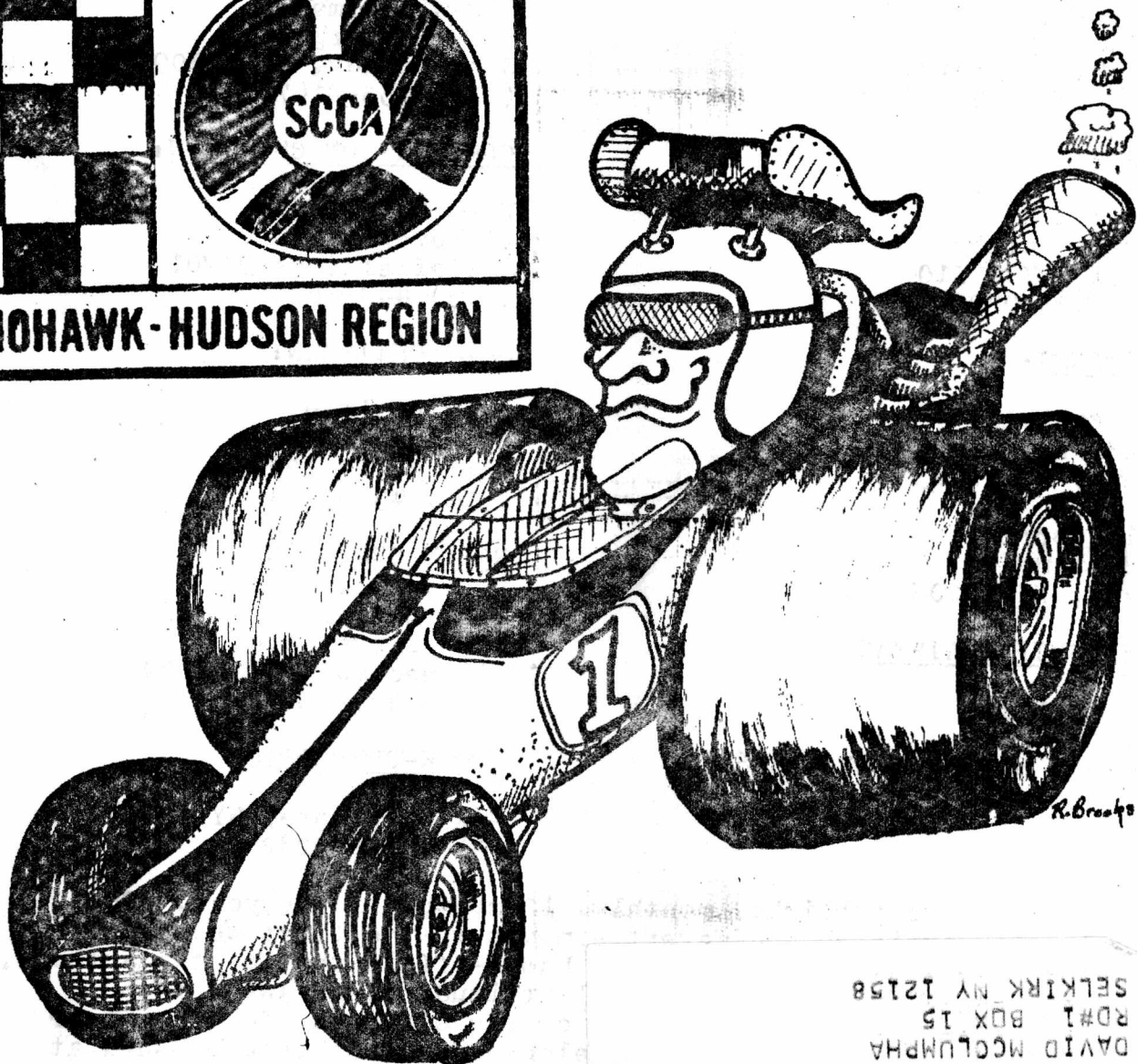


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1978

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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 or its officers. 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.

Knock-Off Staff: Dick Brooks, Andy Mace, and L. Mark Stone

R.E.gional Ramblings

There are only three events, other than meetings, remaining in 1978, with MoHud billing. October 20, 21 is the last Barber Series Race at LRP. November 18th is the last MoHud rally as well as the last rally in the North East Foreign Car Parts Rallye Series. December 2nd is the MoHud Awards Banquet/Election.

The first two events are significant in that they represent our involvement in two greatly different and highly visible, beneficial motorsport programs. Our members, Jack Pantelli and Bill Hoffert have put a great deal of effort into developing these two series of events. MoHud in return has received a great deal of support from Skip Barber and Ted Baron. With no other activities conflicting, I think it is now up to the rest of the membership to show increased support for these last events and thereby offer the "applause" Jack and Bill deserve. The third event is every members' chance to publicly recognize the efforts of MoHud's workers and drivers. If you haven't done anything with the Region so far this year, you at least should show up for this event. Meet the people who have been active. Applaud those who have been most active! They will appreciate it, and you will enjoy doing it. Besides, members go for the actual cost of the meal (you get back your \$5.00 Regional dues plus some of your National dues) which has got to be a bargain - especially for those members who haven't worked at all to promote or participate in motorsports this year.

MoHud member, Peter Kuhn, will be attending the 1978 CSPRR in an effort to come home with the National Crown. Peter won the NEDiv Championship in Formula Ford this year - No easy feat in a difficult class - and I'd like to wish him the "best of racing" at Atlanta.

Both Ray Rovinsky (NNJR) and Al Howes (NER) liked the idea of a 1979 Lime Rock Championship Series. As of 10/10/78, the idea still had to be discussed with Jim Haynes. We intend to discuss details further at the NEDiv Convention, November 11, 12 providing we have Jim's support.

To those members travelling to the Peach State for CSPRR - have a safe and fun filled time in the sunny South. I probably won't make it for the first time in five years, and I know I'll miss the whole show a lot but it's just not in the cards this year.

Don't miss the November meeting - November 1 at Ford's Tavern; Reports from Atlanta, (maybe even a few Georgia peaches will be present). Close of Officer Nominations; Guest Speaker: Jim VanDoren to speak on Synthetic Lubricants.

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MINUTES

The October Membership Meeting of the Mohawk Hudson Region SCCA was called to order by RE John Stim on October 4, 1978.

Minutes of the Sept. Membership Meeting was approved as read. Treasurer's report was accepted as read. John Stim said K & K Insurance sent a check of \$550. as refund on the insurance of the Regional Race-Drivers School.

Competition Director Dave Mathaway - no report.

Knock Off - The new staff will take over as of October. Mark Stone said any member who has something to sell should mail or turn in any ads for printing in the K.O.

Membership chairman Tom Campbell reported there are 127 members at this time.

Activities Director, Jim Winkleman was not present so John Stim went over the upcoming activities. The next MoHud event is Sat. Oct 7th with a night autocross.

Bill Moffert, the rally chairman said the points for the rally series was available. MoHud's next rally will be Nov 18. Bill will be getting together with the other clubs to discuss next years Rally Series.

RPI listed their next events. Empire also told of their events including the Arco Championship runoff to be held Nov 5 at the Peripheral Lot.

John Stim said the tentative date for next years Race-Drivers School will be July 27 & 28.

The Awards Banquet will be Sat. December 2 at the Western Turnpike C.C. Cost to members will be \$6.00 for Prime Ribs and \$4.50 for Veal Cordon Bleu. For non members it will be double. Reservations with check have to be in by Nov 20th. There will be a band for dancing.

Jean Pantelli said she has trophies ready for the year end awards just to put on the engraving.

Old Business:

John went over the NEDiv National point standing of MoHud members. He also discussed how the Race Drivers have been doing. John said he hasn't received the new patches as yet and hasn't purchased the new file cabinet which he was allocated to buy.

The treasury note has not been purchased as yet. It is the intention to purchase a \$10,000 note for 6 months. L. Mark Stone said there is no handling fee if purchased direct from a Federal Reserve Bank. He said there is a kit available by writing to the Government. A motion made by Tom Campbell seconded by John Sheridan to have Mark Stone write to the Federal Reserve Bank to obtain one of these kits. Motion carried.

Tom Campbell inquired whether Tom Phelan had mailed the photos of the first place winners from our July Race. It was said they had not but should be going out shortly.

John Stim went over the highlights of the Executive meeting and any motions that were made by the board.

The NARRC Series which has had problems and hasn't lived up to the standard set up in early March. NNJ is looking for a new type of series, maybe a Lime Rock Championship. John will be discussing this with their RE and Jim Raynes this coming weekend. It was thought by the members that this would be a good move.

Jack Hanifan & John Sheridan have been putting a package together to submit to Art Trier Solo II NEDiv chairman to hold the NEDiv Solo II Championship in Albany next August. The long course will be the peripheral lot and the short course by Bldg 2 on the State Campus. Jack has obtained the OK from OGS and the State Campus. The present hold up is the use of the Six Mile water works for camping. The Executive Board moved to give the waitress a \$10 check after each membership meeting.

The 1979 Skip Barber-MoHud involvement was discussed. Mark Stone said the people currently making decisions on this matter have been doing a good job to leave it in their hands.

Motion made by Mark seconded by Tom Campbell to approve the action taken by the Board at the Sept 27th meeting. Motion carried.

New Business:

In lieu of the Nominating Chairman not present Jack Hanifan went over the slate proposed by the committee.

Regional Executive	-	Connie McIntyre
Asst. Reg. Execu	-	Sue Rogers, Harold Cameron, Paul Hacker
Secretary	-	Marilyn Heacox
Treasurer	-	Tom Campbell
Activities Director	-	Jim Bishop
Directors	-	Roly Heacox - Craig Robertson
	-	Bill Morris - Jim Winkleman

John Stim said any member who would like to have their name on the ballot should have a petition with 10 members signatures and submit by the November membership meeting.

Solo and Rally Chairman will get together with the other clubs for next years tentative schedule. The NEDiv Convention will be Nov 11 & 12 at Bridgeport, Ct. The next Executive Board Meeting will be Monday Oct 16 the Membership Meeting will be Nov 1. Meeting adjourned after collating the K.O. Respectfully submitted
Marie Corrin, Acting Secretary

Drivers' Newsletter

Sports Car Club of America, P.O. Box 22476, Denver, Colo. 80222 (303) 751-4900, Telex 45-674 SCCA DNR



October 1978

The Board of Governors favorably considered the following items during their September 22, 1978 meeting in Wichita. The various changes, amendments, classifications, etc., are effective upon receipt of this Driver's Newsletter, unless otherwise indicated.

1. Formula Vee Camshaft Regrinding. Remove the A and B measurement dimensions from the Official SCCA Cam Checking Procedure.
2. Formula Vee Oil Cooler Mounting Location. Formula Vee oil coolers must be mounted completely inside a plumb line (vertical plane) extending from the outermost edge of the coachwork.
3. Formula Vee Exhaust Valves. Alternate Formula Vee exhaust valves are allowed provided dimensions and materials are the same as standard (VW) exhaust valves.
4. Formula Ford Pistons. Alternate Formula Ford piston identified as follows is allowed: A.E. - M717D, Casting #711 M 6110.
5. Class Consolidation For 1979. FA, B S/R and AP have not survived the 2.5 rule during 1978. The following consolidations are effective Jan. 1, 1979:
 1. Combine B S/R with A S/R (leave B S/R vacant).
 2. Combine AP with BP. AP cars must increase official weight 200 pounds. (Leave AP vacant).
 3. Combine FA cars (in current configuration) with A S/R (Leave FA vacant).
6. Formula 440. The Competition Board and the Board of Governors have investigated the increasing popularity of these cars with an eye toward their possible assimilation into the SCCA race car framework. While it has been satisfactorily determined that these are well-constructed, relatively inexpensive, race-worthy cars, the Board of Governors desires more information and data before making any sweeping recommendations. Therefore, the Board of Governors encourages Regions to invite Formula 440 participants/drivers to Regional events to display (showcase) their race cars. SCCA membership input relative to the acceptance or rejection of the Formula 440 cars will be discussed on a repeated basis until it is decided whether or not favorable consideration should be given to formal SCCA classification. (Formula 440 specifications will be published as soon as they have been reviewed by the Competition Board.)
7. Sports Racing Height Restriction. Race cars classified to compete in the Sports Racing Category may exceed 45" in height provided that part of the vehicle which is higher than 45" above the ground shall have no special or significant aerodynamic function.

8. Push Starts. Delete last sentence, GCR Appendix R, Paragraph 12, page 185. This deletion would allow push starts after the green flag has been displayed at the start of a race, as long as such activity presents no hazard to race workers.
9. Novice Permit Expiration. Add to GCR Appendix L, Paragraph "Requirements" page 165: "Novice permits are valid for one calendar year. Novice permits issued after November first shall be valid for the following calendar year."
10. Opel GT 1900 Carburetors. Allow alternative carburetor Weber 40-DFI-5.
11. Fuel Cell Installation. Amend GCR, Appendix A, Paragraph 1.5.3 as follows:

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

Capacity. There shall be no restriction of fuel capacity, except where otherwise specified, or dimensions when installing safety fuel cells, and the installation of more than one cell is permitted.

Location. Fuel cells shall be located within 12" of the standard tank or alternate tank as shown in the PCS. 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 cells as long as modifications 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 cell.

Filler caps, fuel pickup opening 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 cell, 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 on the fuel cell, a check valve must be incorporated in the fuel cell to prevent fuel from escaping if the cap and filler neck is torn from the tank.

Fuel cell 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 cell(s).

Fuel Cell Vent(s). Fuel cell evaporative emission control devices must be removed from all Production and Sedan Category cars. Fuel cell 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 cell is required. (Ed note: This includes fuel cells that are flush-mounted with driver/passenger compartment panels or otherwise exposed to the driver/passenger compartment.)

Delete fuel cell references, GCR Appendix A, Paragraph 2 & 6.

12. Spoilers. Add new GCR Appendix A Paragraph 1.5.4 as follows, for Production cars and A, B and C Sedans.

A spoiler may be fitted to the front of the car below the horizontal centerline of the front wheelhubs. (An intermediate mounting device may be used on cars whose front body work is above the centerline or the wheel hubs.)

It shall not protrude beyond the overall perimeter of the car as viewed from above.

Openings are permitted for the purpose of ducting air to the brakes and/or oil coolers.

Delete Paragraphs 2.2.A.8, 6.A.4.B.10 and 6.B.4.B.2. Class A Sedan rear spoiler instruction will remain in effect.

13. Suspension Rules. Add the following Paragraph 2.23 and change GCR Appendix A as indicated (Production and Sedan Categories).

Paragraph 2.23, Suspension Stabilizer (axle locating) device. An auxiliary device (not normally a suspension component) which controls, stabilizes or limits suspension movement. Typical devices are Watt's linkage, trailing arm, panhard rod, radius arm, traction rod, torque arm, lateral link (as used on live axle rear suspension) etc..

A suspension stabilizer may be removed without affecting the static stability of the vehicle. Removal of a suspension component does affect static stability of the vehicle and its removal would cause the suspension to collapse.

Where an anti-sway bar serves a dual purpose (i.e. McPherson strut), both sway bar and suspension link, its diameter may be changed.

Production Category. (2.2.B.8), Class A Sedan; (6.A.4.C.4), Sedan Classes B and C. (6.B.4.C.4).

The addition or substitution of any anti-roll bar, camber compensating device and/or suspension stabilizer (see terminology 2.23) is permitted, provided there are no other changes in the standard suspension or drive train. Components may extend into the driver/passenger compartment, but must be completely separated and sealed from the driver/passenger compartment by metal panels. (*changes to wording) (Ed Note: These items may pass through body panels, chassis panels and frame members, depending upon chosen installation routing).

Production Category. (2.2.B.7)

Suspension bushing may be replaced by others of a different material provided they are of the same type and size. Offset bushings are permitted including adjustable type.

Production Category. (2.2.B.13), Class A Sedan (6.A.4.C.10), Sedan Classes B and C. (6.B.4.C.10).

Production suspension control arms may be reinforced for safety. Suspension pick-up points at the chassis may be changed.

14. Showroom Stock Appearance. Add Paragraph 9.4 to GCR, Appendix A: "Appearance shall be neat and clean. Automobiles that are dirty either externally or in the engine and passenger compartments, or that show bodywork damage or that are partially or totally in primer, or that do not bear the prescribed identification marks shall not be approved for competition."

15. Termination Of Exhaust System. Change GCR, Appendix A, Paragraph 1.5.1g as follows: "Exhaust System - shall be directed away from the body and shall terminate at or aft of the equidistant point between front and rear hubs".

16. Defending CSPPRC Champion Invitations. Effective this year, all defending CSPPRC Champions, who have not qualified, will be invited to participate in the same class in the Champion Classic the year following their title conquest regardless of USRRC points earned.

Stipulations:

1. Must hold a current SCCA National Competition License.
2. Must have been classified a finisher in the same class during at least three USPRC events during the year.
3. Cannot "bump" anyone who has earned a bonafide invitation.
4. Will not participate in CSPPRC Travel Fund distribution, unless otherwise qualified.

17. Master Switch Markings. Add following to GCR, Appendix A, Paragraph 1.5.1x; "OFF position will be clearly indicated at master switch location"

18. Formula Vee Engine Oil Cooler Pressure Regulator Spring. Add following to GCR, Appendix A, Paragraph 5.5 Allowed z: "An alternate oil pressure regulator spring may be used when original oil cooler is replaced with an alternate oil cooler".

19. Fiat 124 (GP) Carburetor. Allow alternate carburetor Weber 34 DMSA-1.

20. Alternate Connecting Rods and Rockers For Production Category Cars (engines) Allow alternate connecting rods and rockers of same material as long as original geometry and engine specifications are maintained. **EFFECTIVE DATE, JANUARY 1, 1979**

21. Showroom Stock Power Steering. Allow power steering on Showroom Stock cars only if the car was delivered in that configuration.

22. Showroom Stock Window Nets. Recommend Showroom Stock cars compete with driver's window fully closed and passengers window down or require window net installation.

23. 1979 Showroom Stock Classifications.

SSA

Alfa Romeo Spider Veloce 2000
Alfa Romeo Sports Sedan '77, '78
Alfa Romeo Sprint Veloce '77, '78
BLM1 Triumph TR-6
BLM1 Triumph TR-7
BMW 2002
Chevrolet Monza 2+2 Hatchback and Spyder, 262
Chevrolet Monza 2+2 Hatchback and Spyder, 305
Chevrolet Vega Conworth
Ford 302 Mustang II, Mach I, Cobra II
Nissan Datsun 280 Z, Coupe

Nissan Datsun 280 Z, 2+2
 Oldsmobile Starfire Firenze, 305
 Porsche 914, 2.0 Liter
 Porsche 924
 Saab 99 EMS
 Saab TURRO
 Toyo Kogyo Mazda Cosmo
 Toyo Kogyo Mazda RS-4
 Volvo 262/4

SSB

Alfa Romeo Alfetta '76 and Alfetta GT '76
 AMC Gremlin "X", 304
 Audi Fox
 BMW 320i
 Buick Skyhawk Hatchback, Coupe 231
 Dodge Challenger 1600, Plymouth Sapparo 1600
 Dodge Colt 2 DR + GT 2000, 5 SPD, '76
 Fiat 124 Sport Spyder
 Fiat 131
 Fiesta "Sports" and Ghia
 Ford Capri II, V-6, and 2300
 Ford V-6, Mustang II, Mach I, Cobra II
 Nissan Datsun 200 SX, Nissan Datsun 510
 Oldsmobile Starfire V-6
 Plymouth Arrow, Arrow GT 2000
 Renault 17 Gordini
 Saab 99 LE, GL, L
 Toyo Kogyo Mazda RX-3, RX-3SP
 Toyota Celica ST, GT, GT Liftback
 Volkswagen Dasher; Rabbit Carb & f.i. ('76 & '77)
 Volkswagen Scirocco, including 1978 Champagne Model
 Volkswagen Super Scirocco (1967½)
 Volvo 242/4

SSC

AMC Gremlin and Gremlin "X" 258
 AMC Gremlin and Gremlin "X" 232
 AMC Gremlin and Gremlin "X" 2 liter
 AMC Pacer and Pacer "X" 258
 BLMI MGB
 BLMI Midget
 BLMI Triumph Spitfire, 1500
 Buick Opel Isuzu, Std & Delux Models
 Chevrolet Chevette & Scooter, 1.6 Liter
 Chevrolet Monza 2300, 2+2, Town Cpe, 4 SPD
 Chevrolet Vega, Hatchback 140 & GT 140
 Dodge Colt 2 DR, 2 DR Hardtop 1600 '76
 Dodge Omni 1716
 Fiat 128 2 DR, 4 DR, 3P
 Fiat X 1/9
 Ford Fiesta Std
 Ford 2300 Mustang II, Mach I, Cobra II
 Ford Pinto and '76 Pinto Stallion
 Ford Cobra II, '78 (w/rally pkg.), 2300
 FUJI Heavy Industries Subaru
 Honda Accord
 Honda Civic
 Nissan Datsun B210
 Nissan Datsun F10

Nissan Datsun 610
 Nissan Datsun 710
 Plymouth Arrow 160, and GT
 Plymouth Horizon
 Pontiac Astre 2300
 Pontiac Astre 2475 Hatchback Cpe.
 Pontiac Sunbird 2300, 2475
 Renault 5 TL, GTL
 Renault 12 TL, GTL
 Toyo Kogyo Mazda 808 1600
 Toyo Kogyo Mazda GLC
 Toyota Corolla, Corona, All models except station wagon.
 Volkswagen Beetle, Super Beetle
 Volkswagon Rabbit Diesel, '78 Rabbit f.i.

24. Over 5 Liter Engines In A Sedan. John Timanus will develop an equivalency formula wherein over 5 liter engines might be allowed in A Sedan provided an appropriate and acceptable handicap would prevent the larger-engined cars from dominating the class.
25. Sedan Fender/Fender Flare Clarification. GCR, Appendix A, Paragraph 6.A.4.5 and 6.B.4.6 are specific enough as written. Sedan fender flares may begin anywhere within the outline of the original fender; the only restriction being the opening profile as stated.
26. Sedan Spoiler/Air Dam Repair. As a clarification, Sedan spoilers that become damaged may be repaired with a similar material (Plastic may be repaired with plastic). Sedan spoilers that become damaged beyond repair may be replaced with a new spoiler as long as it is of similar material (again, plastic may be replaced with plastic).
27. Starter Rule Clarification. Amend GCR, Appendix R, Paragraph 3.5.7., as follows: "A race car must enter the race before the checkered flag is displayed in order to be classified as a starter."
28. Car Plus Driver Official Weights. The Competition Board and the Board of Governors would like to know if drivers prefer official vehicle weight to include or exclude the driver and his safety equipment. Inputs on this subject should be addressed to the Director of Club Racing at the Denver office. Survey results will be discussed at the next Competition Board meeting.
29. CP Datsun Brakes. It is reaffirmed that Hurst-Airheart brakes are legal alternate brakes for the above cars.
30. Lotus 7/Super 7 Headlights. It is reaffirmed that headlights and associated hardware may be removed from above cars.
31. Formula Ford Front Hub Weight. The 12 pound minimum weight for Formula Ford front hubs (GCR, Appendix A, Paragraph 7.7) is deleted.
32. Name of SCCA Club Racing Program. The name of the SCCA Club Racing program is changed to National Championship Road Racing, effective Jan. 1, 1979. The three levels of racing under this program are named Bonus Nationals, Nationals and Regionals.

33. 1979 Bonus National Format.

Page 7

- a. There will be at least one Bonus National scheduled in each Division.
- b. SCCA National Office will assist, insofar as possible, in promotion of Bonus National events.
- c. Bonus National locations will be selected by the Director of Club Racing based upon past success and future potential, subject to approval of the Executive Director. Selection priority will be given to permanent track facilities.
- d. These events will not be considered a Series.
- e. The Board of Governors highly recommends that Bonus National entry fees be kept as low as possible.
- f. Trophies at Bonus Nationals will be awarded in accordance with GCR 3.4.3.
- g. Sanction applications (schedule, supplementary regulations, etc.) must be submitted 60 days prior to the scheduled date of each of these events.
- h. One National Championship Road Racing patch will be prominently displayed on participating driver's suits and two National Championship decals will be prominently displayed (one on each side) on each race car entry.
- i. Class winners will be allowed victory laps.
- j. Regional races and/or Professional races are not to be scheduled in conjunction with Bonus Nationals unless approved by the Executive Director.
- k. Where practical, cars for each race should be gridded in view of spectators.
- l. "Clean-up" time between races must be kept to an absolute minimum.
- m. It is highly recommended that Bonus National events be protected as follows: No National or Bonus National events will be scheduled the weekend prior, the weekend of, or the weekend after a firm Bonus National date, within a 500 mile radius.
- n. One out-of-Division Bonus National event (best finish) may be counted at full Bonus National points during year-end computations for Divisional driver standings and CSPRRC invitations. A second out-of-Division race, either a National event or a Bonus National event may be also counted; however, if the second event is a Bonus National, Regular National (not Bonus National) points will apply during computation.

34. Sports 2000 Recognition. Sports 2000 cars are recognized as an SCCA Regional racing class beginning January 1, 1979. Membership enthusiasm for the Sports 2000 will be monitored by the Director of Club Racing and reported to the Competition Board and Board of Governors. The Sports 2000 may be considered for National class status at a later date. (Sports 2000 may compete at National and Bonus National events during 1979 either as a separate class or consolidated with an existing class. Participation

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at these events will be primarily to showcase the cars and increase exposure to SCCA members. National points will not be awarded to Sports 2000 participants.

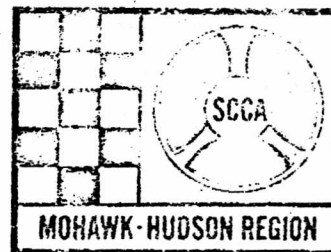
35. Interchange of Parts, Production Category. GCR, Appendix A, Paragraph 3.1d is quoted as follows: "Production Category automobiles must be raced as they are normally delivered to the public through the manufacturer's sales outlets, except that they may be up-dated or back-dated within the specifications of a recognized make and model, as listed on a single page of the SCCA Production Car Specifications and except for the modifications authorized by these Rules." The intent of this paragraph has been discussed by both a First Court and an Appcal Court during recent weeks. Since it has been determined that this may be a gray area in GCR interpretation, the Board of Governors voted that referenced paragraph was valid and applicable as written, and that all parts of cars listed on a single page of the Production Car Specifications may be interchanged unless there is a restrictive statement contained on the page in question. Additionally the Board of Governors stated that it is the intent of this ruling to allow freedom of parts interchange for the benefit of the competitor without regard for preserving various car models and/or series in pure form.
36. Hard-to-Find Race Car Parts. The Competition Board will address alternatives to hard-to-find parts on an individual basis rather than recommend any form of blanket ruling that might serve to open unwanted avenues of replacement parts supply.

One more time.

These rules are effective NOW, unless a January 1, 1979 date is stated. So, all you folks headed for the Champion Spark Plug Road Racing Classic, take special care to read each entry.

See you at Road Atlanta!!

Tex Arnold
Director of Club Racing



EXECUTIVE MINUTES - OCTOBER 1978

The October executive meeting was called to order by R.E. John Stim, September 27, 1978. The September minutes were read and approved.

Discussion was held on Mo-Hud trying to get sponsorship for the 1979 Solo II Divisional Run-offs. This event may be tied in with the American Cancer Society. Motion was made by Tom Phelan and seconded by Jack Fantelli to have the Executive Board support the idea of Mo-Hud being the sponsor for the '79 run-offs. Jack Hanifan will send a letter of intent for this purpose.

Wilson Wright participated in the National Solo II Run-offs in Kansas. Wilson reviewed his weekend experience.

Tom Phelan reported that the photographer from our race has not been paid. There is still no financial statement for the race. The Club was refunded \$558.00 for overpayment of liability to K & K.

John has started a "Hints for 1979" which is a compilation of several members comments on different duties of officials and chiefs of various events.

Tom Phelan has challenged the steward's comment on having flag personnel have more training, in our race report. Tom questioned the time lag from the incident in FF race to the Steward's decision to red flag the race. Bill Morris stated that the actual elapsed time was approximately 40 seconds.

A report was given on the Banquet progress. A report was also given on the Nominating Committee progress.

July 27-28, 1979 is our choice for Lime Rock Regional. John read a letter from Ray Rovinsky, NNJ RE, with suggestions for 1979 to improve driver participation, overburdening of races leading to fewer workers and drivers during the season. Ray had several very good suggestions. Discussion was held on whether we should support the NARRC series in '79. NARRC has not held up their end in the past.

Discussion was held on the Skip Barber 1979 Series. John would like to see the Executive Board present the membership with a contract of what will and will not be done for the Series and Mo-Hud.

John read correspondence between Orly Thornsjo and Skip Barber. Barber series and Mo-Hud were criticized for the handling of a Thompson event and a request was made to have the series put on probation. A subsequent meeting of several stewards and Skip resulted in no probationary action being taken. None of this correspondence was officially received by Mo-Hud.

Jack Fantelli made a motion seconded by Marilyn Heacox to have the R.E. come up with a proposal and endorsement for Skip Barber Series for 1979 to be presented to the membership at the October meeting. Three in favor, one opposed. Motion carried.

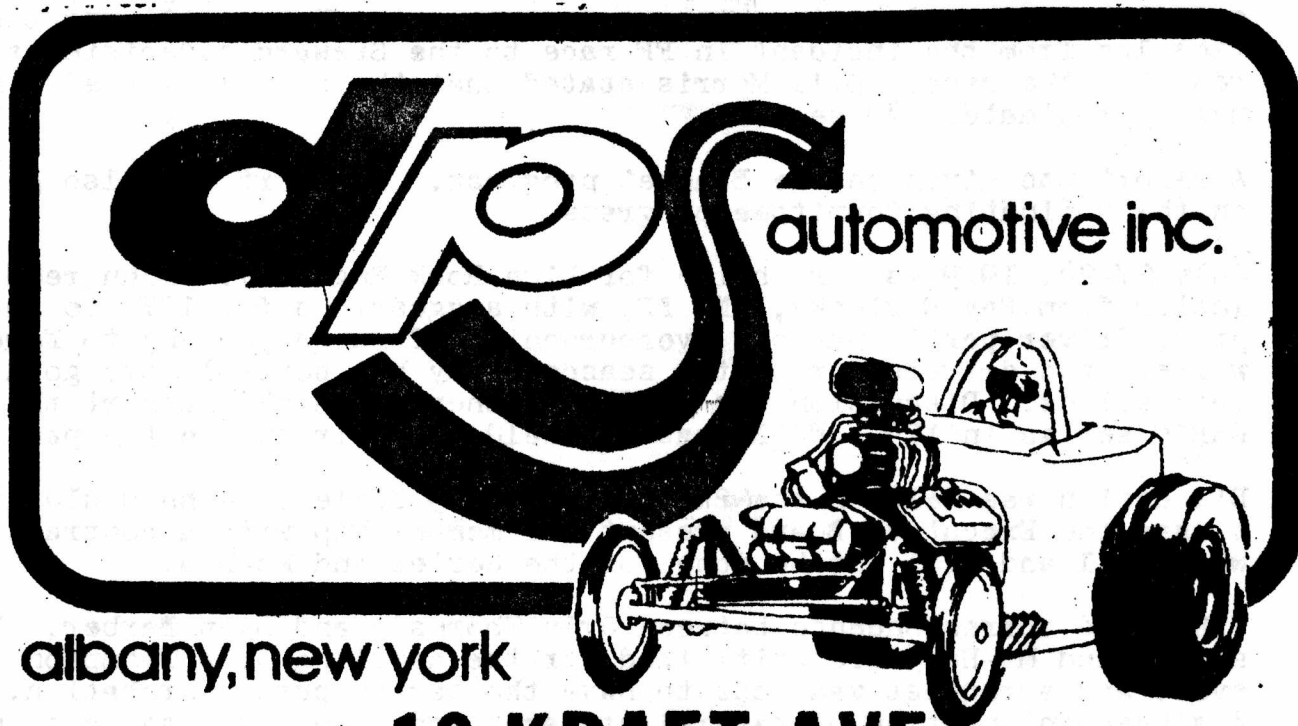
The Executive Board meeting for November will be October 16.

EXECUTIVE MINUTES - OCT. (Cont'd)

Motion was made by Marilyn Heacox 2nd by Jack Fantelli to give the waitress at membership meetings a set figure of \$10.00. Three in favor, one abstained. Motion carried.

Motion was made to adjourn the meeting. Meeting adjourned.

Marilyn Heacox
Secretary



albany, new york

10 KRAFT AVE.

ALBANY, NY

12205

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PISTON & ROD WORK

CYLINDER HEAD WORK

CYLINDER BLOCK BORING

CYLINDER HONING

MAGNAFLUXING

CRANKSHAFT WORK

VOLKSWAGEN HEAD WORK

HEAD & BLOCK SURFACING

A "HEART BREAKING " RACE

We arrived at Bryar late friday afternoon for a "Little Le Mans Race". I was to co drive with Dave Hathaway in his Renault R5. Got the camp all set up for everybody and settled down for the night in our motorhome.

Arose nicely Saturday AM and walked over and found all our friends working registration. Went back to the motorhome and Mary cooked breakfast for 12. Dave, Tom, and I began checking the Le Car for tech. and practice.

After we ate and decided Dave would have the first go around. We got the little car down to the grid and ready for practice session one.

Well we were not satisfied with the times that David was delivering to us, so at the end of the session we discover that the car has developed a miss.

So back to the campsite and change every thing that we have in stock to change and by the end of lunch break we are ready to give it a go at the next session which is also for qualifying -- I am elected this time -- I get ready -- I go out and I don't do much better than David. probably no better except that now we don't have a miss.

I throw that R5 around the best I knew how but we were still down an RPM'S -- So what to do I really don't know but the end of qualifying is here. We have the rest of today to figure it out so back to the camper I go.

Change my clothes -- feel a little woozey - noticeable perspiring - sit down and have an ice cube -- feel slightly nauseated - Mary comes in and asks me if I feel ok - I say not really - she says, would I like her to get the track doctor - I say maybe it wouldn't be a bad idea (for once in my life) she takes off.

Now I get this pain in my chest so I call to David and tell him my little secret and he takes off in the R5 to pick up the doctor and Mary.

Doctor gets to the camper, takes on look at me on the floor squirming underneath this elephant's foot on my chest and call for the ambulance. They arrive quickly and then are about to figure how to get me out thru the small camper door when I get on all fours and crawl right out and land right on their stretcher.

Now the trip to Laconia Hospital was very eventful for me, ask the nice gal attendant, she asked me my name - told me her name - DID IT HURT? Each time to answer I would swear underneath and then take the oxygen mask off and she would put it back on my nose.

On that ride I thought of many things

Would I ever race again?

Would I live to get to the hospital?

Would I live after I got there?

What would my wife and boy do without me?

That all my responsibilities were insured?

What would she do with a saab sonnett?

Well at least I had won a few races in my lifetime?

And a few other unmentionable things like why did I let a little R5 get me so upset that I had to have a heart attack?

Well all these things seem funny now but it is now 5 weeks later and I plan to attend (watch) a regional at Bryar - - and I want everyone to know that I think the New England Region and everyone else connected with that memorable event- are the greatest people in the world.

I personally want to thank NER for their thoughtfulness in offering to drive my camper home for Mary, - for offering their services in any other way possible.

I also want to tank Keith & Rose Bryar for letting Mary stay at their house until I was transferred to a hospital in Albany.

Also my praise and thanks to the ICU unit in Laconal Hospital.

Those people were the greatest.

The nurses were the best gals I ever got to meet.

So I sum up this little article by saying that heart attacks do not necessarily come from driving Renaults as there were 2 guys along side of me in the hospital, one had his while he was sitting down to supper and the other one just passed out in the bathroom. So David don't feel bad about your car - and I can thank the Lord for just a warning.

See ya again at some race.

Harold H. Cameron
Group 43 Racing.

P.S.

Special thank to all you nice people who sent me those nice cards.

HHC



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For All
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FROM THE EDITOR

Recently, I read a Road and Track editorial by Tony Hogg. Mr. Hogg had the gut twisting experience of justifying the very existence of R+T to Tom Paley, CBS president and R+T owner. During the interview, Mr. Hogg described the R+T format, and how and why the magazine turns a profit. The how is accomplished, in simplified terms, by having a damn good magazine. The why is easy - Tony Hogg likes his job and wishes to keep it. That of its own accord is quite an incentive to do a good job, although I am sure his pay is comensurate with his responsibilities.

Here at the KO, we don't have to turn a profit, we don't have to report to anybody, and we sure as hell don't get paid. So why did Dick Brooks, Andy Mace, and myself take this seemingly overworked, underpaid job? Probably for the same reason Mr. Hogg keeps his; he likes it, and takes pride in what he does.

Well fellow Mo-Hud members, we the editorial staff are proud of Mo-Hud. It has many problems, but just as many accomplishments; and as many accomplished members as problems and accomplishments combined. Of course there are those who sit by the wayside, quick to point out problems we all know exist, but slow to lend a helping hand in order to rectify the problem.

SCCA is an amatuer, volunteer organization. The vast majority of drivers perform so as an avocation, not a vocation. Likewise so do Stewards, corner workers, tech inspectors, grid workers, SOLO II chairmen, Regional Execs, and even regional newsletter editors. We are editing the KO because we want to, we like it, we take pride in ourselves, and the newsletter. If you like what we do, tell us. If you don't, tell us what you would like, or give us a hand. But don't just tell us something rots, because if you do, what with the price of beer so cheap these days, you might find one in your lap, container absent...

PACENOTES & CHECKPOINTS

by Bill Hoffert

Although the 1978 rallye year is beginning to draw to a close, there are still plenty of events from which to pick and choose. To help the local rallyist identify and plan for those events we have added a new segment to PACENOTES & CHECKPOINTS. Under the heading 'ENROUTE', we have tried to list rallyes to look for along the way.

While even a cursory look will show the reader that the 1979 rallye year is already on the schedule for some, BERKSHIRE and EMPIRE Motor Sport Clubs and Mo-Hud/SCCA hope to have a clear view of a 1979 tri-club series before December 1. With the late start in planning for this year's series, I feel it speaks well for each club that the series has been as successful as it has. Considering that as of four events run we've seen over 150 rallyists take part, I am optimistic for the future of rallying in the Greater Capital District. Having clearly established the existence of an interested base of rallyists, we (as organizers) can give more of our attention to better and more frequent communication with our supporters.

I've been asked by the new K-O editorial & publishing staff to make a few comments about the different types of rallying, so here goes. Locally there are basically two forms of rallying to be found.

The first is the gimmick rallye - this is a low key event where the emphasis is on fun with frequently a puzzle or off-beat game-like nature. Such an event may require the rallyist to answer questions concerning the route covered; another form may give a premium to minimum distance travelled. In any case, gimmick rallyes are always geared to the pure enjoyment of all.

The second type of rallye is the T-S-D. This event combines the need to properly follow a course with the mathematic problem of keeping track of $\text{Time} - (\text{elapsed}) // \text{Speed} - (\text{given}) \& / \text{Distance} - (\text{travelled at the specified speed})$. With this form of rallye one may expect to see some challenging (but not car breaking) roads as well as varied styles of route instructions. With this rallye it is not unusual to see a 'confidence leg', that is a particularly long section between two route instructions; nor is the DIY (Do-It-Yourself) leg unknown. This last device requires the rallyist to attempt to figure out the correct time for that leg.

Since I've spent more time competing in T-S-D than gimmick rallyes, they are what I know the better. But before I continue in that vein, a few last words about the gimmick.

Those of us locally are well blessed with some very ingenious and imaginative rallyemasters of gimmick / fun events. EMPIRE MOTOR SPORT CLUB seems to be the home for most of these creative minds, and anyone looking for this type of event would do well to watch their events calendar. Of particular note is the annual June Bug Rallye, which has been presented for the last two years (at least) by Jack Hanifan. This is an interesting blend of low pressure T-S-D rallye with an enjoyable and often amusing twist in its presentation. Look for it in '79.

As with any theme, format or style there are variations, and variations, and variations. In the realm of T-S-D rallying there can be found; trap-loop, zero-hero, endurance-all nighter, map based and seasonal tours, all under the tag T-S-D rallying. SCCA National Club and Divisional rallyes tend to be of the trap-loop nature. Here the premium is on course following often with several priorities and often with those changing order many times during the course of the day (or night as the case may be). Elements of the zero-hero event are also found in Nationals & Divisionals, but basically this event requires a high degree of 'on-time' expertise to be done well. The endurance-all nighter is quite self stated; speeds are brisk, roads are tough and they go all night long. The best of this particular brand of rallye to be found in the Northeast is the Pirelli Atlantic Rally Series under the auspices of the Northeast Division / SCCA. A map oriented rallye is often one that replaces written instructions with map directions and speed changes based on geography. Seasonal tours with a mild T-S-D overtone are still popular but tend to key more on the interplay of seasonal changes and their effect on the surrounding countryside.

As unusual as it may seem to be giving a rallye sales pitch at this time of year, our hope is that with the new interest and new friends developed during this rallye year we can all look forward to a continued growth in the number & styles of rallyes offered and the numbers of folk to share in the taking part.

Until next month - stay ON TIME & ON COURSE.

No-Hud Region, S.C.C.A. presents

the

Annual



Banquet

Cocktails - 6 pm
Dinner - 7 pm
Awards to follow
Dancing 'til ?

Dec. 2, 1978

Western Turnpike Golf Course
Rte. 20, Guilderland, N.Y.

Club will pay
1/2 of members
dinner.

Fill in and return with check by Nov. 20th to:

Marilyn Heacox
RD 1
Voorheesville, N.Y. 12186

Choice of:

of Dinners

Amount Enclosed
Member Non-member

Roast Prime Ribs @ \$12.00

\$ _____ \$ _____

Veal Cordon Bleu @ \$9.00

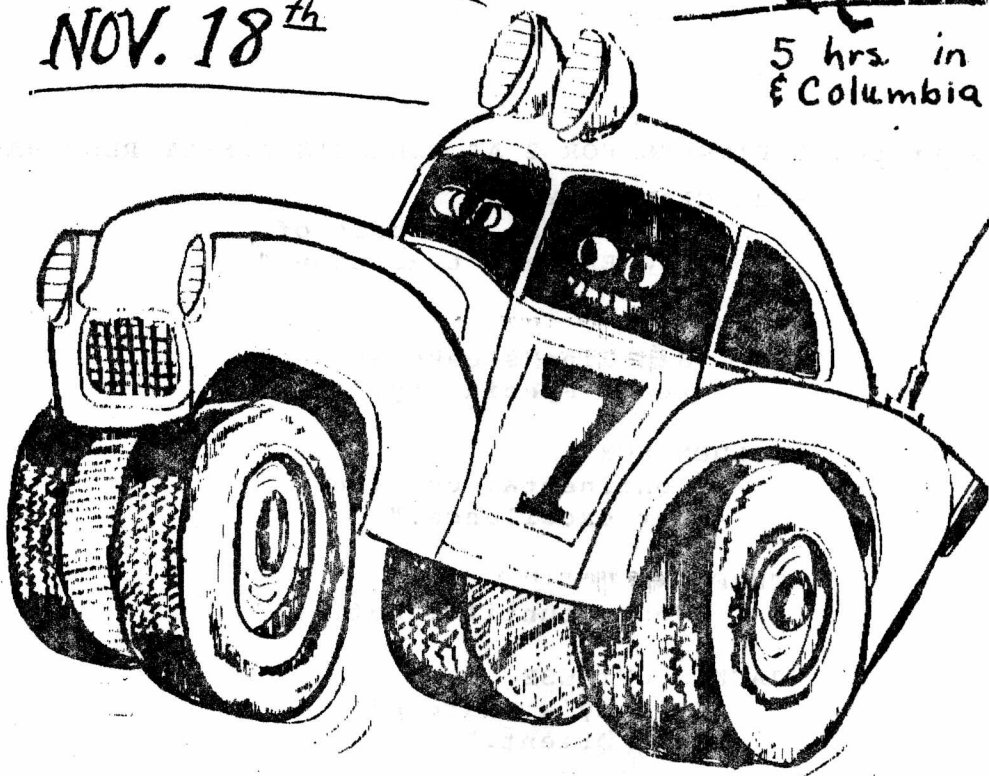
No phone reservations Total _____

Keeping up
with the Joneses

MO-HUD/SCCA NIGHT
RALLYE

NOV. 18th

5 hrs in Rensselaer
& Columbia Counties



INFO-R.M.

Doug Jones
(518) 799-6321

Pre-reg.

Bill Hoffert
(518) 346-4547

6th and last event
in
NORTHEAST
FOREIGN
CAR
PARTS RALLYE SERIES

Start:

East Greenbush Shopping Plaza
Jct. of routes 4 & 20

Reg: 4:30^{pm}

Drivers meeting:

5:30^{pm}

First Car off:

6:00^{pm}

Fund Raising

ROAD RALLY

Sponsored by: ALBANY JAYCEES

Saturday, Oct. 28th

Registration: 9 - 11 am.

Behind Cranberry Bog, 56 Wolf Road, Colonie.

\$5 Entry Fee per car.

PRIZES:

1st Place Prize: 5 DINNERS FOR 2 AT ALBANY'S FINEST RESTURANTS.

-THE CRANBERRY BOG

"Seafood in the best of
New England tradition."

-BARNSIDER

"Sizzling steaks are
their speciality."

-GOLDEN FOX

"Continental cuisine
par excellence."

-TURF INN

"Most bountiful buffet."

-JACK'S CHINESE

"Albany's taste of
the Orient."

2nd Place Prize: A nights stay for two at the Governor's
Motor Inn. Featuring one of their
"Special" rooms.

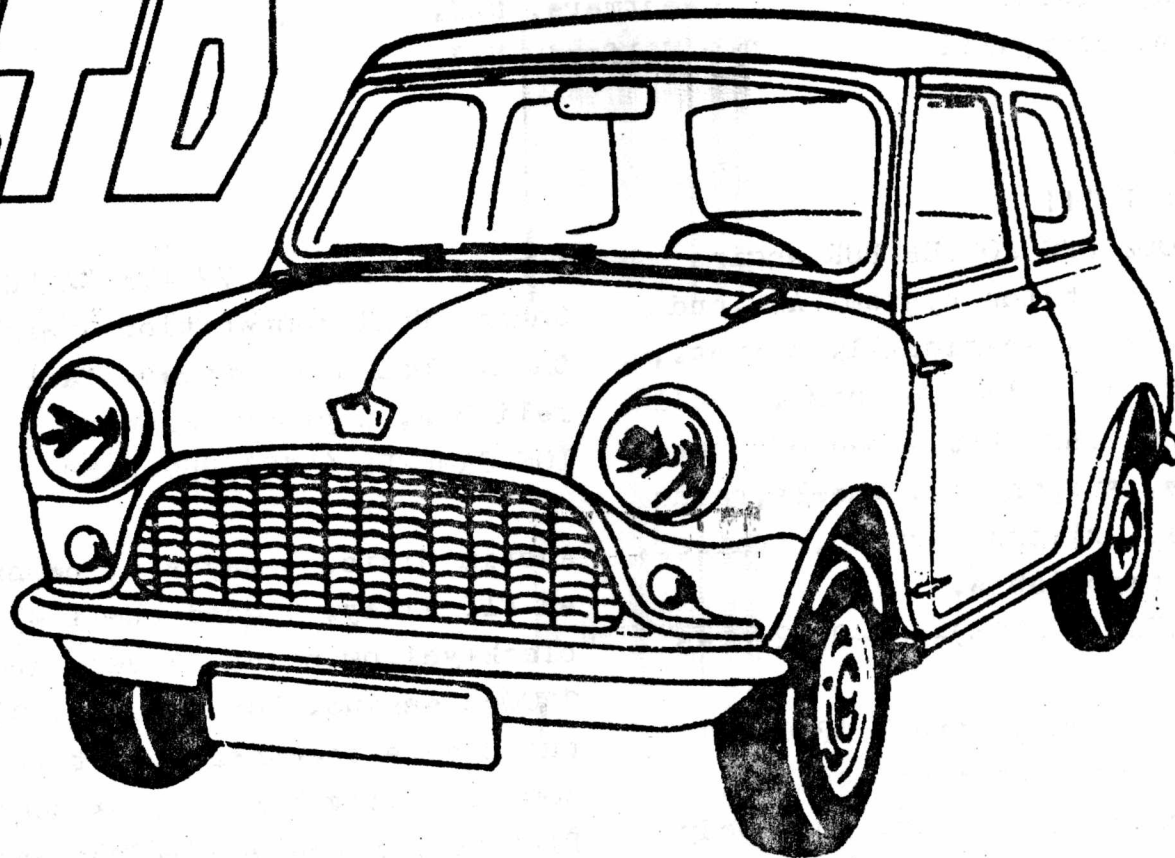
3rd Place Prize: A movie for two .

TROPHIES AWARDED TO WINNERS.

Compliments of Bob Daubney's

For more information call Andy Yusen, 459-1346 before 4 pm.

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—examples--shipping included—

BMW --\$199
ALFA--\$159
Z cars--\$239
Rabbit or Scirocco--\$218

Welcome aboard to the following new members:

Al Harding	Stuyvesant, N.Y.
Frank Hartly	Schenectady, N.Y.
Louise Santin	Beverly, Mass.
Karl Jordan	Wildwood Crest, N.J.
Peter Nixon	Pittsfield, Mass.
Mark Bucher	Binghamton, N.Y.
Marjory Howell	Westmere, N.Y.
Michael Scarpelli	New Milford, N.J.

FOR SALE !!!

BMW 2002 B/S 200+HP BSR engine dry sump, halon system, ATL, and the usual...-regionally compet., (2 2nds in 2 '78 outings), pot'l national car, truckload of spares engine, suspension, wheels, rains mounted, slicks mounted, trailer, price negotiable.

BOB WRIGHT (518)-465-0722 eves

1959 MGA Coupe, fresh 1800 cc engine. new interior, 48K mi, new brakes + muffler, good body and tires, very reliable, must see... \$2,000.00 FIRM

1972 Vega 400 HP, 327cu in, Borg Warner T-10 4 speed, shortened chevy rear, Olds axles, upper + lower traction bars, new clutch brakes and front rotors. Needs body work... \$1,000.00

DICK BROOKS (518)-756-9282

F Prod MG Midget 77 +78 NARRC Champ. Full competition everything. Loads of spares, fast + reliable, a proven winner.

TOM CABELL (518)-587-2522

Austin Minis, 3 maybe 4, perhaps an Elf Riley. 1 good shell w/ black+yellow paint. 1 very good 1100cc engine. Lotsa parts. Could put 2 cars together from this mess \$600.00 Riley Xtra, price negot.

BILL MORRIS (518)-371-7283 eves
(518)-385-8984 days

WANTED !!!

Jensen Healey - great shape, CHEAP!

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1978

NEDiv MINI CONVENTION
hosted by

NEW ENGLAND REGION, SPORTS CAR CLUB OF AMERICA, INC.

November 10-12, 1978

Howard Johnson Conference Center, located on Interstate 91, (Center St., Exit), Windsor Locks, Conn. Between Hartford, Conn., and Springfield, Mass. --- Room reservations should be made directly with the motel: Contact Barbara Griswold and be sure to mention SCCA., Inc. Rates are \$24.00/single and \$30.00/double. We have reserved a block of rooms that will be held until November 1, 1978--TOLL FREE 800-654-2000

Tex Arnold, Director of Club Racing; John Buffum; and a representative from K & K Insurance Co. are among the people planning to attend. Registration fee is \$10.00 per person. Luncheon is \$7.00 per person and the Banquet is \$13.00 per person.

SCHEDULE

November 10, 1978

7:00 p.m.

Welcome Party & Registration

November 11, 1978

9:00 a.m.

Registration

9:15 a.m.

Opening Session

9:30 a.m. -- 10:00 a.m.

Scheduling Session

COFFEE BREAK

10:15 a.m. -- 12:00 noon

Seminars in groups

12:30 p.m.

SOLO AND RALLY LUNCHEON

2:00 p.m. -- 4:00 p.m.

Seminars in groups

4:15 p.m. -- 4:45 p.m.

Scheduling session if needed

6:00 p.m.

COCKTAIL PARTY

7:00 p.m.

DRIVER AWARDS BANQUET

November 12, 1978

9:00 a.m.

Meet with the Governors.

COFFEE BREAK

10:15 a.m. -- 12:00 noon

NEDIV General Session

MAKE CHECK PAYABLE TO NER, SCCA., INC. AND MAIL TO :

Jan Poor

7 Sage Lane

E. Granby, Conn. 06026

203-658-9968 after 6:00 p.m.

I will be attending the NEDiv Mini Convention:

NAME: _____ REGION OF RECORD _____

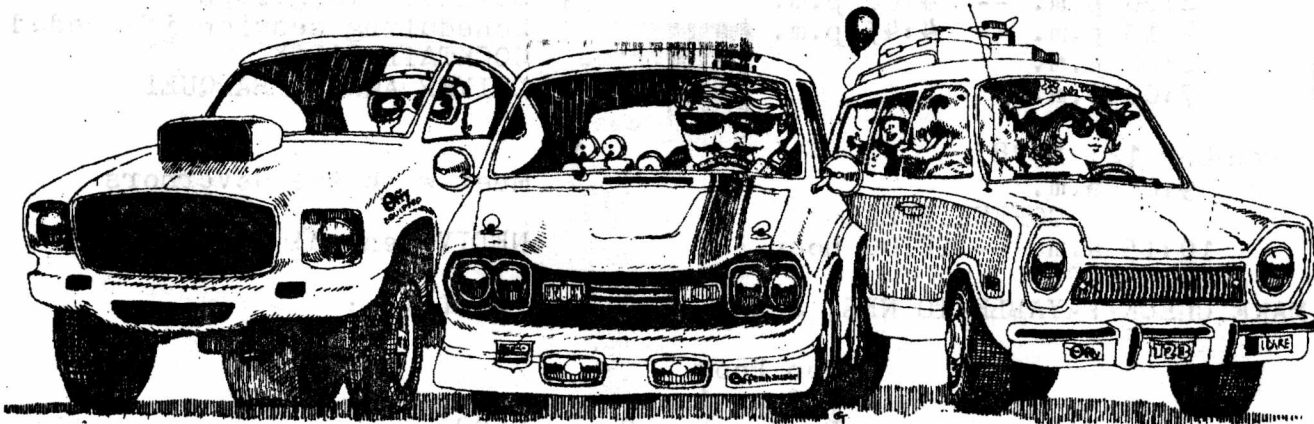
OFFICE HELD _____ Reg. Fee \$10.00 ea. _____

_____ Luncheon Reservations @ \$7.00 ea.

_____ Banquet Reservations @ \$13.00 ea.

1978

- November 1 Membership meeting - Ford's Tavern
19 Rally - Keeping Up With The Jones
Doug Jones 799-6321
21 Executive meeting - Ford's Tavern
- December 2 MoHud Awards Banquet - Western Turnpike
Marilyn Heacox 765-4351
25 Christmas - Happy Holidays
31 New Years Eve - Drive Carefully
- January 3 Membership meeting - Ford's Tavern
31 Executive meeting - Ford's Tavern
- February 7 Membership meeting - Ford's Tavern
10 Snowflake Rallye - TBA
John Stim & Jim Bishop 465-2695
28 Executive meeting - Ford's Tavern



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