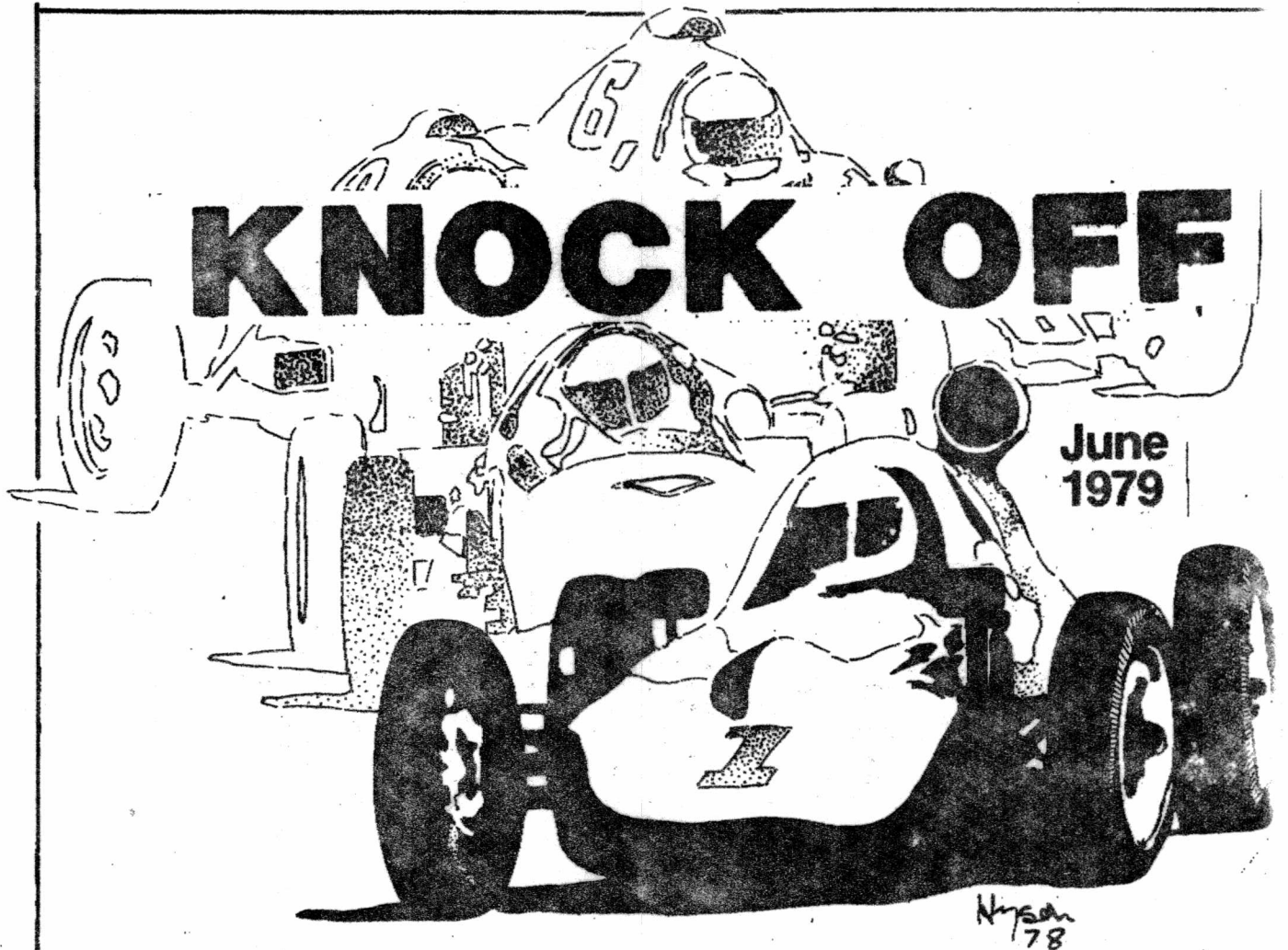


KNOCK OFF

June
1979



SPORTS CAR CLUB OF AMERICA
 Mohawk - Hudson Region

DAVID MCCLUMPHA
 RD #3 BOX 21
 SELKIRK NY 12158
 50110612

Bulk Rate
 PAID
 Permit #14
 Oulderland, NY

KNOCK OFF
 Box III
 NEW BRITAIN, NY, 12114

OFFICERS FOR 1979

REGIONAL EXECUTIVE

Harold Cameron
23 Teakwood Dr.
Clifton Park, NY 12065
(518) 371-7084

ASSISTANT R.E.

Susanna Rogers
Box 276
Claverack, NY 12513
(518) 851-7168

SECRETARY

Marilyn Heacox
RD 1
Voorheesville, NY 12186
(518) 765-4351

TREASURER

Tom Campbell
RD 3, Pinehurst Dr.
Saratoga Springs, NY 12866
(518) 587-2522

ACTIVITIES DIRECTOR

Jim Bishop
17 Kent Street
Albany, NY 12206
(518) 465-2695

COMPETITION CHAIRMAN

Dave Hathaway
27 Beverly Street
Pittsfield, MA 01201
(413) 443-4670

DIRECTORS

Bill Morris
RD 2, Riverview Road
Roxford, NY 12148
(518) 371-7283

John Stim
17 Kent Street
Albany, NY 12206
(518) 465-2695

KNOCK-OFF OFFICE

Box 111
New Baltimore, NY 12124
(518) 756-9282

RALLY CHAIRMAN

Bill Hoffert
1024 Garner Avenue
Schenectady, NY 12309
(518) 346-4547

SOLO CHAIRMAN

Jack Hanifan
39 Ramsay Place
Albany, NY 12208
(518) 438-3754

MEMBERSHIP CHAIRMAN

Joanne Winkelman
3009 Williamsburg Dr.
Schenectady, NY 12303
(518) 355-9147

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 author and in no way reflects the official attitude of Mohawk-Hudson Region, Sports Car Club of America or its officers. Agreement of 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.

THIS SPACE AVAILABLE

\$50.00/Year

WANTED

DRIVERS WORKERS CREW ROAD RACE LOVERS

MoHud Region opens the
LIME ROCK SILVER MINES

July 27-28, 1979

Race Drivers, Future Racers, Workers and Crews can take part in the Race for the Largest Silver Claim of 1979.

EXCITING RACING COUNTING TOWARD THE NYSRRC CHAMPIONSHIP — FOLLOWED BY THE GRAND OPENING OF THE COLD DUCK SALOON AND HOT DOG STAND.

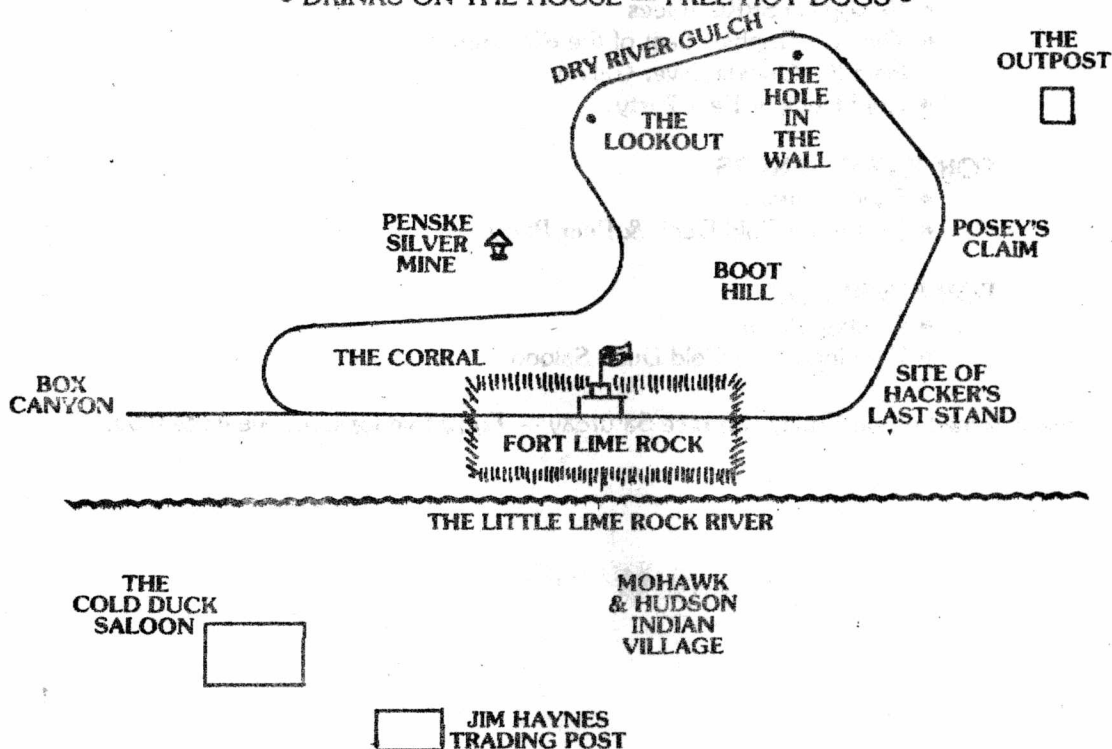
One Admission Covers Every Activity

\$50.00

- SILVER RUSH •
- DRINKS & FOOD ON THE HOUSE AT THE COLD DUCK •

No Admission Fee For Workers

- SPECIAL PRIZES •
- DRINKS ON THE HOUSE — FREE HOT DOGS •



Mohawk Hudson Region
invites you to attend its...

1979 LIME ROCK REGIONAL and DRIVERS SCHOOL

Friday, July 27, 1979

FOR THE DRIVERS

- Chief instruction by Skip Barber
- Special Awards
- Beer & Hot Dog Party
- 2 plus — hours of track time
- Top notch instruction

FOR THE WORKERS

- Special Keepers
- Beer & Hot Dog Party

FOR EVERYONE

- Air Show (weather permitting)
- Lime Rock Hospitality

Saturday, July 28, 1979

FOR THE DRIVERS

- Low, low entry fees
- 15 Top NYSRRC Races
- The best trophies East of the Rio Grande from the Oneida Silver Gallery
- Cold Duck & Beer Party

FOR THE WORKERS

- Special favors
- Post Race Cold Duck & Beer Party

FOR EVERYONE

- Exciting Racing
- Partying at the Cold Duck Saloon

NOTE: Drivers signed off on Friday can race Saturday — Entry Fee for both events \$80.00.

MAY MEMBERSHIP MEETING MINUTES - 1979

The membership meeting was called to order May 2, 1979 by R.E. Harold Cameron. Executive minutes and membership minutes were read and accepted as read. The Treasurer's report was read and accepted as read.

Activities Chairman, Jim Bishop reported on the Cancer Rally held at the end of April and announced coming events. Calendar cards are still available.

Membership Chairman, Joanne Winkelman announced that John Stim is building a Club directory. Please contact Joanne or John if your address has changed or if you wish your phone number omitted.

Old Business - John Stim awarded a Snowflake trophy to Karl Hacker.

Bill Morris and Sue Rogers are looking for assistants for the race and school. John Stim is looking into trophies at Oneida.

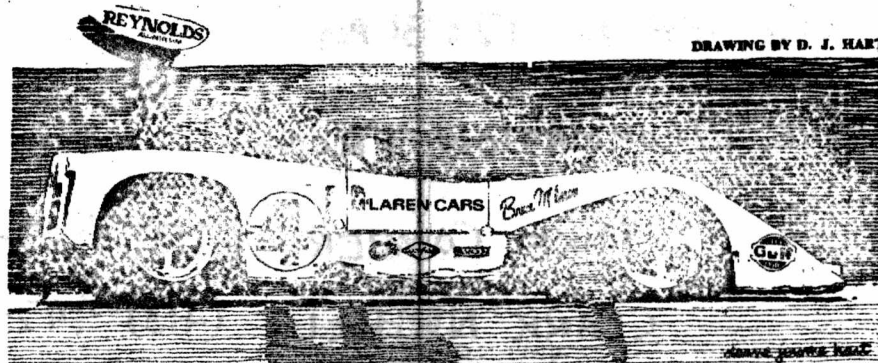
We still need a sponsor for the rally series.

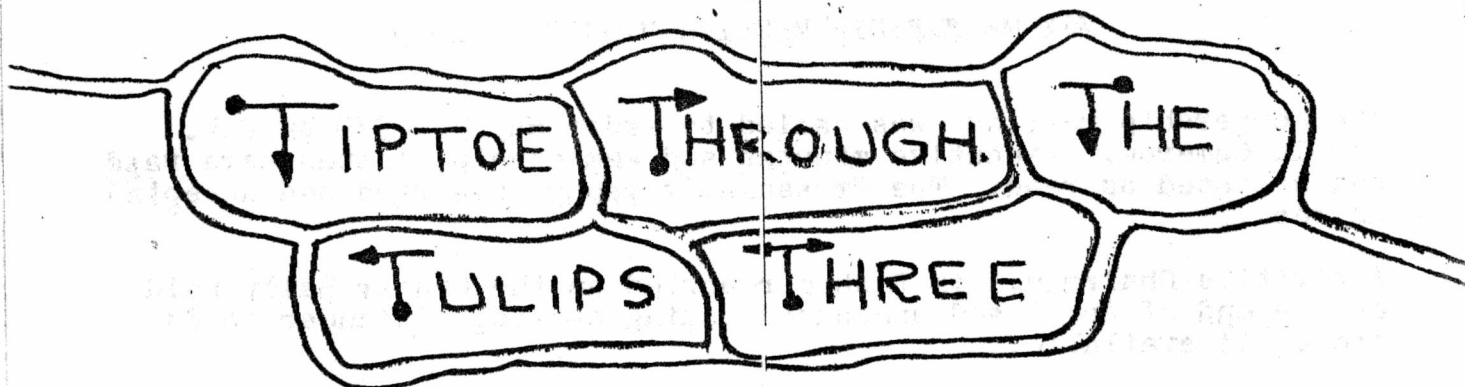
New Business - John Stim explained the necessity of having assistants to the race and school chairmen. Bill Morris expounded on this.

Motion was made to adjourn the meeting. Meeting adjourned.

Guest speakers were Bob Bailey, B & B Motors and a representative from Hella discussing the benefits of Halogen headlights.

Marilyn Heacox, Secretary





A TSD RALLY WITH TULIP TYPE INSTRUCTIONS

SUNDAY JULY 22ND 1979

3RD EVENT IN TRI-CLUB RALLY SERIES
SPONSORED BY MO-HUD SCCA, BERKSHIRE & EMPIRE
MOTOR SPORTS CLUBS

RALLY WILL START AT "THE CENTER" SHOPPING CENTER
ON PITTSFIELD-LENOX RD (RTES 7 & 20) APPROX 3MI
SOUTH OF PITTSFIELD.

REGISTRATION OPEN AT 11:00AM

FIRST CAR OFF AT 12:31 PM

MORE INFORMATION FROM

MIKE COMBER (413) 442-4218
CLARK NICHOLLS (413) 442-9710.

JUNE MEMBERSHIP MEETING - 1979

The monthly membership meeting was called to order June 6, 1979 by R.E. Harold Cameron. The Secretary's minutes for the membership meeting and executive meeting were read and accepted. The Treasurer's report was given and approved. Jim Bishop reported on previous and coming events. Jack Hanifan gave Empries coming event, Clark Nichols listed Berkshire's.

Steve Bowler was introduced as a representative of Easter Seals. Steve has approached Mo-Hud to put on a Solo event or rally for the benefit of the disabled. He expounded on the benefits of the local Easter Seal program and how it aids the disabled and their families.

Joanne Winkelman, membership chairman mentioned that she has schedules for the year.

Dave Hathaway announced Mo-Hud has the youngest Timer and Scorer in SCCA. Terry McIntyre has a 1979 license.

The Knock-Off editors reported that the reproducing machine died. They are hand cranking the May edition and it will be mailed soon.

Old Business - John Stim announced that the race trophies are at the engravers. "The Complete Rally Book" is in John's hands and will be available to club members. See John for more information.

The Club Charter has been received. The Skip Barber series was announced with Mo-Hud having 5 of 8 events. We are still looking for a sponsor for our rally series.

New Business - A discussion was held on repairing or replacing the club reproducing equipment. Various solutions will be looked into before the next meeting.

Guest speaker Bruce MacGinnes was introduced by John Stim.

Bill Morris announced Bonnie Rowen as Race Chairman. Bill also spoke about race expenses approximating \$7,400. We will retain 1978's entry fees; \$50 for race, \$50 for school, \$10 late entry, combined race and school entry \$80. Chief Instructor will be Skip Barber with Bruce MacGinnes in attendance.

John Stim stressed getting workers including "invisible" workers; those people who type results and do other "behind the scene" activities.

Bill, Sue and Bonnie are looking for helpers for mailing the registration forms. Hopefully this will be done at the June 25 executive meeting if enough people attend.

Motion was made to adjourn the meeting and approved.

Marilyn Heacox, Secretary

June Executive Meeting - 1979

Assistant R.E. Sue Rogers called the June Executive meeting to order May 21, 1979. The Secretary's report was read and accepted as read. The Treasurer's report was read and accepted. Jim Bishop reported on coming activities. Bill Hoffert commented on the May 20 rally.

June membership meeting will see Bruce MacGinnes as guest speaker.

A.B. Dick has unsuccessfully repaired the Club reproducing machine. After running off this issue the machine will be returned.

Bill Hoffert spoke about continuing rally sholls. He also asked about signed waivers. These are to be held for seven years.

John Stim has purchased trophies for the regional race.

Aquarius Sports Car Club has been sent a letter informing them of our participation. Our Certificate of Deposit will be redeemed to pay for the race expenses coming up.

S.C.C.A.'s new address effective May 1, 1979 is:

6750 South Emporia
Englewood, Colorado 80112
303-770-1044

John Stim has been approached by the publisher of the "Complete Rally Book"; for 10 orders the book can be sold for \$7.95.

The Skip Barber free school to Mo-Hud was again discussed. The original idea of a raffle is still feasible. It was suggested limiting the raffle to 500 at \$1.00 each. Discussion was held on this. Action will be delayed until the formal agreement is signed by Skip.

Once again race preparations were discussed. Track rental will be \$3,840 for two days, the same as last year, to be paid the day of the event.

Trophy cost was \$557 plus approximate cost of engraving of \$150. Cost of workers gifts is \$164.50.

After further discussion a motion was made to adjourn the meeting. Meeting adjourn

Marilyn Heacox, Secretary

THE ACTIVITIES DIRECTOR'S



Greetings to one and all:

It's hard to believe, but the ~~ides~~ of June are rapidly approaching - our local activities and the NEDiv schedule are in full swing - I hope everyone is prepared for a safe and busy summer.

Coming up in the near future:

- Thurs. June 21 - Jack Hanifan is putting on a short rallye before the EMSC meeting. (438-3754)
- Sun. June 24 - Mike W. is putting on the Second Championship Series Rallye. (See flyer elsewhere)
- Mon. June 25 - Exec. Board meeting at Ford's.
- Fri. & Sat. June 29 & 30 - SCCA Nat. Races at Lime Rock.
- Fri. & Sat. July 6 & 7 - Skip Barber Race at Lime Rock.
- Fri. & Sat. July 6 & 7 - CanAm/FSV at Watkins Glen.
- Sun. July 8 - Championship Solo II Event at Peripheral Lot, Washington Ave., Albany.
- Wed. July 11 - SCCA Membership Meeting agenda: final race preparations. Program: "One-on-One," the film mentioned in the May Sports Car, featuring PLN at the October 1978 CSPRRC at Road Atlanta.
- Sun. July 22 - Championship Series Rallye #3, put on by Mike Comber of BMSC. (See flyer elsewhere)
- Fri. July 27 - MoHud Driver's School.
- Sat. July 28 - MoHud Race.

All kinds of help are needed for these events. Please don't be shy. Call Sue Rogers, Bonnie Rowen, Bill Morris, or any officer or specialty chief to discover how you can help before, during, or after the events. Slalomers and rallyists, that means you.

Schedule Adjustments:

- Add Skip Barber Race - 9/1 & 2 at Bridgehampton.
- Add Skip Barber Race - 9/22 & 23 at Watkins Glen.
- Delete Skip Barber Race - 9/29 & 30 at Bryar.
- Add NEDiv Solo II Runoffs - 8/4 & 5 at State Fairgrounds in Syracuse (call Jack Hanifan for info)
- Move SCCA Solo II from 8/5 to 8/12.
- Move EMSC Solo II from 8/12 to 8/19. (not an SCCA Championship event)

Postpone BMSC Solo II (championship event) listed for 8/19.
Add USGP - 10/7.

MHR - EMSC Challenge (championship event) listed for 10/7
will probably be rescheduled.

Odds n' Ends - Our thanks to Bruce MacInnes for enlivening our May meeting with his stories of his racing career - to those of you who missed that meeting, too bad. Orders are being taken by John Stim for The Complete Rallye Book at the discount price of \$5.00 - it's well worth it. I haven't heard anyone volunteering for Snowflake '80 - somebody out there ought to and they better do it right, because I want to enter an event like last years!

See you around and about - bring a friend.



MOHAWK-HUDSON REGION
SPORTS CAR CLUB OF AMERICA



1979 SCHEDULE OF ACTIVITIES

- April 4 - Membership Meeting* (Guest nite)
8 - Solo II School/Championship Series Event #1**
21 - FANJFB Rallye School
Across-The-Street-Pub, Western Av., Guiderland
(Bill Hoffert, 518-346-4547)
29 - Cancer Benefit Rallye (Jack Hanitan 518-438-3754)
- May 2 - Membership Meeting*
8 - Solo II/Championship Series Event #2**
13 - Solo II/Championship Series Event #3** (EMSC)
20 - Rallye/Championship Series Event #1
(Bill Hoffert 518-346-4547)
- June 2 & 3 - Skip Barber Race, Thompson, CT
3 - Solo II/Championship Series Event #4**
8 - Membership Meeting*
15 & 18 - Skip Barber Race, Lime Rock, CT
17 - Solo II/Championship Series Event #5** (BMSC)
24 - Rallye/Championship Series Event #2 (EMSC)
- July 6 & 7 - Skip Barber Race, Lime Rock, CT
8 - Solo II/Championship Series Event #6**
11 - Membership Meeting*
21 & 22 - Skip Barber Race, Bryar, NH
22 - Rallye/Championship Series Event #3 (EMSC/Mike Comber)
27 - MHR DRIVER'S SCHOOL Lime Rock, CT
28 - MHR RACE Lime Rock, CT
- August 1 - Membership Meeting*
5 - Solo II/Championship Series Event #7**
18 & 19 - Skip Barber Race, Thompson, CT
19 - Solo II/Championship Series Event #8** (BMSC)
26 - Rallye/Championship Series Event #4
(Niis Bahwit, 518-842-0436)
- Sept. 5 - Membership Meeting*
8 - Solo II/Championship Series Event #9** (EMSC)
15 & 18 - Skip Barber Race, Watkins Glens, NY
18 - Rallye/Championship Series Event #5 (BMSC/Lyn Camin)
29 & 30 - Skip Barber Race, Bryar, NH
- October 3 - Membership Meeting*
7 - Solo II/Championship Series Event #10**
(MHR-EMSC Challenge)
14 - Rallye/Championship Series Event #6 (ASCC)
19 & 20 - Skip Barber Race, Lime Rock, CT
Nov. 7 - Membership Meeting*
11 - Rallye/Championship Series Event #7 (EMSC)

*MHR Membership Meetings are held the first Wednesday of every month (except holidays) at 8:00 pm at Ford's Tavern, 1110 Central Ave., Colonie, NY - Guests and visitors are welcome.

**MHR Solo II events are held at the State Office Campus "Peripheral Parking Lot", 1220 Washington Ave., Albany, NY (use ramp reverse side). Registration: 12:00 pm, First Car Off: 1:00 pm. Guests and visitors are welcome.

Pre-registration for Rallye School and Rallyes is requested. Call the listed Rallye Master or any officer for information.

FOR SALE:

Montgomery Ward 230 Amp
AC Arc Welder. New cables,
holder, helmet, good condition,
builds fast trailers, \$75.00 to
club members, call after 5PM
John Stim, 518-465-2695.

Donahue full body race seat,
never used, call John 465-2695.
\$50.00.

Fiat 128 Ice racer. No
expense spared, twin turbo fuel
pumps, aeroquip/NAPA lines, full
cage(track tested), many,many
spares to numerous to mention,
go racing cheap, new pair of
thermal underwear included to
qualified buyer, serious inquiries
only, call Jim at 465-2695, after
5PM.

ORDER NOW:

Special offer; The complete
Rallye Book, just released. Will
be ordered before July 31, for all
interested club members for the
discount price of \$5.00, Call John
465-2695

WELCOME TO MO-HUD!

James Van Doren

Gerald and Nancy Bowden

Martin Filardi

David Wood

Robert Behrens

Michael May

Lawrence Bruno

Margaret Marr

Michael Wierzbowski

Fredrick Samuelson

Eric Weiss

Terri Mc Intyre

We welcome the above new members and hope you will actively enjoy the club.

Joanne Winkelman
Membership Chairperson



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

Regular Member	\$25.00
Spouse Member	5.00
Junior Member	10.00

Annual Regional dues

Regular Member	\$ <u>5.0</u>
Spouse Member	\$ <u>5.0</u>
Junior Member	\$ <u>1.0</u>

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 Mohawk Hudson Region and agree to abide by the bylaws.

Applicant's Signature _____ Date _____

Sponsor Signature John Stem Sponsor Signature Sherald Cameron

Approved: James W. Henderson Date 2/13/84
(Regional Executive or Membership Chairman)

NATIONAL OFFICE USE ONLY

Application received _____ Regional dues \$ _____ Type _____

National dues \$ _____ Type _____

Membership No. _____ Membership card sent _____

REPRINT FROM NE REGION'S

PIT TALK**solo2 report**

by Steve Ross

This month I would like to discuss tires as they apply to our sport of autocrossing, especially here in New England. These ratings are derived from a combination of observations, magazine reports, and discussions with competitors in NER slaloms, thus they are the author's opinion only.

Starting at the low range both in performance and price we find the cross-ply tires, the only successful tire of this type in recent memory are the belted wide-oval types as used on the large American iron; otherwise, radials are the way to go.

Next step up brings you to the vast area of popularly priced radials, both domestic and foreign. Names such as Firestone (other than 500s), Goodyear, Michelin, Pirelli, Dunlop, Bridgestone, Toyo, etc. pop up in this stamping ground of mediocre handling treads. However, that's all they are, ok. In most cases these are original equipment gumballs rarely in 70 or 60 series aspect ratios and thus pale in comparison with the next group.

The high performance radials are the minimum acceptable tire in many classes, for those who want to win, these are the skins that the car magazines test, and have rated throughout the last three or four years. Price is higher than the OE group, but performance is worth the extra levy, otherwise, you wouldn't be autocrossing now, would you?

Tires in this group include the Conti TS71, Semperit M401, Vredestein Sprint, Goodyear G800 (European), Pirelli CN54 and P3/70, Michelin XAS (XVS), Uniroyal Rallye 240, and a number of others generally purchased in 70 series configuration. Performance is noticeably increased, something the next step up may not obtain, yet the price increase is generally only \$10-\$15 per tire.

Step three is the big-bucks category (around \$100 a tire in most sizes) with matching performance in most cases, and here we will delve into an individual appraisal of the offerings. Since its importation back in the early 70s the Michelin XWX has been the benchmark for high-performance tires in the larger sizes and has been worn by all the winning Porsches and some

Zs and Corvettes too, since then. Simply stated if you want to be competitive in class 1 or 3, these are a must. Unfortunately smaller (read 13") sizes have not been available in XWXs, so the ubiquitous Pirelli CN36 and Dunlop SP Sport are the logical choice for the BMWs, VWs, Fiats, etc. in classes 4 through 6. Again, tires with a long record of success, the Italian and English products have been recently challenged by two upstarts. The French-made Kleber, when properly broken in, has done respectably and the "dark horse" Phoenix seems to have captured the hearts if not the trophies of autocrossers nationwide. A warning, though: if your budget is stretched rather thin, tread mileage on some of these super sticky tires is rather limited. Certain XWXs and CN36s have been known to last only 10,000 miles.

Finally we come to the super tires, priced even higher than group 3, and with performance at what was considered race car standard only a few years ago. Two of these tires, the Pirelli P7 and Hoosier "cheater slicks" are now illegal in stock classes, but both give such superior performance that a prepared car could be competitive with race tire shod vehicles. However, at \$200 a tire for the Pirelli and a two to four event tread life for the Hoosier, the economics may not be up to your pocketbook. So Pirelli again comes through in the clutch with their "red dot" CN36 a very high performance product costing around \$130 each in 13" sizes and the long-awaited P6 a semi-mass-produced version of the aforementioned P7. Both P6 and CN36 are legal in stock. For more information on these two, consult the December 1978 issue of Road and Track.

I have left out a number of tires, but then this is meant only as a guide to both the newcomer and/or new tire purchaser who wishes to enhance the handling of his automobile. As the single most cost effective means of increasing your car's handling characteristics, the right tire is an important decision, so talk to competitors with similar type cars or tires and get their opinions also.

A couple of hints:

1. Don't go overboard on tire width, generally a 60 series one or two sizes larger than stock is plenty.
2. Remember a 70 series tire is as high as the 78 series two sizes larger (i.e. 165 = 185/70).
3. Shop around for prices and availability. The mail order companies in the car magazines have excellent buys.
4. Tire pressure is still important to good handling and it's the relationship of front to rear more so than the psi that is critical.
5. Wider than stock wheels help but are only legal in NER (up to 1-1/2" wider), not at the Divisional or National level, so think twice before buying those pretty wide mags.

In future months I will try to pass on some other helpful hints to setting up the autocross car.

Some important late news from the Solo II National are indicated in the letter below:

After what must be considered the most successful year in Solo II, to date, the Board of Governors, in their ultimate wisdom, have seen fit to replace most of the Solo Event Board members for 1979. This has been done without explanation or apparent reason. Thus in one action, a total of twenty years of Solo Board experience has been replaced with new people. Certainly a questionable move to insure the future of the sport. This is not meant as a negative comment concerning the new members for they are all very interested and dedicated to the Solo Events Program. Change is good for any organization when there is a reason, what was the governors reason for this action?

The new chairman is Tom Allen who is the senior person remaining on the Solo Board, with two years of experience. I'm sure you will be hearing shortly from Tom. The other carry over member is Larry Gomes, with one years membership on the board. This coupled with the recent appointment of a new Director of Solo Events and Rally Events, and with the resignation of the departments secretary certainly leave the sport weak with respect to experience in the administration of the program. The new Director of Solo and Rally is Terry Moreland who up to this appointment has worked exclusively on the Economy Challenge. There's no question that 1979 will be a year of reestablishment of the administration for the sport.

What can you do as a interested and hopefully concerned member? I suggest that you write your area governor, and let them hear your thoughts concerning their recent actions. The Solo enthusiast deserves more from SCCA and the National office than they are presently receiving. With over twenty percent of the membership of SCCA belonging to SCCA because of Solo, the least the program deserves and can support is a full time, exclusive Director with a separate budget. Presently the program receives less than fifteen percent of the Directors time, with the rest of the staff being devoted to Pro Rallies, Club Rallies and the Economy Run. ... the Solo Program continually suffers at budget review time, for it is lumped together with these other areas.

It's up to you and all Solo'ists to let SCCA know your true feelings. Write now and support the new Solo Board in their efforts to get the system changed. If you don't get the response you expect, remember that the next time you vote for Governor. For this is where the change must be made. Presently there are no governors on the board who are true Solo enthusiasts. Without such representation, the Solo Program will be kept on the "back burner" and allowed to struggle along on its own. With some true support this sport, which we all love can become the most important activity in SCCA.

But the important thing to remember is that unless you get involved and write your

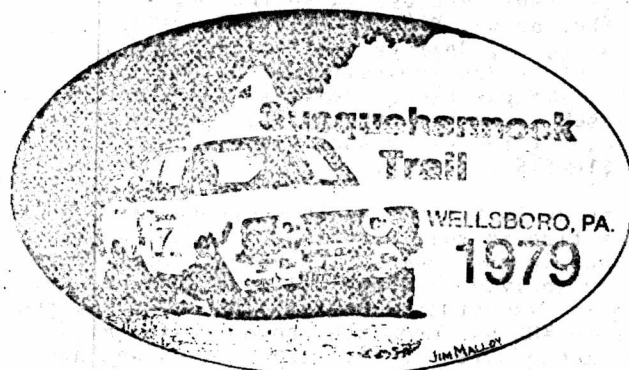
governor, very little will happen. The SCCA is a politically oriented club and the Governors do react to sufficient input, so let's let them hear from all of us.

It's been a real pleasure serving you and the members of SCCA for the past five years. I certainly look forward to seeing you at some future Solo Event.

Yours for the sport

WILLIAM A. MILLER, Chairman
1976-1978 Solo Events Board, SCCA

COMING IN SEPT.
MOHOD / EMSC
AUTOCROSS TO
BENEFIT EASTER SEA
OUR
SECOND COMMUNITY
SERVICE EVENT FOR
1979.
SPECIAL AWARDS
- DETAILS TO
FOLLOW



Drivers' Newsletter

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



-2-

May 1979

1. The Board of Governors met in ~~Denver~~ ~~this~~ past weekend and discussed all the Competition Board Minutes published since the first of the year. Herein, I'll address only those items which ~~received~~ favorable consideration. Unless otherwise indicated, the various changes, ~~amendments~~, etc. are effective upon publication of this Drivers' Newsletter.
 - a. Window opening slots in the ~~doors~~ of Production and Sedan category cars may be covered.
 - b. Detachable hard tops, panels and doors must be removed from Production cars EXCEPT when otherwise specified in the PCS. For instance, the Porsche 914, 914S and 914-6 will be allowed to run with panels. The PCS pages for these cars will read: "Note: Top panels may remain in place if securely bolted." EFFECTIVE: January 1, 1980.
 - c. 1979 Can Am cars may compete in Club Racing events, classified in ASR; however, they may not have aerodynamic skirts attached.
 - d. Formula Ford head inlet port diameter is increased to 1.50". Effective Jan. 1, 1980.
 - e. Formula Ford exhaust. Amend GCR Appendix A, 7.2.S.10, as follows: "Exhaust outlets must be approximately horizontal for the last four inches, positioned not more than 24 inches above the ground and must not extend more than 45 inches behind the centerline of the rear axle."
 - f. The 1978 Gremlin "X" 258 cid with 4-speed gearbox IS a bonafide SSC car.
 - g. Porsche 924, DP, is allowed the following alternate gear ratios:

First: 2.64 and 2.40	Fourth: 1.0 and 1.08
Second: 1.63	Fifth: 0.89
Third: 1.26 and 1.32	Ring & Pinion: 3.875 & 5.286
- Also allowed: Rear window extension, part #477 827 041. EFFECTIVE: January 1, 1980.
- h. Porsche 924, DP, is allowed alternate cylinder head, part #931 104 001.5.
- i. Regional to National Competition License upgrade. The prohibition which states a driver may not enter the National Competition event portion of a Regional/National race weekend when the driver completes his upgrade requirements during the Regional portion of the event is removed. (GCR Appendix L, page 166). A driver satisfactorily completing his/her upgrade requirements during a Regional/National event needs only Chief Steward approval to enter the National event.
- j. GCR Section 9, Appeals, has been revised in its entirety. The new Section 9 follows, and should be retained for ready reference if needed.

9. APPEALS

9.1 Right to Appeal

Any person, entrant or organization shall have the right to appeal any decision or penalty rendered by the Stewards of the Meeting or other first court in which he or it is named as a party.

9.2 Jurisdiction of the SCCA

The SCCA may appoint a Court of Appeal to render a final decision in any appeal permitted to be taken under this section. It is the intent of these provisions to provide for resolution of differences before a Court composed of individuals with individual and collective expertise in racing matters.

9.3 Jurisdiction of the FIA No Change.

9.3.1 International Events No Change.

9.3.2 Full International Events No Change.

9.4 Taking An Appeal

An appeal permitted hereunder shall be taken by filing a written notice of appeal with the SCCA in Denver, Colorado. The notice of appeal shall specify the party or parties taking the appeal; shall designate the decision or portion thereof appealed from and shall be postmarked within 10 days after announcement of the appealed decision, and shall include the appropriate appeal fee of \$100. An appeal properly taken hereunder may be withdrawn, without penalty, by written notice to the SCCA prior to the final appointment of the Court of Appeals.

9.5 Stay of Decision

The taking of an appeal hereunder may operate to stay any decision or penalty rendered by the SOM or other first court which involves either suspension of SCCA competition privileges or expulsion from the SCCA until issuance of the decision of the Court of Appeal provided that the party or parties taking the appeal specifically so request in the notice of appeal and, in the event said stay is requested, appellant or appellants post a bond with the SCCA in cash or written by a surety acceptable to SCCA in the sum of the greater of \$1000 or the first place prize money for each race appellant wishes to enter during the stay. If the SOM are given written notice of an intent to file a notice of appeal by the affected driver or organization, they shall order awards which may be affected by the outcome of the potential appeal to be withheld pending disposition under the GCR.

9.6 Decision to Hear Appeal

The Director of Club Racing and the Director of the Court of Appeals will make the final decision whether or not the appeal is well-founded and should be heard, and whether the appeal fee should be returned or forfeited. Said decision shall be final, binding and not subject to appeal. In reaching this decision, they may

review the SCCA's Observer's Report, the Notice of Appeal and any other material they deem pertinent. In the event of disagreement, the Divisional Appeal Court Representative from the Division where the event was held shall break the deadlock. In the event he is unavailable, unwilling or disqualified from making said decision the Executive Director of the SCCA shall appoint a qualified third party. The aforesaid officials shall also decide whether the appeal fee is to be retained or returned. If the appeal involves a professional event, the Director of Pro Racing shall replace the Director of Club Racing in all matters in this Paragraph 9. The designation of said officials shall be final, binding and not subject to appeal. The officials designated herein shall use every effort to make their final decision within 7 days of the receipt of the Notice of Appeal.

9.7 Convening the Court of Appeal

If it is determined the appeal should be heard, the Director of Club (or Professional) Racing shall contact the Divisional Appeal Court Representative from the Division in which the event was held and request him to convene the Court of Appeal. In the event said official is unwilling, unable or disqualified from participating, the Director of Club (or Professional) Racing shall select a senior divisional official who will make the selection. No member of the Court of Appeal shall have taken part as competitor, driver or official in the event concerning which the court will render a decision, or shall have been directly or indirectly interested or involved in the matters under consideration. The Court of Appeal will normally be convened in the Division in which the event was held, with due consideration given to the geographical convenience of the parties to the appeal and the members of the Court. The official appointing said Appeal Court may arrange with a representative from another Division for the appointment of the Appeal Court in that Division. The appointment of the Court, and written notice to the appellant or appellants shall occur within 7 days of the decision to hear the appeal.

9.8 Hearing the Appeal

The Appeal Court shall use its best efforts to convene and hear the appeal no earlier than 2 weeks from notice to the parties and no later than 4 weeks from said notice. All parties concerned shall be entitled to call witnesses and present, within reason, other evidence of their choice. They may present their appeal personally, be represented by an advocate or advocates or may submit the case to the Court on documents without personal appearance.

9.9 Judgement of the Court of Appeal

After considering all material they deem relevant, the Court of Appeal shall meet privately, reach its decision and prepare a written opinion. It may decide that the penalty or other decision of the SOM's or first court appealed from should be nullified, mitigated, affirmed, increased or a different penalty imposed, but it shall not order a competition to be rerun. The Court shall order the return or forfeiture of appeal fees or of stay bonds. The Court shall direct the disposition of protest fees and tear down bonds, if any, in those cases where the original Court's decision is nullified.

9.10 Review of the Court of Appeal Decision

The decision of the Court of Appeal shall be reviewed by the Director of the Court of Appeals and the Director of Club Racing (or Director of Professional Racing as the case warrants). The decision may be published as final or vacated. In the event of disagreement, the Divisional Appeal Court Representative from the Division where the event was held will be contacted to break the deadlock. In the event he is unavailable, unwilling or disqualified from making said decision, the Executive Director of the SCCA shall appoint a qualified third party. The aforesaid officials shall use every effort to issue the final decision of the Court of Appeal within 10 days of their receipt of the decision from the Chairman of the Court of Appeal unless said decision is vacated. In the event a decision is vacated, a new Court of Appeal may be commenced pursuant to the procedure in Paragraph 9.7.

Once a final decision has been published, a Court of Appeal decision shall not be reopened nor shall a new Appeal Court be convened unless an appeal is reopened pursuant to Paragraph 9.13 herein.

9.11 Publication and Effect of Decision

The SCCA shall publish all final Court of Appeals decisions including the names of all parties concerned. Persons, entrants or organizations referred to in each said decision shall have no right of action against SCCA or any person publishing such notice, and agree that said decision shall be final and binding. SCCA will use its best efforts to publish said final decisions as soon as possible after finalization. A copy of the final decision of the Court of Appeals shall be sent to all parties to the appeal as soon as possible after the decision becomes final.

Any penalty imposed by the Court of Appeal shall be effective immediately as stated in its decision. Penalties involving time, disqualification, suspension or loss of points shall be made effective from the date of the conclusion of the event involved.

9.12 Bad Faith Appeals

If the Court determines that the appellant has acted in bad faith or in a vexatious manner, it may deem such conduct a breach of the GCR and impose an additional penalty for said breach.

9.13 Newly Discovered Evidence

An appeal may be reopened within thirty (30) days of publication when information is presented to the Director of Club/Professional Racing and the Director of the Court of Appeals and they determine it to be new, significant and previously unavailable. Upon such determination, they shall reconvene the Court of Appeals, as outlined above.

2. The Competition Board and the Governors desire Membership comments on the following subjects in order that they may better evaluate various outstanding proposals and recommendations.
 - a. New and/or alternate roll cage designs and specifications that would update GCR Appendix Z and otherwise reflect state of the art technical improvements.
 - b. The desirability of offering SOCA Membership to Historic and Classic Racing Car groups and sanctioning their participation at SOCA events.
 - c. More pros and cons relative to weighing race cars with or without driver.
 - d. Proposed consolidation of Sedan Category rules and reclassifying Sedans by performance potential into four classes.
 - e. GCR definition of aerodynamic skirts.
 - f. Water-cooled Super Vee (Formula Continental) engine performance data with various air venturis installed. (Alternate performance restrictor recommendations considered.)

3. The 1979 GCR is becoming an albatross around my neck! When I short out various publishing procedures last December attempting to get the thing in the hands of the Drivers before the race season started, I garnered more errors than I anticipated. The Governors have been giving me HELL on this one! You can bet the 1980 GCR will be published in February — but it will be as letter perfect as humanly possible!

At any rate, here's a fistful of corrections for you to post!

 - a. Page 32, Paragraph 5.1. Add "Formula 440 Regional class (if approved for Regional Class status by the Organizing Region)".
 - b. Page 43, Paragraph 7.3. Add "Before imposing any penalty, the Stewards of the Meeting or other first court, shall hear the parties concerned. All parties concerned shall be given adequate notice of the time and location of the hearing. They shall be entitled to call witnesses, but shall state their cases in person. In their absence, judgement may go by default. The procedure at such hearings shall be in accordance with the GCR governing protests and appeals."
 - c. Page 58. Add Paragraph 1.5.5: "Aerodynamic skirts are prohibited in Club Racing."
 - d. Page 55, Paragraph 2.2.C.2. Amend second sentence to read: "Battery may be relocated except to driver/front passenger compartment, provided it is securely mounted in a non-conductive (marine-type) box."
 - e. Page 84, Paragraph 7.9.5. Change nominal bore to "90.84 mm", vice 90.48 mm.
 - f. Page 118, Paragraph 6.B.2. Amend following sentence: "Component parts of the automobile such as hood, door, decklid may be lightened provided external appearance of the car as raced is not altered and structural rigidity is maintained, except that the chassis/frame/tub may not be lightened by chemical removal of metal."

- g. Page 141, Paragraph 8.2. Amend as follows: "Specifications for the ex-Formula C cars can be found in Paragraph 4.A."
 - h. Page 169, Appendix L addition: "Bill Scott Racing, McLean, Virginia."
 - i. Page 180, Paragraph R.11. Amend as follows: "Cars may not be moved under power of the starting device while on the course, except to remove them from a hazardous position to one of greater safety."
 - j. Page 203, Paragraph D.2.c. Amend as follows: "Height-A straight line drawn from the top of the main roll bar hoop to the top of forward hoop or structure must pass over the driver's helmet when the driver is seated in normal driving position. However, the top of the main hoop must not be less than 2" over the driver's helmet."
 - k. Page 205, Paragraph E.3. Amend as follows: "The mainhoop (behind the driver) may be either full cockpit width or partial cockpit width."
4. FCS Corrections and Amendments.
 - a. Page 11, Change track dimension, Front, to read 55.7", vice 55.2".
 - b. Page 48, Change exhaust valve size to 1.303" (33 mm) vice 1.22" (31 mm). Add alternate gear ratios: 1st 2.25, 2nd 1.68, 3rd 1.36, 4th 1.12 and 5th 1.00. Add alternate specifications: Crankshaft # 4211630 and Rods # 4211628.
 - c. Page 49. Change 2000 weight to read 1947 pounds, vice 1974 pounds.
 - d. Pages 44, 46, 47 and 49. Add alternate specifications, brakes, part #82346805.

 5. SSS Corrections and Amendments
 - a. Index. Move Dodge Omni to Class C. Add to Class C, Plymouth Horizon --Page 61. Add Class A, Alfa Romeo Sprint Veloce '77-'78.
 - b. Pages 1 and 2. Delete '78 at top of both pages.
 - c. Page 6. Delete '78 Gearbox Ratios.
 - d. Page 7. Bore should be 3.75, vice 4.78. Gearbox Ratios should have 4-speed added as follows:

1.	3.50
2.	2.21
3.	1.43
4.	1.00
 - e. Page 25. Final Drive Ratio(s) should read 2.73:1 or 3.08:1.
 - f. Pages 53 and 54. Track: Rear; should read 53.5" both pages.

-7-

g. Page 78. Spark plug entry should have following added for 1978 models:

	Champion	Denso	NGK
Normal;	N280B	W22EB	B7ET
Hot;	N282B	W20EB	B6ET
Cold;	N278B	W25EB	B8ET

h. Page 84. Spark plug entries should read: W175T30 or NSY.

i. SEA Alfa Romeo Sprint Veloce '77-'78 specifications are as follows:

ENGINE-Inline 4 cyl. DOHC
 Bore and Stroke ...84X88.5 mm
 Capacity.....1962 cc
 Compression ratio..9.0:1
 Valve Head Dia:
 Intake.....1.738
 Exhaust.....1.581
 Spark Plug.....Lodge HL or 2 HL
 Induction system...Spica fuel injection, air throttles 1.57" dia.

Note; Valve grind angles, single 30° seat or a 30° seat plus 60° relief cut.

TRANSMISSION AND DRIVE TRAIN

Gearbox Ratios: Std.
 1. 3.30
 2. 2.00
 3. 1.37
 4. 1.04
 5. 0.83

Final Ratios: 4.10:1

CHASSIS

Wheelbase.....94.5
 Wheel-Diameter: 14"

Track-Front: 53.5"
 Rim Width: 4.5

Rear: 53.5"
 Mat'l: Alloy

Tire size:

Delivered.....185/70 HR 14
 Replacement sizes...

Spring Specifications:

Front: Torsion .775" Dia.
 Rear: Coil .525" Dia.

Sway Bar(s) Diameter(s): Front: 20 mm Rear: 19 mm
 Camber: 20' ± 30' Caster: 4°30' ± 30'

Ride Height: Fender to centerline of wheel FR 15.9 RR 15.6

-8-

BRAKES	Type	Diameter	Width (Drum Brakes)
Front:	Disc	10.4	
Rear:	Disc	9.8	

WEIGHT: 2520 lbs.

OPTIONAL EQUIPMENT

Appearance options
 Audio options
 Convenience options except automatic transmission.
 Protection options

6. Here are a few unrelated items for your consumption.

a. SCCA has moved to Englewood, as most of you already may be aware. While the old P.O. Box 22476 in Denver is still good for mailing, the new address is 6750 South Emporia St., Englewood, Colorado 80112. We're half a mile east of the intersection of I-25 and Arapahoe Road -- three miles west of Arapahoe County Airport. Telephone number is (303) 770-1044. Come visit us if you're in the area -- you can sit down with a cup of coffee and read through your Driver File!

b. Be advised that, more and more, various race facilities are requiring installation of mufflers on race cars in order to meet local noise abatement regulations. Race Chairmen should make certain such information is included in Supplementary Regulations. Meanwhile, drivers should check ahead if newly instituted decible ordinances are rumored or suspected.

c. Additionally, Sports Racing drivers should be aware that the State of Connecticut requires SCCA ASR, CSR and DSR to have fuel cells installed. So, if you're headed for Lime Rock this summer with your Coventry Climax powered Elva Mark III, better have a proper bag installed.

d. LASTLY! Too many cars are showing up at Tech with "Y" shoulder harnesses. These are prohibited! At least half a dozen suppliers have the "H" shoulder harness in quantity, so there should be no excuse for not replacing the outlawed "Y" type.

7. Bonus Nationals are alive and well. In fact, thriving! Jerry Adams will be at Riverside May 27th, then Atlanta June 10th. I'll be at Portland June 10th, then Laguna Seca June 24th. See you there!

Tex Arnold

Tex Arnold
 Director of Club Racing

TA/lb

APPLICATION FOR AWARDS

1. Secure an official result sheet indicating your teams finishing position. The result sheet must be certified by the signature of the steward or chief timer/scorer and must contain the signature both the driver and the DEALER.
2. Mail the result sheet along with your full name and address to:



Competition Department
 Nissan Motor Corporation in U.S.A.
 Post Office Box 191
 Gardena, California 90247

3. Official result sheets must be postmarked no later than 30 days following the event.

1979 DATSUN RALLY AWARDS PROGRAM

Datsun, USA, has established the following Rally Support Program which will cover the 1979 SCCA rally season. The program will apply to all rallyists competing in a Datsun in a sanctioned SCCA Pro, National or Divisional Rally.

SCCA PRO RALLYS

The following cash awards will be paid to Datsun rallyists winning SCCA Pro Rallies:

1st Overall	\$400.00	1st Datsun	\$100.00
2nd Overall	\$250.00	2nd Datsun	\$ 75.00
3rd Overall	\$100.00	3rd Datsun	\$ 50.00

SCCA NATIONAL RALLYS

The following cash awards will be paid to the highest placing Datsun rallyist, regardless of their overall finishing position, providing they are in the top 15 in their class:

CLASS A & B

1st Datsun	\$ 60.00
2nd Datsun	\$ 40.00
3rd Datsun	\$ 25.00

SCCA NATIONAL RALLY BONUS AWARDS

Bonus awards will be paid to Datsun rallyists placing in the top three positions overall, regardless of class:

1st Overall	\$125.00
2nd Overall	\$ 75.00
3rd Overall	\$ 50.00

SCCA DIVISIONAL RALLYS

The following cash award will be paid to Datsun rallyists winning SCCA Divisional rallies.

CLASS A & B

1st in Class	\$ 40.00
--------------------	----------

COMPETITION DEPARTMENT



Nissan Motor Corporation in USA
P.O. Box 191 Gardena, California 90247



1979 DATSUN SCCA COMPETITION AWARDS PROGRAM

Datsun's Competition Awards Program for the 1979 SCCA racing season is designed to assist Datsun drivers who have devoted their time and effort toward success and have won SCCA National Championship Road Racing events.

We will pay awards to those drivers competing in classes, C, D, G Production, B and C Sedan and SSS upon presentation of posted and confirmed official race results.

NATIONAL CHAMPIONSHIP ROAD RACING

<u>CLASS</u>	<u>Non Spectator Nat'l</u>			<u>Spectator Nat'l</u>			<u>Bonus Nat'l</u>		
	<u>1st</u>	<u>2nd</u>	<u>3rd</u>	<u>1st</u>	<u>2nd</u>	<u>3rd</u>	<u>1st</u>	<u>2nd</u>	<u>3rd</u>
C/P	\$125	\$ 75	\$ 25	\$200	\$150	\$ 75	\$250	\$175	\$100
B/S- 310, 210, B210, HL510, 810, F10, 200SX	\$125	\$ 75	\$ 25	\$200	\$150	\$ 75	\$250	\$175	\$100
B/S- PL510, 610, 710 ...	\$ 75	\$ 25	-0-	\$125	\$ 50	-0-	\$150	\$ 75	-0-
C/S- B210	\$125	\$ 75	\$ 25	\$200	\$150	\$ 75	\$250	\$175	\$100
C/S- 1200	\$ 75	\$ 25	-0-	\$125	\$ 50	-0-	\$150	\$ 75	-0-
D/P	\$ 75	\$ 25	-0-	\$125	\$ 50	-0-	\$150	\$ 75	-0-
G/P	\$ 75	\$ 25	-0-	\$125	\$ 50	-0-	\$150	\$ 75	-0-
SSS	\$ 50	-0-	-0-	\$ 75	-0-	-0-	\$100	-0-	-0-

Awards limited to one National race per weekend per car.

DIVISIONAL CHAMPIONSHIP AWARDS

As special season-end awards for drivers of Datsuns, participating in National Championship Road Racing events, who win Divisional Championships, we will pay \$250.00, on presentation of posted and confirmed official SCCA Divisional standings.

CSPRRC AWARDS

In addition to the above, any Datsun driver qualifying for, attending and racing a Datsun in the SCCA Champion Spark Plug Road Racing Classic will receive \$250.00, upon presentation of the SCCA official, confirmed results that the driver did, in fact, attend and race in that event.

It is hoped that these special CSPRRC Awards will help defray the expense of qualified drivers going to the Champion Spark Plug Road Racing Classic and encourage their active participation.

"Rennssco Run" Rallye

sunday
June
24th

2nd Series Rallye
Fairly Short 60-70 miles TSD
Thru Southern Rensselaer County

START: SCHODACK SHOPPING
CENTER

Rts 9&20

$\frac{1}{2}$ mile west of I-90 Exit 11
(Next to Curtis Lumber)

Reg - 10 am - 11:30 am

F.C.O. - 12:01 pm

Info - Mike Wierzbowski
732-4194

OPEN: 10:00 a.m. to 10:00 p.m.
PHONE: 355-5843

3568 Carmen Road
Schenectady, N.Y.



Distributors for: Accel, Monroe, Koni, Carrera Shocks, ATL Fuel Cells, Simpson, Mr. Gasket, Lakewood, Hays, Schiefer, Zoom, Speed Sport, Nomex, Fire Suits, Van & 4x4 Equipment, Moroso, Grant.

(If we haven't got it, and can't get it, we will let you know!!!)



Drivers' Newsletter

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

May 1979

SPECIAL EDITION

The SCCA Board of Governors held a Conference Call on May 24th to address time-sensitive items which were surfaced by the Competition Board during their May 19th and 20th meeting in Orlando. The determinations made by the Board of Governors are contained in this Drivers' Newsletter with effective dates indicated where appropriate.

1. Water-cooled Super Vee (Formula Continental). The Board of Governors voted to increase the minimum weight of water-cooled Super Vee cars competing in Formula Continental from 928 pounds to 1000 pounds, and to decrease the intake pipe air venturi size from 25 mm to 22 mm. These changes are effective June 29th, 1979. (Reference GCR 5.1.1, last paragraph.)

2. 1978 258 cid Gremlin "X". The Board of Governors reiterated its May 11th determination that the 1978 258 cid Gremlin "X" with 4-speed gearbox is classified in Showroom Stock C. (This classification was effective January 1, 1979.)

3. Protest of Action(s) of Race Official. The Board of Governors voted to add the following sub-paragraph to GCR 8.3: "8.3.f. A protest against a race official must be made within 30 minutes after completion of the competition." This GCR addition is effective with publication of this Drivers' Newsletter.

As long as I have your attention, and there's space remaining on this page, here's a couple more items for you.

1. Paragraph 3d of the May Drivers' Newsletter should begin "Page 66", not "Page 55."

2. Gasoline shortages seem to be affecting motor vehicle travel in at least a couple of areas around the country. It's too early to tell just how Club Racing may be impacted. However, drivers and participants should be aware that open service stations may be difficult to find during weekends. Additionally, some race tracks can't have the quantities of racing fuel they have had in previous years. It would behoove drivers to check ahead or otherwise be prepared for short supplies of gasoline both for the race car and the tow vehicle.

Tex Arnold

Tex Arnold
Director of Club Racing



**BECKER
REALTY**

Member



THE TALK OF THE TOWN™

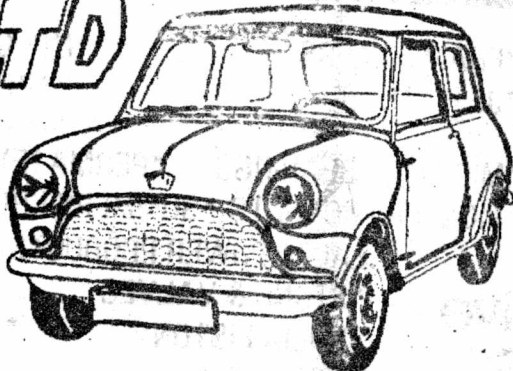
MIDJULY

National Relocation Service
1000's of Associates Coast to Coast

P.O. BOX 200 • PARK GUILDFORD PLAZA
GUILDFORD CENTER, CT 06037

BRUCE BECKER REALTOR
JACK HANIFAN ASSOCIATE REALTOR

**IMPORT
PERFORMANCE
LTD**



BILSTEIN
Gas Pressure Shock Absorber

Import Performance Ltd
220 Nut Plains Rd
Guilford, Conn. 06037
Local (518) 274-9242 evas
Conn. residents add 7% State Sales

25% off to all SCCA Members
-examples - shipping included-

- BMW - \$199
- ALFA - \$159
- Z Cars - \$239
- Rabbit or Scirocco - \$318

**Custom Design & Fabrication
of Racing Components**

RENSLOW & SONS

MALDEN BRIDGE ROAD
NASSAU, NEW YORK 12123

766-3556

RACING WHEELS
& CHASSIS

MIG/TIG &
STICK WELDING

Your Headquarters for . . .

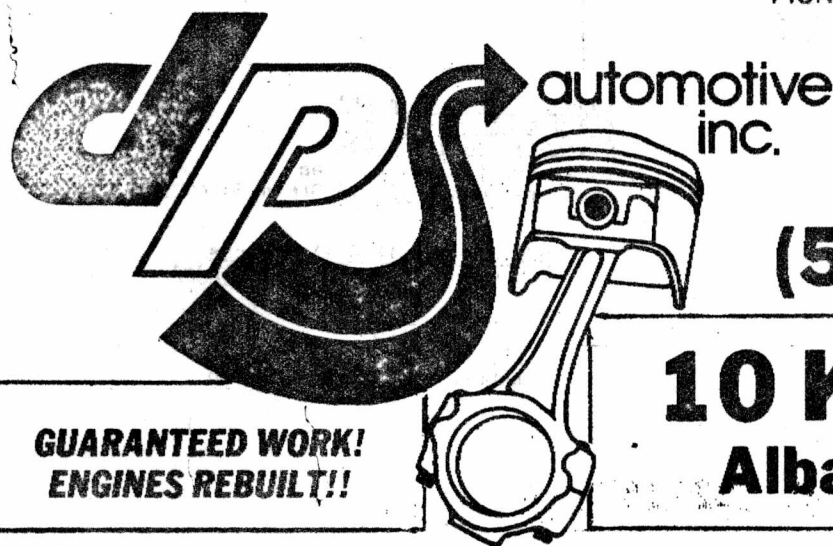
COMPLETE LINES!

- *AUTOMETER — TACHS AND ACCESSORIES
- *CLOYES — TIMING CHAINS AND GEARS
- *MANLEY — VALVES AND PISTONS

- *FRAM FILTERS
- *JE PISTONS

- *MR. GASKET
- *PENNZOIL

- *MICHIGAN BEARINGS
- *PERMATEX CORP.
- *PIONEER PRODUCTS
- *SUMMERS BROTHERS
- *SEALED POWER PRODUCTS—RINGS,
PISTONS & VALVES
- *VENOLIA PISTON
- *VORTEX
- *MANY MORE!



automotive
inc.

(518) 438-3382

**10 KRAFT AVE.
Albany, N.Y. 12205**

**GUARANTEED WORK!
ENGINES REBUILT!!**

NEW ENGLAND REGION, SCCA

SPORTS CAR CLUB OF VERMONT

6/30/79

The Farm Resort Stowe Rally will be a straight forward afternoon rally designed to be low pressure and enjoyable event for both the novice and the more experienced teams. The course will be approximately 125 miles in length with moderate (legal) speeds using some of the finest secondary roads in central Vermont.

Confirmation of car number and generals will be sent June 16 to all drivers pre-registered by that date.

It is recommended that room reservations be made as soon as possible.

START/FINISH: The Farm Resort located 15.5 miles north of I-89 Exit 10 on Route 100 (802) 888-3525 for rooms

SCHEDULE: 11:00 AM Registration & Safety Inspection
1:01 PM First Car Starts
5:00 PM First Car Finishes
8:00 PM Awards Presentation

AWARDS: Trophies presented to top finishing teams in each class
Marque Awards as available
DLBF in each class (must be present)
Dash Plaques to all entrants

CLASSES: NER/SCCA classes will be used
A (equipped) No limit placed on equipment
B (unequipped) No calculators; .01 odos & slide rule type devices may be used
C (SOP) No odometers
N (novice) No equipment (combined number of rallies run less than 7)

FEES: SCCV & NER/SCCA Members \$6.00, all others \$9.00

REGISTRATION: Mail entry & check (made payable to SCCV) to:
Dan Way
68 Birchwood Manor
Milton, VT. 05468

Driver _____ Navigator _____

Address _____ Address _____

Club _____ Club _____

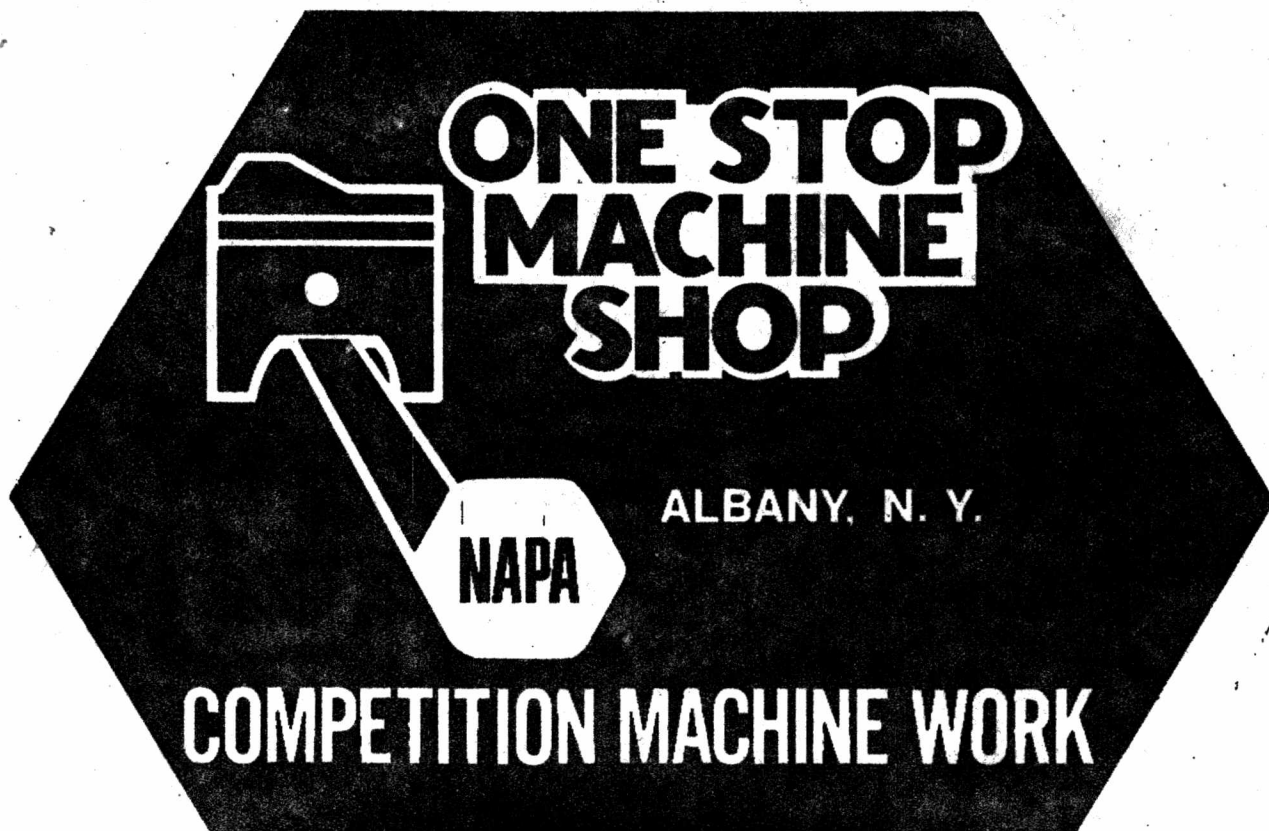
Rally Class: A _____ B _____ C _____ N _____ No. of rallies run if novice _____

Marque _____ Year _____ Color _____ Reg. No. _____ State _____

Car number requested: (1) _____ (2) _____ (3) _____

In signing this form I agree to abide by all regulations and decisions of the Rally Committee

Signed _____ Signed _____ Date _____



ALBANY, N. Y.

COMPETITION MACHINE WORK

1033 CENTRAL AVENUE • ALBANY, NEW YORK

459-2511

COMPLETE COMPETITION ENGINE WORK • HEAD & BLOCK SURFACING
BLOCK "O" RINGING • CR-10 CYLINDER HONING • LINE HONING
ALUMINUM HEAD REPAIR & PRESSURE CHECKING • CROSS DRILLING
COMPLETE CONNECTING ROD WORK • SHOT PEENING
GLASS BEADING • ZYGLOING • SHOCKS CHANGES ON McPHERSON STRUTS

ONE STOP AUTO PARTS STORE LOCATIONS:

(AMERICAN AND FOREIGN)

1033 Central Ave., Albany, N.Y.
766 New Loudon Road, Latham, N.Y.
Main St., Ravena, N.Y.
Main St., Middleburgh, N.Y.

469 Delaware Ave., Albany, N.Y.
2316 Western Ave., Guilderland, N.Y.
Main St., Greenville, N.Y.
East Main St., Cobleskill, N.Y.

SHOP OPEN 7 a.m. to 12 p.m. • STORES OPEN 7 DAYS