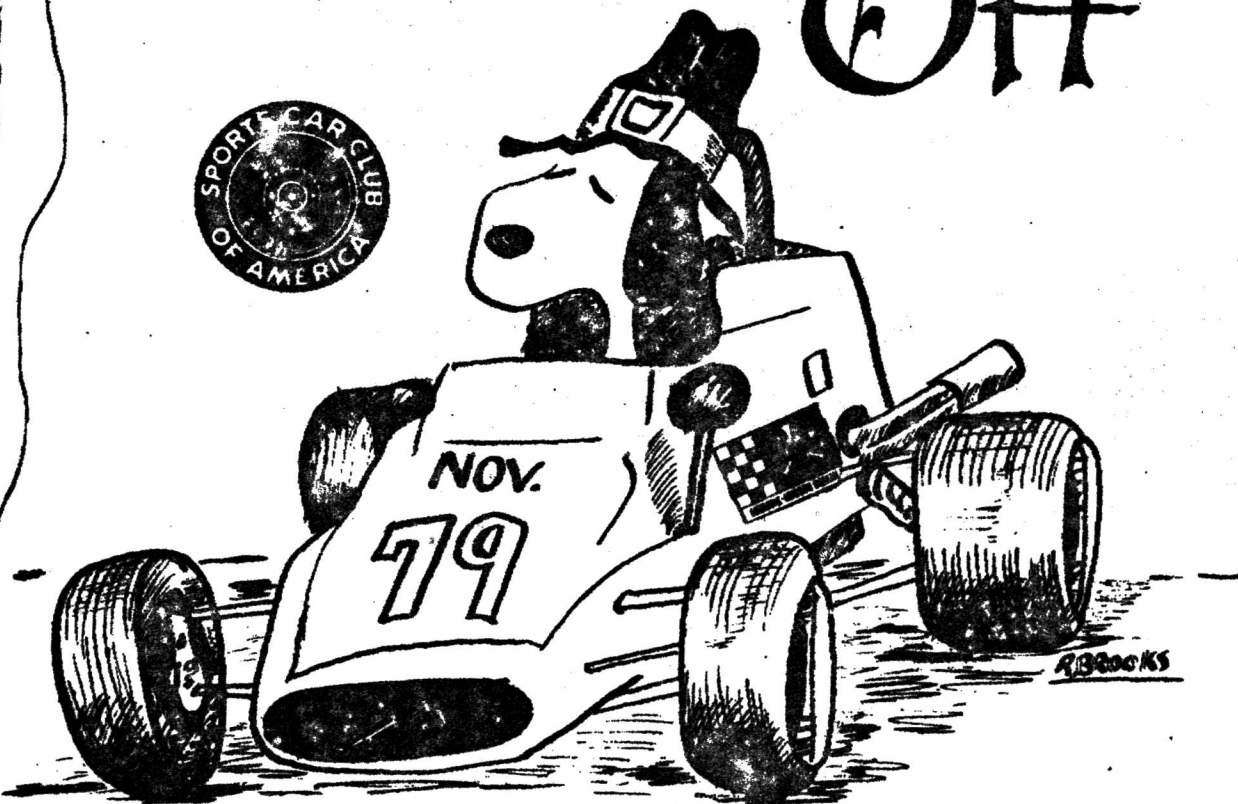


the

Knock Off



Mohawk - Hudson Region

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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 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

NOVEMBER EXECUTIVE MINUTES

The November executive meeting was called to order October 29, 1979 by R.E., Harold Cameron. The executive and membership minutes were read and approved. The Treasurer's report was read and accepted.

John Stim reported on the Octoberfest Rally. Jim Bishop reported on coming activities. Andy Mace gave a report on the Knock-Off.

The ballot and annual meeting announcement will be mailed in a separate packet.

Old Business - Sue Rogers will write invitations for the annual banquet. Dave Hathaway will handle the year end driver awards. Sue and Marilyn will take care of the worker awards. Jack Hanifan will manage autocross awards.

Tom Campbell made a motion seconded by Marilyn Heacox to rename awards such as the "Lewis Award", Birdsey Award" and "Raeder Award" to make them descriptive of the honors they portend. Motion approved.

The Board recognized Connie McIntyre for locating a suitable banquet place.

Discussion was held on reimbursement for the Mini Convention held in Washington, D.C.. John Stim made a motion seconded by Jim Bishop to designate Sue Rogers as official representative to the convention and to pay expenses of \$100 for reimbursement. Motion approved.

New business - It was suggested we have a date available for our race and school. The dates of July 25-26 were decided upon.

Motion made to adjourn the meeting. Meeting adjourned.

Marilyn Heacox
Secretary

For Sale

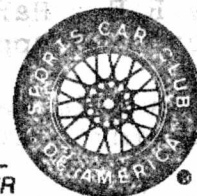
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Jim Bishop 465-2695

SCCA NEWS



Sports Car Club of America, 6750 So. Emporia, Englewood, Colo. 80112, (303) 770-1044, Telex 45-674 SCCA DVR

For Immediate Release

November 16, 1979

SCCA REAFFIRMS ITS SUPPORT OF TOYOTA GRAND PRIX AT WATKINS GLEN

ENGLEWOOD, Colo. -- The Sports Car Club of America's Board of Governors reaffirmed its support today of the Toyota Grand Prix Formula One race at Watkins Glen Grand Prix Circuit in New York state.

The resolution, passed by the 12-man Board, stated "The Board of Governors of the SCCA re-affirms our position that should the number of Grands Prix in the U.S. be reduced from 3 to 2, the last named venue, Las Vegas, will be the first to be removed. The above resolution will be conveyed to ACCUS."

This resolution was passed in response to recent reports that the Paris-based FISA Formula One Commission had voted unanimously to reduce its 18-race schedule and drop Watkins Glen from the 1980 World Driving Championship season.

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TEAM OBS



**Dick Kaufman
Ray Johnson**

November 6, 1979

KNOCK OFF
Box 111
New Baltimore NY 12124

Fellow MoHud Members:

First, the bad news: I didn't become the SSC National Champion at the Champion Spark Plug Road Racing Classic.

Now, the good news: I didn't disgrace myself.

Road Atlanta showed me that my engine had all kinds of low end torque, but virtually no top end at all, and I qualified 22nd out of 26 entrants.

MoHud members Dave Hathaway and John Sheridan were unbelievably helpful in solving our mechanical problems, and we finished 17th, having run as high as 14th before making a stupid (is there any other kind?) mistake and spinning in Turn One on the third lap.

I want to publicly express my gratitude to Dave Hathaway and John Sheridan for their unsolicited help, guidance, and expertise. They were really great!

Cordially,

TEAM OBS


Dick Kaufman

RK/dc

SCCA (NEDIV.) FINAL NATIONAL POINT STANDINGS

Martha R. Dysart

SCCA Pointskeeper, NEDiv.

Compiled September 22, 1979

<u>Class/Category</u>	<u>Name</u>	<u>Region</u>	<u>Marque</u>	<u>Points</u>
B Production	Bob LoPane	New England	Corvette	57
	John Brandt	Susquehanna	Corvette	38
	Mark Altman	Steel Cities	Porsche	37
	Wade White	Philadelphia	Corvette	31
	Alan Anderson	Mohawk-Hudson	Corvette	6
C Production	Paul Newman	New England	Datsun	78
	Don Kearney	Washington, DC	Datsun	47
	Bob Leitzinger	Central Pennsylvania	Datsun	44
	Craig Shafer	Steel Cities	Datsun	40
D Production	Pete LoBianco	Washington, DC	Lotus	51
	Tom Robertson	New England	Lotus	43
	Tom Ciccone	New England	Triumph	39
	Dick Knoblauch	Washington, DC	Elva	32
E Production	Bob Rost	Steel Cities	Alfa	47
	Weldon Scrogam	Washington, DC	Porsche	42
	John Kelly	Washington, DC	Elva	36
	Steve Limbert	Philadelphia	Porsche	31
	Thomas Campbell	Mohawk-Hudson	MG-B	6
F Production	Arthur McKenny	Washington, DC	Triumph	63
	Steve Johnson	New England	Triumph	57
	Bob Criss	Steel Cities	MG	55
	Gary Nagy	Steel Cities	Triumph	46
G Production	Dob Griffith	Blue Mountain	Midget	69
	Joe Hauser	Washington, DC	Datsun	64
	John Stanford	Northeast Pennsylvania	Triumph	50
	Dennis Gernert	Philadelphia	Sprite	39

<u>Class/Category</u>	<u>Name</u>	<u>Region</u>	<u>Marque</u>	<u>Points</u>
H Production	Randy Canfield	Washington, DC	Sprite	66
	Fred Wentzell	New England	Sprite	52
	James Miller	Washington, DC	Sprite	50
	Ron Bartell	New England	Sprite	41
A Sedan	James Briody	South Jersey	Camaro	64
	Scott Quaille	New York	Camaro	35
	Bill MacFarlane	Washington, DC	Camaro	24
	Louis Spoerl	Washington, DC	Pontiac	23
B Sedan	Paul Newman	New England	Datsun	78
	Bill Coykendall	Finger Lakes	Datsun	55
	John Stevens	New York	Toyota	51
	George Alderman	Philadelphia	Datsun	40
C Sedan	Ron Frazer	Washington, DC	Datsun	61
	Geoff Foster	Glen	Honda	51
	Judy James	South Jersey	Honda	34
	Frederick Stiff	New York	Datsun	33
A Sports Racing	Jacob Symanovich	Blue Mountain	LeGrande	30
	Don Chab	Mahoning Valley	Chevron	24
	Charles Morton	New England	Tiga	18
	Bill Thrasher	Washington, DC	Datsun	12
C Sports	Fred Knoll	New York	Bobsy	7
	Bob Thomas	New York	Chevron	5
	Al Zeller	Finger Lakes	Mallock	4
	Dick Leppla	Mahoning Valley	Lola	3
D Sports Racing	Alex Miller	Blue Mountain	Ocelot	6
	John Mirro	Philadelphia	SRE	2
	Dave Ammen	New England	LeGrande	2
	Steve Cochran	Finger Lakes	Bobsy	2

Mohawk-Hudson Region SCCA - Knock-Off

<u>Class/Category</u>	<u>Name</u>	<u>Region</u>	<u>Marque</u>	<u>Points</u>
Formula Atlantic	Herman Gurliotta	Steel Cities	March	56
	Bertil Roos	Philadelphia	Chevron	30
	Paul Corazzo	New England	March	23
	Jerry Lieberg	New England	Ralt	20
Formula Continental	Al Proffitt	New England	Maguire	41
	James Havell	New England	Argo	42
	Tom Stewart	New York	Ralt	39
	Ed Givler	New England	Edge	31
Formula Ford	Ed Pimm	Mohawk-Hudson	Hawke	66
	Lindsey Smith	New England	Crossle	46
	Tom Davey	Northern New Jersey	VanDiemen	35
	Chip Ganassi	Steel Cities	Royale	34
Formula Vee	James Wade	Mahoning Valley	Lynx	53
	Ron Fieni	Blue Mountain	Caldwell	49.5
	Jonathan Weisheit	Washington, DC	Caldwell	44
	Stan Czacki	Philadelphia	Lynx	37
Showroom Stock A	Jon McKnight	Northern New Jersey	Saab	66
	Carlos Ramirez	Northern New Jersey	Porsche	57
	Judy Stropus	New England	Monza	46
	Hugh Cornell	Glen	Datsun	39
Showroom Stock B	Garth Ullom	Washington, DC	BMW	66
	George Siegmund	New England	Saab	45
	Marvin Cohen	Northeast Pennsylvania	Mazda	44
	Tom Sager	Western New York	Capri	23
Showroom Stock C	David Rush	Washington, DC	Pinto	56
	Robert Richardson	New England	Opel	53
	Dick Kaufman	Mohawk-Hudson	Opel	48
	Bob Jordan	Washington, DC	Vega	31
	Jack Fantelli	Mohawk-Hudson	Honda	7
	Bill Norris	Mohawk-Hudson	Honda	1

TRIVIA QUIZ
SYMBOLS and TRADEMARKS and NAMES

1. Perhaps appropriately, Plymouth once used as a symbol another form of transportation. What was it, and what was its name? (2)
2. What do the letters "MG" stand for? (1)
3. Name two cars that used famous human heads as trademarks (and occasionally hood ornaments)? (2)
4. Nash Metropolitan and Kaiser Henry J both had "badge-engineered" counterparts. Name them. (2)
5. Through the 1950s, Triumph used a very familiar symbol on many of their cars. What was it? (1)
6. Available as an optional hood ornament on the 1951 Chevrolet, this symbol later came to mark an entire model line. What was it? (1)
7. For what was the Ford Fairlane originally named? (1)
8. What does the word VOLVO mean? (1)
9. "Red Ram" and "Firedome" refer to what type of automotive product, and from what company? (2)

*****BONUS QUESTION*****

The Rolls-Royce emblem has been around almost since the beginning of the marque in the early 1900s; however, this badge underwent a subtle but significant change in the early 1930s. What was the change, and what was the reason for the change? (4)

SCORING

- 15 or more - you and I would get along great
- 10 to 14 - amazing, isn't it, what junk you can recall
- 5 to 10 - better reread those old car books you got as a kid
- 1 to 4 - either keep trying or write your own d**n quiz
- 0 - obviously, you don't know your Astre from a hole in the ground

OCT. 7

W.A.C., F.A.P., MO-HUD, E.M.S.C.
CHAMPIONSHIP RESULTS

Well, I thought with the Glen running and the threat of rain that there would be a light turnout, but a very respectable 45 entrants came and slithered their way around the course. which was hopefully set up to look something like a road course. I know I used every pylon we had to set this one up.

At the end of the regular running and on the same course was the Identicar Challenge which pitted class champions against each other. Paul Vooris, from Capitol Cities VW-BMW provided the fine 2002 for our use. We had nine drivers who gave their most valiant effort to come up with the F.T.D. trophy for a year. The results are; W. Wright 59.02, S. Gifford 59.45, D. Shaw 60.74, J. Haertel 61.47, L. Spada 61.76, T. Pelkey 62.30, K. Busta 62.43, G. Hollinger 62.73, P. Vooris 66.61.

My deepest appreciation to all those who helped me out.

Willie

Driver	class	car	fastest time
M. Lanchak	F	Datsun 1600	61.91
D. Shaw	F	RX-4	59.65
O. Gallagher	F	124	59.77
Ron Magee	F	Opel GT	61.09
C. Wiches	F	Datsun 1600	63.29
K. Beiber	F	124	62.24
Randall Magee	F	Opel GT	59.69
L. Charlebois	G1	Celica GT	63.32
M. Dieber	G1	Capri	68.43
R. Milgate	G1	Bluebird	60.41
S. Gifford	G1	Manta	58.55
F. Gifford	G1	Manta	60.83
W. Wright	G1	VW Bug	58.83
G. Watkins	H	Z-28	58.49
D. Page	H	Camaro	64.12
C. Fentakes	H	Trans-Am	60.76
R. Behrens	H	Mustang	59.87
K. Busta	H	Z-28	56.88
R. Bazicki	H	Camaro	59.82
G. Hollingeer	H	Z-28	58.80
R. Varcoe	H	Z-28	66.19
A. Spada	H	Malibu	63.12
S. Fisher	H	Camaro	59.67

Driver	class	car	fastest time

E. Quinan	A	Vette	64.89
B. Taylor	A	Cadwell	54.54
K. Spada	A	Vette	54.94
L. Spada	A	Vette	52.81
L. Lutton	A	Datsun 2000	64.43
S. Haven	A	Special	56.68
B. Carlton	A	Corvair	56.51
A. Wylie	A	Vette	57.13
K. Goodermote	A	Vette	77.59
M. Michalak	D	924	oc
K. Jones	D	TR 7	63.65
M. Kaddo	D	914	60.59
T. Pelkey	D	Datsun 2000	56.88
T. Langdon	D	Saab 97	59.67
J. Haertel	D	RX 7	57.19
M. Lanchak	E	Capri	66.76
C. Wickes	E	Capri	63.49
P. Vooris	E	Capri	59.34
L. Figarsky	E	BMW	62.93
M. Cegelha	E	Turbo Saab	59.53
K. Fagan	E	Turbo Saab	63.81
B. Giordano	E	MGB	60.73

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1st Annual Autocross for Easter Seals

I was going to cop out and simply write the word "PHEW!" and list the results. But after half of a summer spent with Suzr and me seeking publicity, prizes and donations, arranging details, organizing people and equipment, worrying about my TV image, preparing a new B-class killer (well--almost killer) Sonett- I gave serious thought to legally changing my name to Otto Krauss (or, perhaps Jim Cahna). I decided, though, not to jump the gun. Better wait to see how this event goes. After all the hoop-la, if only 20 cars show, Suzr and I might be forced to join the Foreign Legion.

But as luck would have it: would you believe only one mistake; would you believe a Greek race announcer; would you believe an air compressor at Tech; would you believe a refreshment stand; would you believe 18 H-class cars; would you believe 36 new people; would you believe perfect weather; would you believe approx. \$500.00 raised for Easter Seals??? (Ed. note--actual final total raised was \$442.00, still a remarkable amount!)

Believe it!! This really happened!! All of our planning and apprehension was not in vain, thanks to a super (take a bow) crew of workers at the event. Every aspect of the event went perfectly--tech., registration, timing and scoring, course layout, pylon control, organization of special awards, etc. etc. was handled professionally by the workers. I can't thank Suzr (my co-chairperson), Paul, Wilson, Gary, Pat, Len, Tom, Garry, Dave, Dave, Van, Andy, Sue, Gary, Ken, Owen, Karen, Ron, Randy and Jim enough. Special thanks to R. S. C. A. for their timer and extra pylons.

And last but certainly not least, thanks to all those local businesses who donated all of the super special awards.

Steve

CLASS	NAME	CAR	BEST RUN	TROPHY & POSITION	
A	Lou Spada	Corvette	52.916	FTD	T
A	Kathy Spada	Corvette	56.827	2	
B	W. Scott Stickle	Lotus Elan	58.660	3	
C	Tim Smith	911T	56.000	1	T
C	Arnie Wylie	Corvette	58.461	2	T
C	Gary Hendrick	Lotus Europa	59.337	3	T
C	Don Strevell	Corvette	1:03.267	4	
C	Kim Goodermote	Corvette	1:04.217	5	
C	Richard Lavesque	Corvette	1:04.823	6	
C	Russell Look	Corvette	1:06.220	7	
D	Tom Pelkey	Datsun 2000	56.049	1	T
D	John Haertel	RX7	56.088	2	T
D	Steve Wold	SAAB 97	56.674	3	T
D	Andy Mace	GT6+	57.332	4	T
D	Tom Langdon	SAAB 97	57.645	5	
D	Paul Smith	A-H Sprite	58.670	6	
D	Jim McCandless	RX7	58.748	7	
D	John Stim	Datsun 260Z	59.533	8	
D	Keith Sneddon	Datsun 260Z	59.721	9	
D	Irving Swood	Porsche 914	1:00.333	10	
D	Lawrence Litton	Datsun 2000	1:07.745	11	
D	Mark Bartini	Datsun 240Z	1:08.349	12	

CLASS	NAME	CAR	BEST RUN	TROPHY & POSITION
E	Bjorn Zetterlund	BMW 320i	56.541	1 T
E	Steve Wold	Honda Civic	57.342	2 T
E	Van Asimakis	Alfetta	58.312	3 T
E	Dave Woods	Civic	58.426	4 T
E	Kevin Smith	BMW 2002	58.887	5
E	Mike Cegelka	SAAB Turbo	58.945	6
E	Bob Giordano	MGB	59.235	7
E	Peter Leue	Civic	59.391	8
E	Suzr	Civic	59.487	9
E	Thomas Robinson	TR4-A	59.986	10
E	Fred Terns	Civic	59.992	11
E	Mike O'Neill	Rabbit	1:02.071	12
E	Chris Wicks	Capri V6	1:02.449	13
E	Figarski	BMW 2002	1:02.761	14
E	Phil Mangione	BMW 320i	1:05.201	15
F	Jerry Varney	124 Spyder	57.516	1 T
F	Owen Gallagher	124 Coupe	57.763	2 T
F	Dave Shaw	Mazda RX4	57.763	3 T
F	Karen Deiber	124 Coupe	58.559	4 T
F	Ron Magee	Opel GT	59.563	5
F	Randy Magee	Opel GT	1:00.143	6
F	Bob Milgate	Lancia Beta	1:00.868	7
F	John Wesson	Opel GT	1:01.452	8
F	Ellen Ackerman	RX4	1:02.208	9
F	Bill Yerazunis	Fiat 131	1:03.075	10
F	John Cluzel	Lancia Beta	1:03.650	11
F	Mike Lanchak	Datsun 1600	1:03.694	12
F	Gerry Clark	SAAB 96	1:04.694	13
G1	Tom O'Connor	Opel Ascona	58.282	1 T
G1	Skip Gifford	Capri 2300	59.038	2 T
G1	Tony Hilferty	Opel 1900	59.753	3
G1	L. Mark Stone	Le Car	1:01.85	4
G1	Len Charlebois	Celica	1:02.283	5
G1	Carol Rafferty	SAAB 99	DNS	6
G2	Wilson Wright	VW Bug	56.193	1 T
G2	David Camalli	VW Bug	1:01.993	2 T
G2	Tom Murphy	Datsun 1200	1:02.332	3 T
G2	Tom O'Hara	VW 111	1:02.773	4
G2	Charles Hospach	Datsun 200SX	1:06.862	5
G2	Dave Lord	Mustang 6	1:10.271	6
G2	Don Marr	VW Bug	1:06.044 OC	7
G2	Gary Hallenbeck	Vega	1:07.044 OC	8
H	Ken Busta	Z-28	56.398	1 T
H	Gary Hollinger	Z-28	57.118	2 T
H	Sandy Fisher	Camaro	58.847	3 T
H	Bob Behrens	Mustang	59.044	4 T
H	Glen Watkins	Z-28	59.198	5
H	Paul Vooris	Mustang	59.232	6
H	John Stim	Monza	59.301	7
H	Jim Bishop	Monza	1:00.102	8
H	Frank Freihofer	Camaro	1:00.667	9
H	Doug Millard	Mustang Turbo	1:00.693	10

H class continued next page...

CLASS	NAME	CAR	BEST RUN (Ladies index)	TROPHY & POSITION
H	John Blackburn	Cutlass	1:01.280	11
H	Victor Vincent	Capri Turbo	1:02.451	12
H	Frank Hartley	Capri Turbo	1:02.821	13
H	Alfred Spada	Chevella	1:03.142	14
H	Bob Piontelli	Firebird	1:04.358	15
H	Bill Lavender	Dodge	1:06.109	16
H	Con Sofologis	Nova	1:09.724	17
H	Bob Baziki	Camaro	1:16.544	18
L	Darcey Sossei	Civic	58.902 (1.03)	1 T
L	Elizabeth Wood	Porsche 914	1:00.542 (1.07)	2 T
L	Kathie Hedrick	Lotus Europa	1:05.007 (1.13)	3
L	Diana DeRosa	Datsun 1200	1:10.017 (1.18)	4
L	Anne Haertel	RX7	1:10.000 (1.24)	5
L	Shelley Rosenbaum	Grand Prix	1:11.986 (1.26)	6

SPECIAL AWARDS

FTD Award - from Norwood Auto Service - Polyglycoat Treatment
winner: Lou Spada

Drawing for Trophy Winners - from Langan Porsche-Audi - Bosch fog lights
winner: Steve Wold

Drawing for all entrants - from FAP - any item at discount
winner: Wilson Wright

Fastest novice - from BAP GEON - Driving lights
winner: Pete Leue

Fastest FWD - from New Salem Garage - Racing mirrors
winner: Steve Wold

Smoothest Driver - from Snap-on--Lou Spada - Screwdriver set
winner: John Haertel

Just missed a trophy - Capitol Cities Imports - Air horns
winner: Tom Langdon

Fastest Datsun - Pump Imports - \$30.00 gift certificate
winner: Tom Pelkey

Up and Coming American Car - Kennedy Speed Shop - Burglar alarm
winner: Victor Vincent

Oldie but Goodie - Kaye's Imports - Rear Window Defroster
winner: Tom Pelkey

Fastest couple - Daisy Baker's Restaurant - Dinner for two
winner: Lou and Kathy Spada

Nice Guys - FVS Auto Service - case of Castrol oil
winner: Lawrence Litton

Fastest woman novice - Pat Casale - bottle of Champagne
winner: Kim Goodermote

Misfire Award - Flynn's Auto Parts - Spark plug socket set
winner: Frank Hartley

Governor's Memo



From Bob Ferry

The September Board of Governors meeting was a long one. I am always amazed when I sit at home trying to get the minutes of our meetings into draft form for submittal to Denver for final typing that we took so long to pass what seem relatively few motions. It is a measure, however, of the amount of time spent on each and every item on our agenda. Actions are not taken lightly no matter what the subject or the thinking of some of our members. (Even the wrong ones!)

The highlights of the meeting were many but the overall moving forward of our Club is evident through all the many areas of motorsports activity we cover. Sometimes we forget, especially as we compare ourselves with other motoring organizations, what a broad spectrum of activities we really do encompass. And, despite what appears a small trauma here and there, by and large we are doing quite well. Solo Events grow and grow each year with good forward planning by the Solo Events Board whose minutes were endorsed in toto by the BOG. The Pro Rally Board made an excellent presentation outlining the goals they set for themselves a year ago and how they met and surpassed each of those goals. Their program for 1980 is equally forward thinking and was received very well by the BOG. Club rallying is still somewhat in a holding pattern but the Board is working hard to break said pattern. Club racing has had an excellent year with the BOG still striving to somehow balance membership desires for stability with membership desires to be heard and responded to through changes in their car and/or class. Professional racing held its own very well and continues to aid all areas of the club through the exposure it gives us in the press and to potential members, as well as the retention of and acquisition of race courses for us to play on.

On the competition scene the new GT classes accepted in place of Sedans for 1980 is another step in the process announced some time ago of evolving into a single class structure for Sedan and Production cars. Sports 2000 has been made a national class not without some problems that are now solved. Formula 440 will be a full-fledged regional class in 1980. Here is cheap racing once more if we can only leave it alone unlike what was done to FV.

A set of clean-up changes to our by-laws was approved and sent to the club attorney for review before presentation to the membership. You will most likely see these enclosed with the annual meeting notice.

Our new Director of Marketing, Pat Bently, appears to be quite enthusiastic and has planned his strategies carefully. The CRC Chemicals sponsorship of the Trans-Am, a three year deal, is the culmination of several years work trying to get backing for this excellent series.

There is a possibility that our pro racing series may go to specified tires with a proviso that alternate tires are acceptable provided they are prepared to support 50% of the field. What do you think?

On the working side, the Chief's license will be no more after this year.

Mr. Duval's contract as Executive Director was renewed for one year.

McIntyre Ramblings

Well, we are just returned from the Budwiser Long Island Sprints, a sort of Long Island Grand Prix. What a terrific weekend! A great round of applause for H. Szmoda, co-chairman Carlo Pastore. The good folks at Lime Rock deserve mention too for their assistance in making the weekend the success it certainly was.

Many friends were present for this event. Joe Corbet, Craig Robertson, Greg Ricketts, Dutch Sherwood, and Bill Kane. Present too, were real live camera carrying spectators! It was also the first time I, as a crew member was not allowed to bring my traveling car into the paddock, as there WAS NO ROOM! The paddock was very carefully laid out, with the Atlantic rigs taking up much of the available space. And what rigs they were! Dale Kahn and Bruce Mac Jones were in the F/ATL event. Bruce was driving a Connell Enterprises car.

Ed's F/ATL car was entered in the F/F event with Ted Wenz very busy making the car tip-top. You know, it was real great seeing someone (I) earn the flag. Real fine racing and good spirits all round the paddock. Many competitors in all classes, over 110 entries for the National alone, must have made this one of the best Bridge events of this season. We look forward to this event being run next year.

The Atlantic race provided some exciting moments. A bit of a skuffle took place on their second pace lap, with apparently a couple of cars touching wheels, and cars then darted crazily in all directions. When the pack settled four cars were in need of some sort of help. One was out of the race all together due to a radiator. There was a good bit of debris on the track and the "HE" helicopter flew over and blew it all away just in time for the 2nd pace lap and the green flag. Thirty five laps later, it was all over.

Our very own, Ed Finn, was walking a little taller, and everyone was a little proud of his accomplishments of this year. Ed was spectating this event so he has the HE FF title to himself. Atlanta, best you look out. Ed's coming back. Best of luck, I'm sure, from all of "O-Hud", for the run-offs.

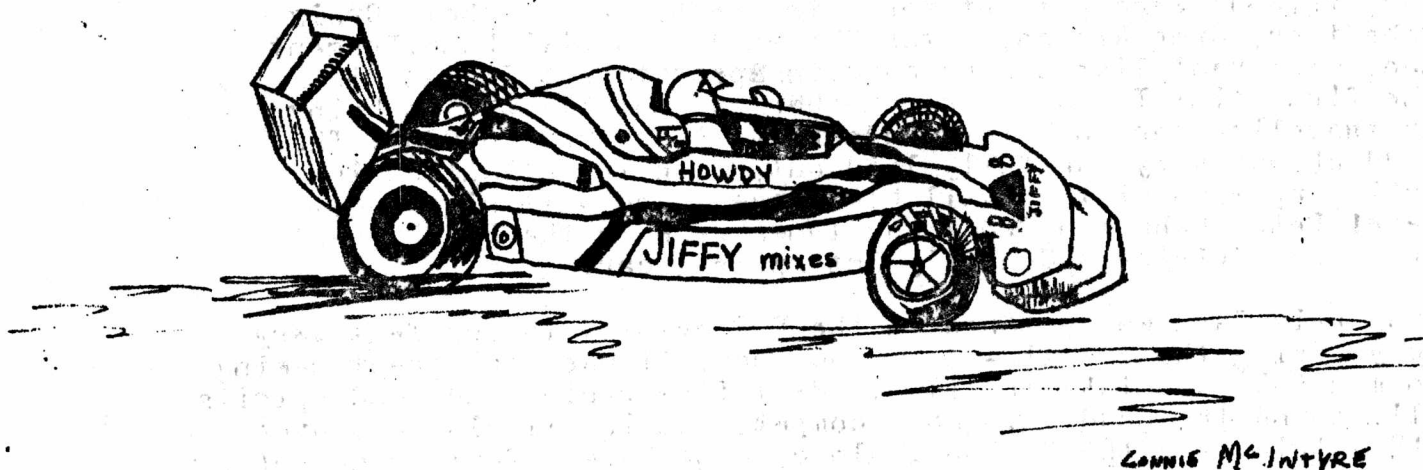
Congratulations too, to Dick Kaufman and crew, for they too are headed to Atlanta, with Dick's second place finish at the Bridge.

Other news: Mary's hoping Dana Rogers is feeling better. I heard from a reliable source that she had a mishap on her bike which resulted in a number of unpleasant stitches.

Mark Collins is following in his late steps (to be a race driver that is) on the go cart circuit. Hey, isn't that how a lot of great go the start?

My sister Wanda has arrived back in the states (it took SOME doing too!) We hope to get her to stay long enough to come

to the next M-H meeting. Wanda spent to the British Gran Prix July 14 th and has many pictures of the event.



Tom Campbell is beating the bushes for people to up for nomination for the Executive Board for 1980. Lets not all sit back on our duffs, get in on the act. DO SOMETHING. .. ANYTHING...COME ON ALL.!

New Award for 1979 awards banquet!!!!!! MOST VOCAL....

Nominees: John Stim, Roly Heacox

Reasons: John for coming up with sometimes controversial ideas (kept some people awake, anyway), AND Roly for being just as controversial (and getting the rest of the people awake)

TUFF LUCK AWARD.....

Nominees: Tom Campbell

Reasons: A certain Blue MCB

the GO FOR IT award....

Nominees: Bill Morris

Reason: No gas stop in the little LEMANS

In closing folks, let me be the first...Happy Holidays, (Halloween, Turkey Day, Christmas and New Years)..... AND ~~PLEASE~~ ~~PLEASE~~ ~~PLEASE~~ ~~PLEASE~~ ~~PLEASE~~

Connie

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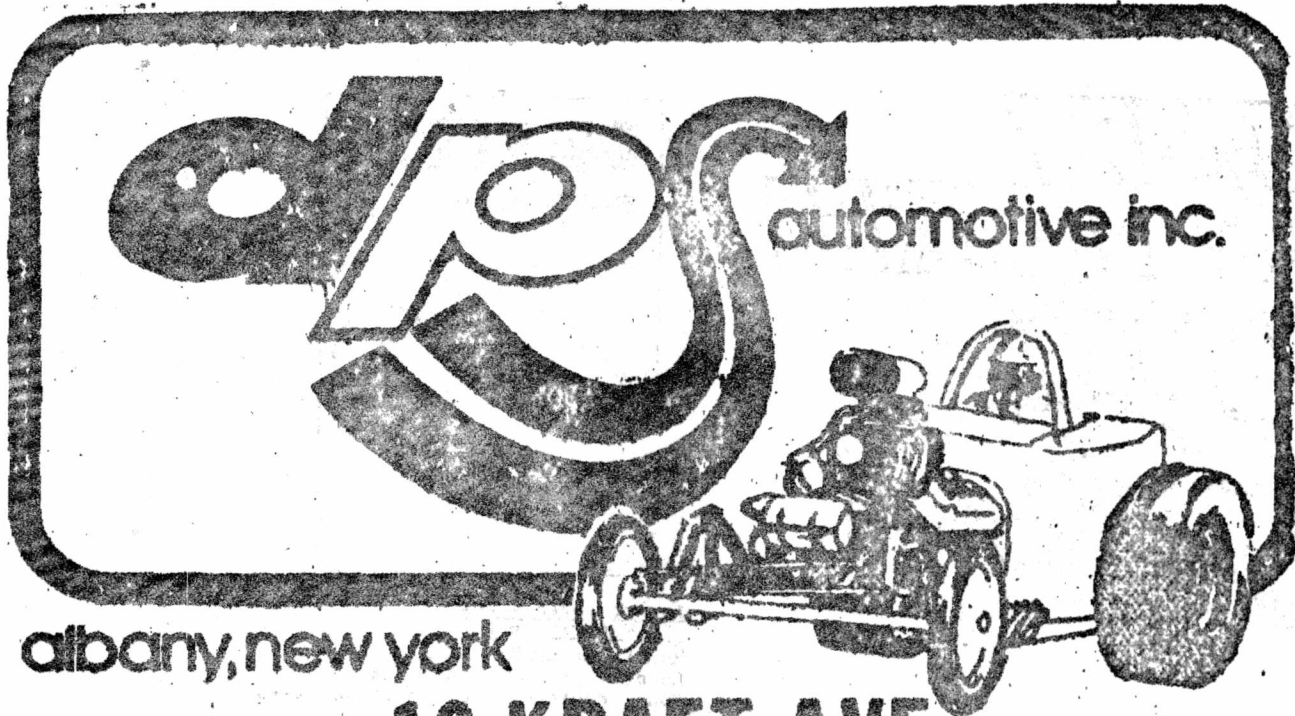
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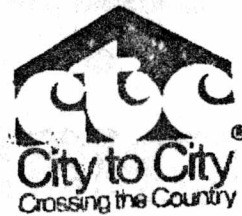
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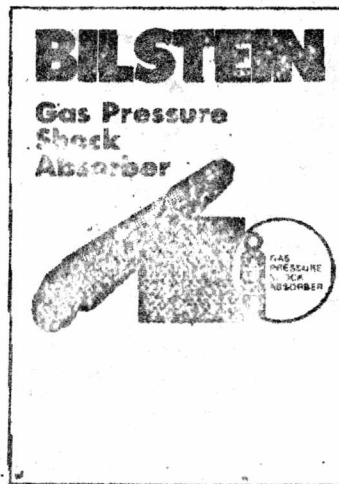
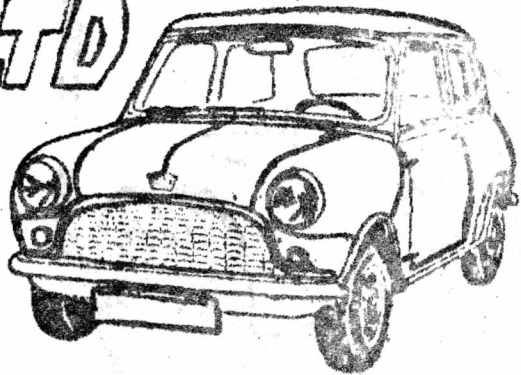
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(If we haven't got it, and can't get it, we will let you know!!!)

In campaigning for Regional Executive, my priorities would be:

Planning: more organized Club activities.

Participation: delegating duties among members to encourage more involvement in Club activities.

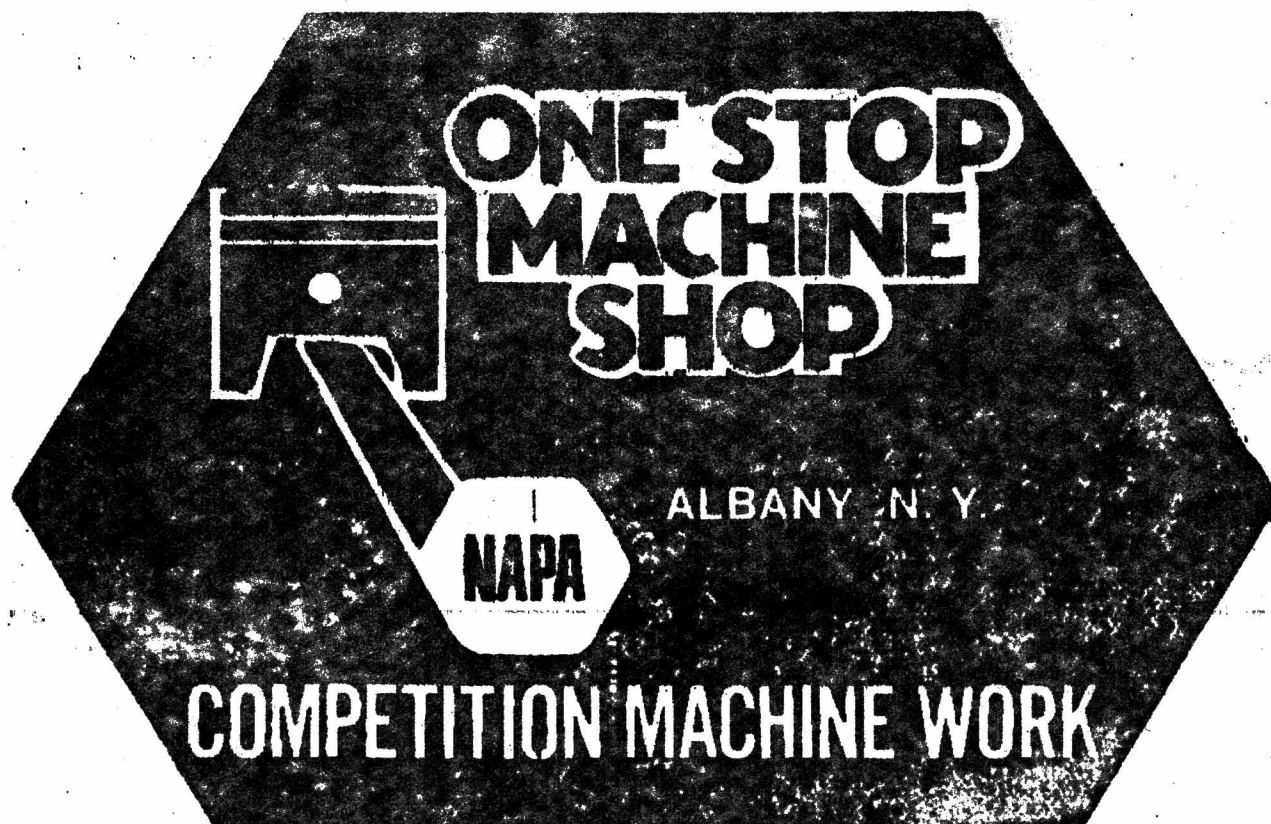
We have a good core of members and I believe if we all participate in some capacity, we can spark new interests and involvements. If we can accomplish this, we can continue being proud of our group in this National organization plus have a good time. After all, that's what it's all about.

My experiences and contributions include: regular meeting attendance, worked at Rally and Autocross events, Nationally licensed Flag & Comm worker—from April thru October with over 100 days in the past three seasons—encompassing Skip Barber, New England, Northern New Jersey and New York Region events. Race Co-Chairman last two years, attending NE Div Mini-Conventions and Roundtables and being Assistant R.E.

My overall enthusiasm for Auto Sports is a personal one, but my involvement with SCCA Mo-Hud Region allows me to be with people sharing the same interests and enthusiasms.

Sincerely,

Don Reynolds



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