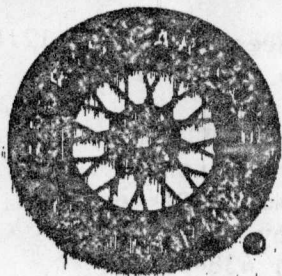


MOHAWK-HUDSON REGION

KNOCK OFF

May
1980



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OFFICERS FOR 1980

REGIONAL EXECUTIVE

Susanna Rogers
Box 276
Claverack, N.Y. 12513
(518) 851-7168

SECRETARY

Marilyn Heacox
RD 1
Voorheesville, N.Y. 12186
(518) 765-4351

ASSISTANT R.E.

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

ACTIVITIES DIRECTOR

Jack Hanifan
39 Ramsey Place
Albany, N.Y. 12208
(518) 438-3754

TREASURER

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

COMPETITION CHAIRMAN

Clark Nicholls
21 Beverly St.
Pittsfield, Mass. 01201
(413) 442-9710

DIRECTORS

John Stim and Jim Bishop
17 Kent St.
Albany, N.Y. 12206
(518) 465-2695

SOLO CHAIRMAN

Steve Wold
935 Hoosick Rd.
Troy, N.Y.
(518) 279-1374

MEMBERSHIP CHAIRMAN

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

RALLY CHAIRMAN

Rick Schlierer
48 Harris Ave.
Albany, N.Y. 12208
(518) 438-4668

KNOCK-OFF OFFICE--Box 111, New Baltimore, N.Y. 12124 (518) 756-9282

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 the Mohawk-Hudson Region, Sports Car Club of America or its officers. Agreement or dissenting opinion in writing is welcome and will be published by the discretion of the editors. The Knock-Off is mailed under third class regulations from New Baltimore, N.Y.

Knock-Off Staff, Dick Brooks and Andy Mace.

R.E.'s REPORT

Looking back at the NEDiv Roundtable weekend: It started with the boarding of the Galinsky bus. Seven in a station wagon provided good conversation and fuel conservation. Between the rain and snow encountered, it was our unanimous opinion that the right decision had been made to not have an April Grand Prix at the Glen. (They think October is bad!) The traditional seminars began on Saturday and progressed like clockwork. We had an opportunity to meet the new Executive Director, Buddy Perkins. This gentleman impressed us with his ambition and sincerity for the Club. He has his work cut out and we wish him well. There was an aura of electricity at the Banquet which set everyone into an exceptionally good mood. This became more obvious when Buddy Perkins made the presentation to Mo-Hud for the SCCA Regional Achievement Award. His reflections on Mo-Hud's successful Solo, Rally, Membership and Race programs brought a standing ovation. It was an honor for our Region to receive such a reaction by our fellow Northeast Regions. (Four Regions in the country received this award.) Sunday's seminars wound up the weekend by noon. The afternoon brought an Area 10 meeting in which many weekend topics were rediscussed. General notes and observations: 1) the long weekends of racing Pro/National events - slighting our drivers and running the Workers into the ground. 2) Stewards recommendations on having red flags at all stations for N.E. tracks. 3) the reality of racing on Gasohol and promoting it. 4) the personal contact for recruiting help in all specialty areas for the Mo-Hud race. My thanks to Bonnie Rowen, Laurie & Barney Galinsky, Roly Heacox, Tom Campbell, Gary Clark and John Flowers for representing Mo-Hud and making it an enjoyable, successful weekend. They made it possible to cover all the weekend seminars.

In case you missed the last membership meeting, you did not get to meet Bob Perry, Area 10 Governor. He was most gracious in discussing any subject matter presented. We appreciated his taking the time to visit us.

April 20, is our first Autocross event! Workers are needed, contact Steve Wold. He'll find a place for you and don't worry, you will not substitute as a Pylon.

My thanks to Lou Spada for getting the 1980 Skip Barber School Raffle organized. These tickets will be available for all Autocross and Rally events. Guest night will have a display with Skip Barber brochures and members in attendance who have experienced the School and Series to help answer questions.

Guest Night is moving right along. Sam Posey will be our Speaker thanks to Dave Hathaway. Plan on being at the Polish Community Center, May 7, for this get together. Everyone is encouraged to bring Guests.

With plenty of events coming up, keep checking your calendar so you don't miss out. Our Solo, Rally and Race Chairmen will be happy to hear from you and answer any questions you may have regarding dates. If I can be of any help, please let me hear from you. Until next month, when you'll find me hanging out on Corners again---

Yours for the Sport,

Sue Rogers

April Membership Meeting

The monthly membership meeting was called to order April 2, 1980 by R. E. Sue Rogers. Jack Hanifan introduced Bob Perry, our SCCA governor. Bob spoke to the membership and explained what the governor is and does. Our governors are elected for a three year term. Bill Bell and Phil Henderson are potential candidates this fall. Bob spoke about our new executive director, Buddy Perkins. The Executive Board is looking into problems such as noise pollution, alternate fuel, safety improvements (particularly FF) and Formula 440. Bob opened the meeting to a question and answer period.

The Secretary's reports were tabled due to the time element. Tom Campbell gave the Treasurer's report which was accepted as read. Sue presented Tom with his five year membership certificate. Dave Hathaway introduced guests for the evening. Jack Hanifan ran down the coming events for all clubs. Rik Schlierer spoke on the rally series. Jim Bishop talked about the 9 AM rally school April 13. Steve Wold mentioned coming autocrosses. John Stim informed the club that there has been one phone complaint and one unsigned letter received by O.G.S.. A decibal reader may be available for club use.

Dick Brooks reported on the Knock Off. The Editors are now being very firm about the deadline. Typewritten articles are preferred. The deadline will be enforced or the editors will not continue publishing. Eleanor Morris is putting a questionnaire in the coming Knock Off. She urged members to fill it out so other people can get to know about other members.

Lou Spada has the Barber raffle tickets run off and available at this meeting.

The Ne-Div round table was talked about. Sue mentioned that the new Executive Director presented our award for regional achievement at the convention.

Sue brought up the fact that Mike's is not happy with our club and would like to charge \$30 per meeting. We will stay here for the time being. Dave mentioned that the May meeting with our guest speaker Sam Posey will be held at the Polish-American Club on Washington Ave. Ext..

John Stim and Tom Campbell talked about our drivers school/race preparations.

Sue mentioned that next year will be the 25th anniversary for Mo Hud and would like to have the club consider having the 1981 mini convention. Membership was in favor of this.

Tom Campbell would like to put on a seminar on race engine building hosted by Don Greene of DPS. This would be a mid-week, 2-3 hour meeting with about 15-20 people. See Tom if interested.

Motion was made to adjourn the meeting. Meeting adjourned.



Marilyn Heacox
Secretary

Mohawk Hudson Region
Sports Car Club of America

Minutes of the Executive Board Meeting March 25, 1980: Mike's Place,
Albany, NY

The meeting was called to order at 8:05 p.m. by Sue Rogers, RE, with Board members Tom Campbell, Jack Hanifan, and Jim Bishop present.

Tom Campbell gave a Treasurer's Report and indicated that our C.D. has come due and will be cashed shortly.

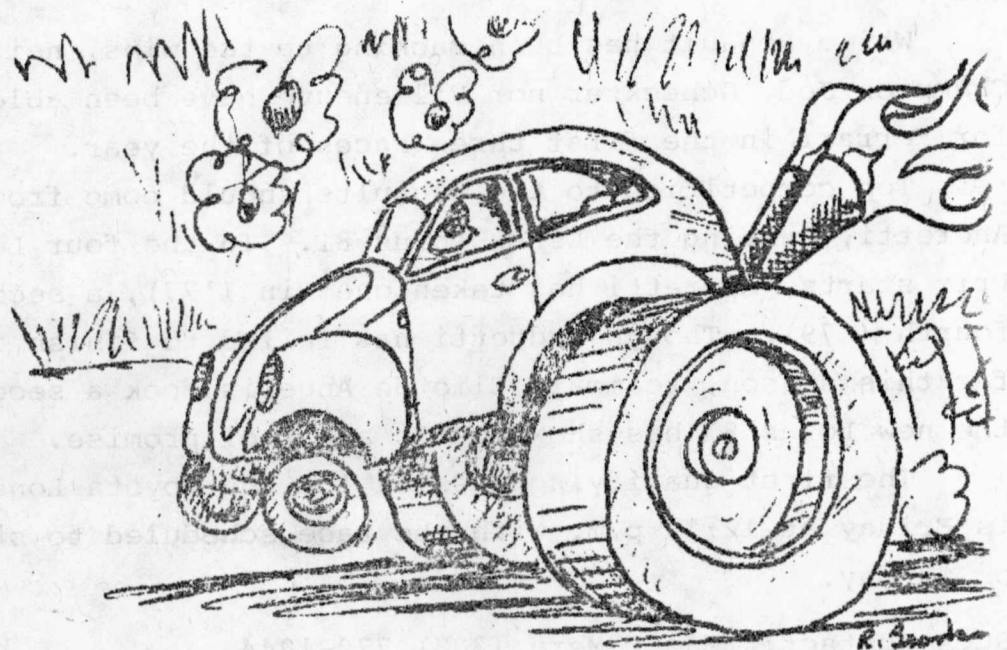
Jack Hanifan, Activities Director, discussed various problems with co-sanctioning solo events with EMSC and BMSC. Jack will pursue this matter with both clubs, ascertaining their interest and developing the necessary agreements. Jack introduced Kevin Smith of BAP/Geon and discussed the possibility of sponsorship of the solo series. Jack and Steve Wold will pursue this. Jack intends to send out a first-class mailing to advertise the solo school and the rallye school. Jack is also working on the calendar cards, which should be available before the May meeting.

Under miscellaneous other reports, it was noted that Bob Perry is confirmed for next week, Sam Posey is confirmed for the May meeting, the Polish Community Center is reserved for the May meeting, the raffle tickets for the Skip Barber School are in preparation, and inquiries regarding a banquet location are being made.

The meeting adjourned at 9:20 p.m.

Respectfully submitted,

James H. Bishop,
Acting Secretary



SCCA NEWS



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

For Immediate Release

March 24, 1980

RENAULT OUT TO BREAK FERRARI DOMINATION AT LONG BEACH

ENGLEWOOD, Colo. -- In the four-year history of the Toyota Grand Prix of Long Beach, Ferraris have taken three victories and were second when the team didn't win. But the turbocharged Renaults of Jean-Pierre Jabouille and Rene Arnoux may break that string in this year's March 30 race through the Long Beach, Calif. city streets.

In 1976, Clay Regazzoni and Niki Lauda finished one-two driving Ferraris in the first Long Beach Grand Prix. Carlos Reutemann won the 1978 race for Ferrari with Canadian Gilles Villeneuve taking last year's race.

But Arnoux and Jabouille have dominated the first portion of the 1980 Grand Prix season. Jabouille has twice been fastest qualifier while Arnoux outlasted his teammate to take victories in both Brazil and South Africa. Arnoux leads in the World Championship of Drivers point standings with 18 points to second place Alan Jones' 12.

It's likely that the twin-turbo V-6 Renault may have an edge at Long Beach, especially down the long 180 mph Shoreline Drive straight-away.

While Renault has been racking up the wins, neither 1979 World Champion Jody Scheckter nor Villeneuve have been able to score a point for Ferrari in the first three races of the year.

Top competition to the Renaults should come from American Mario Andretti, driving the Essex Lotus 81. In the four Long Beach Grand Prix starts, Andretti has taken one win ('77), a second ('78) and a fourth ('79). Though Andretti has failed to finish in the top six so far this season, teammate Elio de Angelis took a second at Brazil and the new Lotus 81 has shown quite a bit of promise.

The first qualifying session for the Toyota Long Beach Grand Prix is Friday at 12:30 p.m. with the race scheduled to start at 2:00 p.m. on Sunday.

SCCA Contact: Mac DeMere (303) 770-1044

The Right Hand Seat

By the time you read this, the Second Annual Not Just for Beginners Rallye School will be history. Time, being what it is, moves more rapidly than we think. (I believe the law states: The speed at which time passes is directly related to the amount of work you haven't yet completed.) And so it's Easter Sunday, one week before the School and very little of the promotion or advertising we had hoped for has been commenced. Mea Maxima Culpa! I only hope it is a success. Certainly Jim Bishop, Bill Hoffert and Jack Hanifan worked hard enough on the project.

Turning our attention to the future - The Town Crier - Becker Realty Rallye Series gets underway on May 18, 1980 with the "Mayday Rallye" starting at Stuyvesant Plaza in Albany. (See flyer in this issue).

The complete schedule is as follows:

May 18, 1980	"Mayday Rallye"	MoHud SCCA
	Rallyemaster:	Rik Schlierer (518) 438-4668
	Reg. 10:00 a.m.	FCO 12:01 p.m.
	Finish:	TROTТА'S RESTAURANT, DELMAR, NY
June 22, 1980	Renessco Run II	EMSC
	Rallyemaster:	Mike Wierzbowski (518) 732-4194
July 13, 1980	(TBA)	EMSC
	Rallyemaster:	(TBA)
August 17	(TBA)	BMSC
	Rallyemaster:	Mike Comber (413) 442-4218
September 14	September Sojourn	BMSC
	Rallyemaster:	Lyn Camin (413) 499-0627
November 1	(TBA)	MoHud SCCA
	Rallyemaster:	Dave Shaw (518) 273-4053

I'll be supplying further details as they become available, or you can call the listed Rallyemasters.

The series uses the same rules and scoring as in past years with one exception: you may now count your best 4 finishes, period. In the past, the the rule was "the best 4 of the first 5 entered". There wasn't time for major rule changes this year, but we will look into ways to make the series more competitive during this season - any changes to take effect for 1981. Copies of Series rules will be published next month and available at all Series events.

October 18 and 19 are the dates for the "Oktoberfest" the annual cooperative effort of Aquarius MSC and MoHud. This event is listed as part of the NEPRO Series and a newly formed "Metro Championship" for Rallyists in the Metropolitan NYC area. Complete schedules and other information on these championship series' are available from:

NEPRO

Harry Handley P.O. Box 65
Westport, CT 065880
(203) 226-3184

or,

Metro Rallye Series

Gina Olive 10240 Nicolls Ave.
Carona, NY 11368
(212) 476-9138

Both of these series are already underway, but it's not too late to join in or enter selected events.

Empire Motor Sports Club lists, in addition to their championship contributions, a non-championship rallye courtesy of "Mr. Trap" himself, Dana Elzenbeck, on June 14- (that's a Saturday. Call Dana at 518-463-7074 for details).

Len Charlebois has announced his intention to stage a "gimmick" rallye for EMSC in the fall. No firm date as yet.

Other events in the planning stages are the annual Montreal Rallye, Benefit Rallye for (Pick some charity), and perhaps even another June Bug. Who knows? Details as available.

Jim Bishop is the man to see or call for Ski Club (Gimmick Type, low-pressure, Saturday Night) Rallyes.

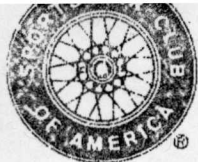
Well!! That takes care of most of the season. If you or someone you know has an event to be publicized, contact me. I'm always glad to help.

'Till next time: Rallye to Win!!!

yr. fthfl srvnt

Rob Schliever





Minutes of a Meeting

Mohawk-Hudson Region SCCA

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

PRO RALLY BOARD MEETING

January 28-29, 1980
San Francisco, California

PRESENT: Kim DeMotte, Chairman
Jerry Hines
Jim Mickle

ALSO: Terry Moreland, SCCA Rally Director

The January, 1980 meeting of the PRO Rally Board was called to order by Chairman Kim DeMotte at 8:30 a.m., Monday, January 28, 1980 at the Wharf Motel in San Francisco, California. A limited number of action items for 1981 were approved. The majority of the two-day meeting was spent evaluating the success of the 1979 PRO Rally program, identifying problem areas, developing solutions for these problems, and anticipating the future direction of the sport.

ACTION ITEMS - 1981

1. Fire Extinguishers

Motion by Jim Mickle, second by Jerry Hines, BOARD RECOMMENDS APPROVAL:

That, effective in 1981, each car competing in a National PRO Rally must carry, in an accessible location, fire extinguisher(s) of at least 10 B:C rating or equivalent (combined total in one or more units).

Additional Information: The PRO Rally Board believes that the increased extinguisher capacity is a needed additional safety factor for PRO Rally events. If a vehicle fire occurs, the vehicle's occupants are the first and most effective line of defense.

2. Reflective Triangles

Motion by Jerry Hines, second by Jim Mickle, BOARD RECOMMENDS APPROVAL:

That, effective in 1981, each car competing in a National PRO Rally must carry, in an accessible location, a minimum of either ten (10) 15-minute road flares and one (1) D.O.T. reflective triangle or three (3) D.O.T. reflective triangles.

Additional Information: The PRO Rally Board understands that, although road flares provide the best visual night-time warning of a dangerous situation, there are competitors who do not wish to carry flammable devices of any type within a competition vehicle.

NON-ACTION AND INFORMATIONAL ITEMS

1. NON-ACTION ITEMS

The following items were discussed by the PRO Rally Board but no action was taken:

A. Onboard Fire Systems

The PRO Rally Board discussed the possibility of requiring all vehicles competing in a National PRO Rally to install an onboard fire extinguishing system. It was decided that this was not a necessity in PRO Rallying, especially in view of the newly increased fire extinguisher B:C rating.

B. Window Nets

Also considered was the possibility of requiring all competing vehicles to have window nets installed for both Driver and Co-Driver. This item was "tabled" indefinitely.

C. Plymouth Arrow 2600

A few competitors have requested that the PRO Rally Board reinstate the 2600 cc Plymouth Arrow/Fire Arrow as an eligible vehicle for use in Production Class. It is too late for the Board to re-classify the car for the 1980 season but the Board may reconsider this question when classifying cars for the 1981 Production Class.

D. NARC Production Class Championship

SCCA and the CASC currently award North American Rally Cup Championships annually in Driver, Co-Driver, and Manufacturer categories. Both countries now also recognize National Production Class Championships and the PRO Rally Board is entertaining the idea of expanding the NARC to include the Production Class Championships for Drivers, Co-Drivers and Manufacturers. The Board will discuss this idea with CASC Rally representatives at the earliest opportunity.

E. "California Timing System"

The PRO Rally Board has again received several complaints concerning the use of the "California Timing System" of control operation. The Board realizes that proponents of this system cite its unique advantages, however, the Board feels that there remain a number of inherent disadvantages in its use. Currently, the Board will continue to grant waivers to organizers who need to use the California Timing System but it encourages all organizers to adopt standard SCCA control procedures for their events.

F. D.O.T.-Approved Tires

The Board has had several requests to rule that only tires which are D.O.T.-approved be allowed in National PRO Rallies. The Board is seeking input from other competitors and will couple that with information from tire manufacturers and the CASC before ruling on this question.

2. INFORMATIONAL ITEMS

A. 1980 PRO Rally Schedule

This year, for the first time in the history of the PRO Rally series, there were more sanction applications (14) for National events than could be sanctioned. (A maximum of 12 events is permitted under the National PRO Rally Rules.) This caused a delay in determining a final schedule while several events were evaluated for possible inclusion on the calendar. The PRO Rally Board meeting was held in San Francisco primarily to determine whether the Golden West 2000 could overcome a number of problems to become a part of the 1980 schedule. When Mr. Derf Nation, Rally Chairman of the San Francisco Region, reported that the Golden West 2000 had not been sanctioned by the SFR, the Board dropped this event from consideration and selected the following events for the 1980 SCCA PRO Rally Series:

DATE	NAME	LOCATION
Mar 8-9	100 Acre Wood	Rolla, Missouri
Mar 22-23	Tour de Forest	Shelton, Washington
Apr 4-6	Olympus	Tumwater, Washington
May 3-4	Northern Lights	Houghton Lake, Michigan
Jun 7-8	Susquehannock Trail	Wellsboro, Pennsylvania
Jun 21-22	La Jornada Trabajosa	Bakersfield, California
Aug 9-10	Happiness Is Sunrise	Coudersport, Pennsylvania
Sep 27-28	Mendocino Forest	Clear Lake, California
Oct 11-12	Big Bend Bash	Alpine, Texas
Nov 7-8	Press On Regardless	Houghton, Michigan
Dec 6-7	Sno*Drift	Grayling, Michigan

The twelfth event will be selected not later than June 1 from one of the following provisional events:

Sep 13-14	Centennial	Woodland Park, Colorado
Dec 12-14	Nevada Rally	Las Vegas, Nevada

The PRO Rally Board also discussed the possibility of expanding the 12-event series to 14-16 events in future years. It was decided that the Board would take a "wait and see" attitude to evaluate the impact of energy costs on entry fields during 1980. In addition, this year will be the first to have a full calendar of 12 events and the Board will have a better idea whether or not competitors want more events in the series after this season. It is the Board's current belief that 12 events per year are sufficient, particularly when events which are not given National sanction may still be staged as part of SCCA's developing Divisional PRO Rally Program.

B. Divisional PRO Rally Events

In the PRO Rally 5-year plan, which was presented to, and approved by, SCCA's Board of Governors, the PRO Rally Board identified the creation of a strong "Divisional" program as an important factor in the overall success of the PRO Rally Program. Events and series of events which could be included in Divisional Programs have existed for years in the Northeast, Northern Pacific, and Southern Pacific Divisions and are being established in both the Central and Midwest Divisions. The formats of these events vary widely from "fast" TSD (or Endurance TSD) to All-Stage events, but all can help develop PRO Rallying skills in beginning competitors. It has come to the Rally Director's attention and, through him, to the Board's attention that organizers need some National guidance for their events. The Board feels that, although organizers of Divisional PRO Rally events should not be greatly restricted in the staging of their events, some parameters should be established by the Board for Divisionals. The Board wishes to move cautiously into this area but feels that some standardization of events nationwide can be made without jeopardizing the organizer's creativity. A nationwide "standardization" of events will also serve to reduce some minor confusion with current contingency sponsors about what, exactly, constitutes a Divisional PRO Rally and should also help attract new contingency sponsors for these events in the future.

Following are initial basic guidelines which the Board has established for Divisional PRO Rallies. As the Divisional program continues to grow, these will be more extensively defined and included in a set of Divisional PRO Rally Rules For Organizers:

1. Philosophy - Endurance events which may also feature brisk speeds or special stages (minimum length of 10 hours or 200 miles overall) with at least a portion of the event taking place at night
2. Instruction Format - "Tulip" instructions as well as written instructions should be used as often as possible with mileage instructions given at each intersection (as a minimum). A portion of the route (50% at least is suggested) should use the standard 5-column PRO Rally route instruction format.
3. Safety Considerations -
 - a. Helmets are required for both occupants conforming to 1970 or later Snell standards.
 - b. A 3-point lap and shoulder restraint system is required with a four-, five-, or six-point harness required for any event where speed rather than timing regularity affects the final results.
 - c. Rollbars are required in convertibles (and are highly recommended in all vehicles). Rollbars are required in any event where speed rather than timing regularity affects the final results.
 - d. At least one fire extinguisher of 5 B:C rating is required in all vehicles.
 - e. A vehicle safety inspection is recommended for any Divisional PRO Rally event and is mandatory on those events where roll bars are required.
4. Insurance - An SCCA Divisional PRO Rally and its conducting Region shall comply with the insurance requirements of the SCCA as outlined in the SCCA Operator Manual, Insurance Guide and amendments thereto, copies of which are in the possession of each Regional Executive.

Additionally, the PRO Rally Board is considering expanding the duties of the Divisional PRO Rally Steward to include such items as:

- A. Coordinating a Divisional PRO Rally schedule
- B. Approving Sanction Applications for Divisional events.
- C. Collecting results from events and coordinating Divisional PRO Rally Championship Standings
- D. Collecting Contestant Evaluation Reports (CER's) and/or assigning Event Stewards to Divisional events.
- E. Issue Divisional PRO Rally licenses (if necessary).
- F. Administer other Divisional duties required by the PRO Rally program.

C. Event Stewards

As the "professionalism" of the PRO Rally Series continues to increase, competitors, sponsors and the media expect SCCA to sanction National events of consistently high quality. Most event organizers have accepted the challenge to provide events of this caliber, however, execution still varies greatly from event to event. Because individual event problems may arise from a number of sources, an effective Event Steward who can troubleshoot problem situations is very important for enhancing the quality of PRO Rally events. Although some members of the PRO Rally Committee and some Event Organizers feel that there is no problem with the way we select Event Stewards and that, generally, our Stewards are qualified (i.e. knowledgeable and well-trained), some do not agree. The PRO Rally Board currently has a pool of approximately thirty Event Stewards it feels are qualified to serve at National PRO Rallies. The Board is soliciting comments from the PRO Rally community about the standards and training we should require from our Stewards. The questions being considered are:

1. Should Stewards have backgrounds as competitors, organizers, officials, or all three?
2. Is it important that a Steward be currently active in one of these roles or is past experience enough?
3. Should a Steward-In-Training program or Steward's schooling procedure be established?
4. Should the Steward's authority be expanded?
5. Should the Steward's Report be revised to solicit more pertinent information about the conduct of both the event and the participants? Should this report be weighed more heavily when considering the sanctioning of the event in the future?
6. Should the Event Steward also serve as the Official Pre-Check prior to the event? Financially, how would this be handled?

D. National Office Marketing and Public Relations Assistance

The Rally Director reported on the activities of the Marketing and Communications Departments concerning the PRO Rally program. SCCA's Marketing Director, Pat Bentley, holds a very important key to the long-term success of the PRO Rally program. His efforts to "sell" the PRO Rally program include the following:

1. A number of companies have been presented with proposals soliciting sponsorship for the PRO Rally program. At present, one company has exhibited an interest in funding the program for 1980 but has not made a final decision at this time. Mr. Bentley will keep the Rally Director updated on this situation as it develops.
2. Toyota has agreed to continue to provide Course Vehicles to PRO Rally Organizer during 1980. Whether the current trucks or four new trucks will be used will be decided by Toyota within the next few weeks.
3. No efforts have yet been made regarding soliciting new or improved manufacturer contingency support programs or securing the use of a nationwide printing service for Event Organizer's use.

SCCA's National PRO Rally Public Relations effort steadily improved throughout 1979 thanks largely to the efforts of Tim Cline. Mr. Cline's addition to the National Staff as PRO Rally Public Relations/Press Aide has greatly increased the nationwide media attention given the sport of PRO Rallying. Mr. Cline will continue his association with SCCA and he, along with the Communications Department, will strive to further improve through the following ways:

1. Increased support to the Organizing Committee of each PRO Rally. Prior to each event, Tim Cline will provide a set of guidelines to the Organizers to assist them in setting-up a good local public relations effort for the event.
2. Increased visibility of a representative of the National Public Relations Staff during the event. Tim Cline will be available in the event's Press Room to distribute press kits and answer questions. He will also, if possible, guide the press corps during their spectating of the event.
3. Expanded and improved press kits, press releases and other media information. The PRO Rally press kit, which has remained virtually unchanged since 1978, will be updated and revamped. More "general information" press releases will be issued to compliment those which deal only with individual events. Three-ring binders will be made available to press contacts to hold press releases and photos distributed by SCCA.
4. Increased media exposure. More national and international publications have expressed an interest in reporting on the PRO Rally series. SCCA's mailing list will be expanded to cover these additional publications and special efforts will be made to "feed" them the information they desire about the series.
5. Additional films and videotapes. The increased interest in PRO Rallying has generated a demand for SCCA's film library to carry more films and videotapes about the sport. The Communications Department is currently researching what new films are available and will purchase a number of them during 1980.

The PRO Rally Board appreciated the efforts that the Marketing and Communications Departments have made on behalf of the PRO Rally Program. However, it is their belief that the program can not realize its true potential until it has a series sponsor and a stronger manufacturer contingency support program. The Board feels that a concerted effort in both these areas should be made by the Marketing Department during 1980.

During August, 1979 Mohawk PRO Solo Region SCCA organizers were invited to attend a meeting in Circleville, Ohio. The purpose of this meeting was to provide an open forum for organizers to exchange ideas and share solutions to common problems faced in staging a PRO Rally event. Subjects discussed during this meeting varied widely. They ranged from sponsorship solicitation to course selection, stage speeds, public relations within a host community, authorities coordination, and safety. Participants shared not only what succeeded for them, but also what didn't. This seminar proved so successful that the Board is scheduling another one to be held the Sunday of the National Convention in Denver this February. The results of these two meetings may be combined into a "cookbook" of hints for organizers to use in conducting their events. This "cookbook" would be included in the Organizers Packet each PRO Rally receives when sanctioned and would go a long way toward creating an entire series of National PRO Rallies of the Year.

F. Regional Support

With the advent of new National and Divisional events for 1980, many Regions are coming in contact with the sport of PRO Rallying for the first time. It has come to the attention of the Rally Director and the PRO Rally Board that Regions all ask the same set of questions regarding the sport before deciding if they want to get involved in the sanctioning of an event. A Region's suspicions may be further increased if, as is sometimes the case, the potential organizers come from a "fringe" group which is not active in other Regional activities. If the sport of PRO Rallying is going to continue to grow, it must create a good impression from the outset. The PRO Rally Board believes that this constitutes a need for an information sheet explaining the commitment a Region makes when it sanctions a PRO Rally. Items which would be explained in such an information sheet are:

1. The difficulty of staging a Divisional (or National) PRO Rally. What needs are unique and require special talents or training? What requirements does this beast share with other forms of motorsport? Is it as complex as it initially appears?
2. The cost of staging the event. What financial risk does a Region assume?
3. How does SCCA's insurance coverage apply to PRO Rally events?

An information sheet would help reduce the confusion that Regions may feel about conducting a PRO Rally. It would squelch any rumors or superstitions that may exist about PRO Rallies while making a Region aware of the extent of their actual investment (in time, personnel, and money) and the attendant liabilities.

G. Rally Department Paperflow Responsibilities

During 1979, Harry Ward, as chairman of the PRO Rally Board, assisted the newly-staffed Rally Department in writing letters of a general nature to organizers, Stewards, and others. For 1980, the Rally Department will again assume responsibility for these duties. This will free current Chairman Kim DeMotte to join with the rest of the Board in fulfilling their many other responsibilities to organizers and competitors. The Rally/Solo Department is anticipating adding an additional secretary to its staff early this spring. This will make it possible for the Department to reassume particular duties (such as keeping seeding points records and authoring the PRO Rally Newsletter).

The National PRO Rally Rules will be available in February. The Rally Department is currently readying the Rules for Organizers for printing and is also updating several forms for the year ahead. Organizers Packets, including the Rules For Organizers, will also be available in February.

With prize money purses steadily increasing, several event organizers have asked that a sample contract that can bind the organizer, the Region, and a sponsor legally to their individual commitments. This would help protect organizers in their dealings with sponsors. Kim DeMotte will ask Derf Nation and Chuck Fort to draft this sample contract.

H. 1980 PRO Rally Board Advisors

The PRO Rally Board named the following advisors to the Board for 1980:

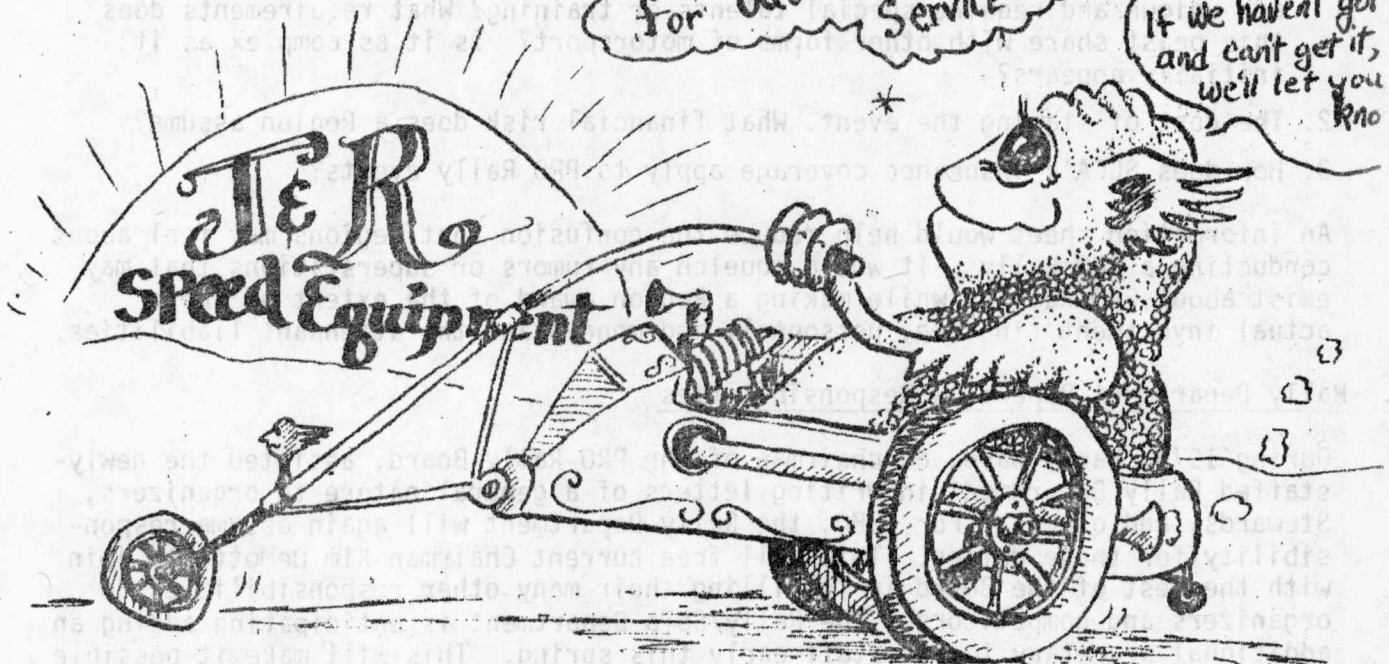
- Harry Ward
- Ken Adams
- Harry Handley
- Tim Cline
- Ron Richardson

The PRO Rally Board meeting adjourned at 12:30 p.m., January 29, 1980.

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

for "out of this World" Service

If we haven't got and can't get it, we'll let you know



5568 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.

COMPETITION(?) 3-20-80

IN THIS ISSUE I HAVE A FEW ITEMS TO NOTE TO THE READERSHIP. FIRST, SOMEWHERE IN THIS ISSUE IS A LETTER I RECEIVED FROM A LAD IN WEST VIRGINIA. HE COLLECTS LICENSE PLATES AND I WOULD LIKE TO ROUND UP, WITH YOUR HELP, A PACKAGE OF PLATES TO SEND HIM, IF YOU HAVE ANY PLATES YOU WOULD LIKE TO DONATE, JUST GET THEM TO ME, I'LL BE AT THE MEETINGS, AND I'LL SEND THEM ALONG. IF YOU WISH, SEND THEM DIRECT TO THE ADDRESS IN THE LETTER.

AT GUEST NITE I PLAN TO MAKE AVAILABLE THE 55 MILE PER HOUR SURVEY THAT WAS PRINTED IN THE APRIL ISSUE OF ROAD AND TRACK. THEY WILL BE COLLECTED AND SENT IN ONE ENVELOPE TO THE MAGAZINE (MAIL POOLING). PLEASE FILL ONE OUT.

NOTE THE SCHEDULE OF NATIONAL, REGIONAL, AND SCHOOLS ALSO IN THIS ISSUE.

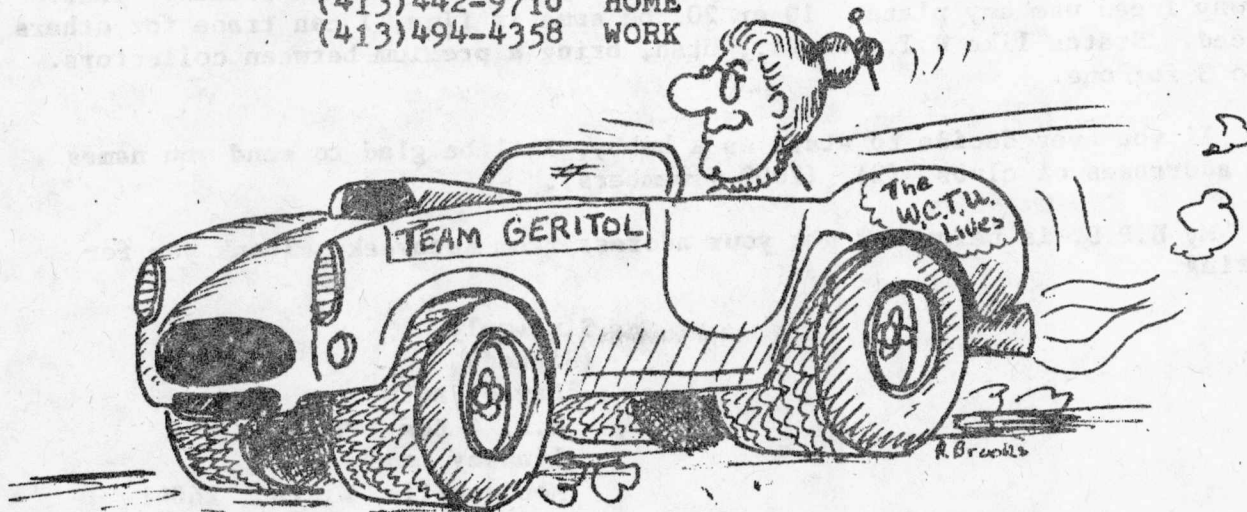
PLEASE GET YOUR LICENSES IN TO ME. MOST EVERYONE HAS, BUT THEY KEEP TRICKLING IN. SPRING IS HERE!

IF YOUR ADDRESS IS WRONG OR YOU KNOW OF SOMEONE WHO SHOULD BE ON THE MAILING LIST (I TRY TO KEEP IT UP TO DATE), LET ME KNOW.

YOU COMPETITION DRIVERS---YOU WILL BE GETTING AN INFORMATION SHEET SOON (1-2 MONTHS) PLEASE FILL IT OUT! THE RESULTS SHOULD BE FUN, FOR YOU AND THE REST OF THE REGION.

LET'S ALL BE THERE TO SEE SAM POSEY. HE CAN TALK RACING LIKE NO-ONE I'VE EVER TALKED TO. FANTASTIC. SOME PEOPLE I KNOW ARE TRAVELING CLOSE TO 200 MILES TO BE THERE. DON'T MISS IT!!!

CLARK W. NICHOLLS
21 BEVERLY ST.
PITTSFIELD, MASS. 01201
(413)442-9710 HOME
(413)494-4358 WORK



March 15, 1980
Glendale, W. Va.

Mr. Clark W. Nicholls
21 Beverly Street
Pittsfield, MA 01201

Dear Mr. Nicholls:

I am eleven years old, my dad gave me about 20 plates one year ago and I've decided to collect as many plates as I could. The local plates aren't too hard to come by, but the plates outside after 5 or 6 years are rotten. We have damp weather and acid rain problems.

There are two organizations that I belong to. ALPCA (Auto License Plate Collectors Association) and WLPS (Wyoming License Plate Society). Both are a great bunch of guys from all over the world and they trade like mad.

License plates were first used right after the turn of the century and were made of everything from wood to leather. City plates came first, they gave you a number and you made your own plate. Then came the porcelain plates which are very hard to find. States then went to pressed steel and during WWII even made cardboard and wooden plates. Aluminum came and appears to be going out. Stickers came as a means to save money. Plates are made in lots of shapes. (Northwest Terr. has a bear). Graphic displays became popular with all the bicentennial plates and has really caught on.

I have grown from the 20 plates one year ago to 200 plates from 40 states and over 40 from outside the U. S. It is very hard to get plates from some western and New England states as they keep the same plates year after year. It was much easier to get years ago when you got new plates every year. I collect all types, passenger, truck, trailer, dealer, Motor Cycle, and Motor Cycle dealer.

The hobby is very time consuming but I enjoy it more every day. Collectors call the series of plates a state issues, a run. I have good Minn. run going. (all plates from 1980 back in the late 40's and then some holes). Some collectors pick special years and try to complete a year run. I have a trade going right now with a Notre Dame professor who is willing to trade me 3 plates for each 1 W. Va. plate. (I'm lucky as I live in a good state). I also traded him some duplicate GA., KY., TX., and Motor Cycle plates. This is why I can use any plate. 10 or 20 the same is fine, I can trade for others I need. States like R.I., W. VA., Utah, bring a premium between collectors. 2 to 3 for one.

If you ever decide to start as a hobby, I'll be glad to send you names and addresses of clubs. (2) (2000 + members).

My U.P.S. is below. I got your address from Autoweek. Thank you for writing.

Sincerely,
(Signed)
David Faulk
R.D. 4 Box 149
Lindsey Lane
Moundsville, W. Va. 26041

SPEED LIMIT QUESTIONNAIRE

Here's your chance to tell us and the government what you think about the 55-mph speed limit and other related topics. If you'd like to participate in this poll, please fill out the questionnaire below and send to:

Road & Track Speed Limit Questionnaire
1499 Monrovia Ave
Newport Beach, Calif. 92663

1. Do you think the 55-mph speed limit saves lives?
Yes _____ (a) No _____ (b) Don't know _____ (c)
2. Do you think the 55-mph speed limit saves fuel?
Yes _____ (a) No _____ (b) Don't know _____ (c)
3. Should the 55-mph speed limit be repealed?
Yes _____ (a) No _____ (b) Don't know _____ (c)
4. The 85th percentile principle* should be used to establish speed limits
Never _____ (a) Sometimes _____ (b) Always _____ (c)
*The 85th percentile speed is determined by monitoring traffic along a given stretch of road. It is the speed at which 85 out of every 100 cars travel at or below.
5. The best ways to conserve gasoline would be (check more than one if necessary):
A 50¢/gal. gasoline tax to develop alternative fuels _____ (a)
A 50¢/gal. gasoline tax to develop mass transit systems _____ (b)
Gasoline (coupon) rationing _____ (c)
Odd/even fillups _____ (d)
Total decontrol of crude oil and pump prices _____ (e)
Government takeover of the oil industry _____ (f)
Increased car pooling _____ (g)
No action _____ (h)
Other _____ (i)
6. Has the DOT/NHTSA made a worthwhile contribution to:
Vehicle safety: Yes _____ (a) No _____ (b) Don't know _____ (c)
Highway safety: Yes _____ (d) No _____ (e) Don't know _____ (f)
Fuel conservation: Yes _____ (g) No _____ (h) Don't know _____ (i)
7. Does the 55-mph speed limit encourage disobedience of the law?
Yes _____ (a) No _____ (b) Don't know _____ (c)
8. What percentage of the driving public do you think disregards the 55-mph speed limit?
Less than 10% _____ (a) 10-20% _____ (b) 20-30% _____ (c) 30-40% _____ (d)
40-50% _____ (e) 50-60% _____ (f) 60-70% _____ (g) 70-80% _____ (h) 80-90% _____ (i)
90-100% _____ (j)
9. Is speeding a major contributor to traffic accidents?
Yes _____ (a) No _____ (b) Don't know _____ (c)
10. Did you obey the highway speed limits before the 55-mph limit was instituted?
All the time _____ (a) Most of the time _____ (b) Some of the time _____ (c) Never _____ (d)
11. What speed do you usually drive on freeways, interstates, thruways and other limited-access roads? _____ mph. Comments _____

12. I now exceed the 55-mph speed limit: Never _____ (a) Some of the time _____ (b) Most of the time _____ (c) All the time _____ (d)

If your answer to question 12 was "Some of the time," "Most of the time" or "All of the time," please answer the following: I drive faster than 55 mph because _____

If your answer to question 12 was "Never," please answer the following: I always obey the 55-mph limit because _____

13. There were 9000 fewer traffic deaths in 1974, the first year the 55-mph speed limit was in effect. Lower speeds were: Most responsible _____ (a) Somewhat responsible _____ (b) Not responsible _____ (c) for the decrease.

14. Drivers who are convicted of breaking the 55-mph speed limit should: lose their driving licenses after One _____ (a) Two _____ (b) Three _____ (c) Other _____ (d) conviction(s); Have points added to their licenses but not be fined _____ (e); Be fined but not have points added to their licenses _____ (f); Be fined \$5 _____ (g) \$10 _____ (h) \$25 _____ (i) \$50 _____ (j) \$100 _____ (k) Other _____ (l) for each conviction. Comments _____

15. The speed limit on CITY freeways, thruways, interstates, highways, and other limited-access roads should be: 45 _____ (a) 55 _____ (b) 65 _____ (c) 70 _____ (d) 75 _____ (e) 80 _____ (f) 85 _____ (g) Unlimited _____ (h) Set according to conditions _____ (i) Other _____ (j)

16. The speed limit on RURAL freeways, thruways, interstates, highways and other limited-access roads should be: 45 _____ (a) 55 _____ (b) 65 _____ (c) 70 _____ (d) 75 _____ (e) 80 _____ (f) 85 _____ (g) Unlimited _____ (h) Set according to conditions _____ (i) Other _____ (j)

17. Since the 55-mph speed limit was instituted, do you think enforcement has: Increased slightly _____ (a) Increased greatly _____ (b) Decreased slightly _____ (c) Decreased greatly _____ (d) Not changed _____ (e).

18. If you believe enforcement of the 55-mph speed limit has increased, do you think accidents and deaths have: Decreased _____ (a) Increased _____ (b) Remained the same _____ (c).

19. Do you think enforcement of the 55-mph speed limit has resulted in: Improved relations _____ (a) Worse relations _____ (b) No change in relations _____ (c) between the police and drivers?

20. What is your annual income? 0-\$9999 _____ (a) \$10,000-\$19,999 _____ (b) \$20,000-\$29,999 _____ (c) \$30,000-\$39,999 _____ (d) \$40,000-\$49,999 _____ (e) \$50,000-\$74,999 _____ (f) \$75,000+ _____ (g)

21. How many miles do you drive per year? 0-9999 _____ (a) 10,000-19,999 _____ (b) 20,000-29,999 _____ (c) 30,000-39,999 _____ (d) 40,000-49,000 _____ (e) 50,000+ _____ (f)

22. Did you attend high school _____ (a) college _____ (b) graduate school _____ (c)

23. What is your occupation? _____

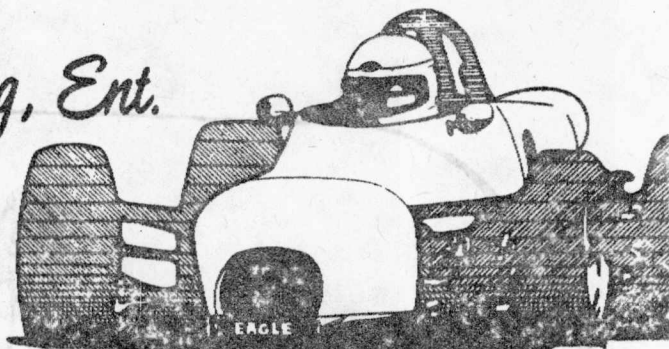
24. Age: Under 18 _____ (a) 18-24 _____ (b) 25-29 _____ (c) 30-34 _____ (d) 35-39 _____ (e) 40-44 _____ (f) 45-49 _____ (g) 50-54 _____ (h) 55-59 _____ (i) 60-64 _____ (j) 65 & over _____ (k)

25. Please list make and model of your car(s). _____

Use this space for additional comments. Thank you. _____

George and Dells Road Racing, Ent.

1469 Montgomery Dr.
Vista, CA 92083
714/45-2788 Dick George
714/758-4510 Sandy Dells



Eagle Formula Ford

March 20, 1980

THE ENTIRE PRODUCTION FACILITIES AND INVENTORY OF DAN GURNEY'S EAGLE FORMULA FORD OPERATION HAS BEEN SOLD TO GEORGE & DELLS ROAD RACING ENTERPRISES, INC.

THE NEW OWNERS, DICK GEORGE OF SANTA ANA AND SANDY DELLS OF VISTA ARE BOTH VETERAN FORMULA FORD RACERS WITH OVER 14 YEARS OF COMBINED EXPERIENCE IN SCCA ROAD RACING.

DAN GURNEY WAS PLEASED BY THE TRANSACTION AND PROVIDED PRESENT EAGLE FORMULA FORD OWNERS WITH A GUARANTEED SOURCE OF PARTS AS PART OF THE AGREEMENT.

THE NEW ENTERPRISE WILL MARK A RENEWED PRODUCTION OF THE FORMER FORMULA FORD NATIONAL CHAMPIONSHIP CHASSIS AND AN ACTIVE DEVELOPMENT AND TESTING PROGRAM FOR THE BENEFIT OF PRESENT AND FUTURE EAGLE FORMULA FORD OWNERS. PRODUCTION AND SALE OF THE NEW EAGLE FORMULA FORDS AND PARTS WILL BE BASED AT GEORGE & DELLS ROAD RACING ENTERPRISES, INC. IN VISTA, CALIFORNIA.

DICK AND SANDY PLAN TO CONTEST NATIONAL RACES AND THE NORTHERN CALIFORNIA FORD DEALERS PRO SERIES IN THEIR EAGLES. THE COMPETITION DEBUT FOR THE NEW TEAM IS SCHEDULED FOR THE MEMORIAL DAY BONUS NATIONAL AT RIVERSIDE.



"MAYDAY RALLYE"
(as in S.O.S.)

Sponsored by

Bill and Rene Hoffert
AMWAY Distributers

MAY 18, 1980

Start: Stuyvesant Plaza--near HOJO's

Registration: 10:00^{am}

FCO: 12:01 am

Finish: TROTITA'S RESTAURANT--Deleware Ave.

110-120 miles of brisk TSD Rallye--some dirt.

Rallyemaster--Rik Schlierer 438-4668

Ereregistration--Marty Finkle 489-1251

\$3.00--MoHud Members

\$3.50--Other club members

\$4.00--non members



The first event of the 1980 TOWN CRIER BECKER REALTY (TRI-CLUB)
RALLYE CHAMPIONSHIP

March 3, 1980 1

SCCA Officers BOARD OF GOVERNORS MEETING, FEBRUARY 19, 1980

Governor Pete Steiner (Area 2) was elected Chairman of SCCA's Board of Governors during the Annual Convention, held in Denver February 28-March 1. Vice Chairman is Bob Swenson (Area 9), while Bob Perry (Area 10) continues as Secretary and Wayne Zitkus (Area 4) returns as Treasurer. Pete Steiner of Hatfield, Pa., succeeds Dave Morrell (Area 5) who has served his full term as Chairman and Governor. Carl Haas, Highland Park, Ill., takes the seat vacated by Dave Morrell on the Board of Governors. Mr. Morrell has served on the board for six years as Area 5 Governor, and was Chairman of the Board in 1979. Morrell is now an ex-officio member of the BOG and will act as advisor during 1979.

Board Appointments

The following BOG liaison appointments were made by the Board for 1980:

Club Competition Board	- Costa Dunias
Solo Board	- Ed Nicholas
Membership	- Bill Johnson
PRO Rally	- Bryan Webb
Road Rally	- Bob Perry
CSPRRC	- Bryan Webb
Pro Racing Advisory	- Carl Haas
Budget/Finance	- Wayne Zitkus, Chairman
	Buddy Perkins
	Costa Dunias
	John Martinsen
Planning Committee	- Bryan Webb, Chairman
	Wayne Zitkus
	Harro Zitza
	Bob Swenson
	Dave Nokes
Pro Competition Advisory Board	-
	David Morrell (2 year term)
	Les Richter (1 year term)
	Al Holbert (2 year term)
	Gene Bothello (1 year term)
	Berdie Martin (2 year term)
	Alex Keller (1 year term)
Ad Hoc Computer Committee-	
	John Martinsen, Chairman
	Ed Nicholas
	Buddy Perkins
Membership Committee	- Skip Yocum, Chairman
	Judy Yocum
	George Edmonds
	Jim Godfrey
	Tom Burke
	Jerry Hamilton
	Lindley Bothwell
Archivist	- Harry Handley, reappointed

Club Racing Highlights (See Drivers Newsletter of Board Minutes for further details)

A variety of topics directly affecting SCCA and motorsports were discussed. Noise pollution, alternate fuels, vehicle safety improvements and slowing race speeds of faster cars within classes by means of weight changes and carburation controls. Systemizing communications between drivers and stewards was another topic under study by the Board of Governors.

Club Racing Department is studying the means to consolidate B Production in certain GT categories by 1981 to successfully reach the previously set goal of reducing the number of race classes.

A formula car recognition committee will be established under control of the Competition Board to advise on and certify new car construction and modifications. A situation has arisen with several major car manufacturers and individual constructors wherein new race vehicles do not meet SCCA safety and competition rule requirements. The BOG believes such a pre-construction check system will prevent costly alterations and tech inspection difficulties for drivers owning such new cars not meeting minimum specifications.

After review of the Competition Board findings, the BOG has reversed its ruling regrading air-cooled Formula Super Vees. The weight for these cars has been returned to 882 pounds. However, carburetor choke dimensions have been reduced from 38mm to 35mm, effective upon member notification.

The Board of Governors also clarified a rule stating that 1300 cc Formula Ford cylinder-heads are illegal for Formula Ford racing, effective upon member notification.

Membership Report

Membership Director Brenda Pike reports that overall membership was up at the end of January to 23,544. A proposal was submitted to improve Regional membership recruitment.

Special Note to Regional Executives: Regions were reminded that SCCA label requests must be made in writing, not over the telephone.

The Columbus Sports Car Club of Columbus, Ind., was granted a Provisional Regional Charter and active Region number 64, thus becoming SCCA's newest member Region.

The Board of Governors advises that no Region Chapter may be established in another SCCA region's territorial boundaries without that region's consent in writing. However, this policy does not constitute the relinquishing of any boundaries or members by the consenting region, without such a written agreement submitted to SCCA National Headquarters in Englewood, Colo.

Marketing Report

The Board of Governors and Executive Director Buddy Perkins have set pursuance of a Can-Am sponsor for 1981 as a top marketing priority.

Rule book advertising was encouraging for 1980, and income from this source could conceivably double for 1981.

SCCA's new merchandising program was kicked-off with the new SportAuto merchandise catalogue which appears in the March issue of Sports Car magazine.

Membership/Marketing is deep in planning of the membership program, with encouragement from the BOG, to refine the programs agreed upon by Membership Committee at the convention. Look for an exciting announcement, momentarily.

Rally & Solo Report

The 1980 Executive Road Rally Stewards were accepted by the Board of Governors. They are Marv Altman, Central Division, James Rittenhouse, Midwest Division; Kit Caruthers, Northeast Division; Bill Hawkins, Northern Pacific Division; Frank Griffin, Southern Division; John Classen, Southern Pacific Division and psam ordener, Southwest Division.

Rally & Solo Director Terry Moreland reported that 30 Road Rally events were held in 1979. There are 25 events planned for 1980 with more to be added to the schedule.

Ralph Starr was approved as Midwest Division PRO Rally Executive Steward.

There were 11 PRO Rally events held in 1979 which paid \$55,000 in prize money to an average 51 entrants per rally. This year's PRO Rallies are once again FIA listed events, with 12 PRO Rallies on the schedule.

Interest in Solo events continues to increase with both entrants and manufacturers. Goodyear and Jaguar Rover Triumph actively supported the 1979 Solo II Run-offs and received a special appreciation award from the Texas Region. Mazda recently announced a Solo event contingency program for 1980.

At the request of the Solo Board, item 25 from the October 1-2, 1979 minutes has been returned to the Solo Board for consideration.

The Board of Governors instructed the Rally & Solo Department to investigate revitalization of the Economy Challenge Program for 1981.

1980 SCCA NEDIV SCHEDULE OF EVENTS - PRE-NEDIV ROUNDTABLE (3/16/80)

- March
- 22-23 Round Table -- Glen - Corning, NY
 - Dr Sch - Wash. DC - Smt Pt
 - 29 March Lion Nat Rally - S Jer
- April
- ~~12-13 Reg - NNJ - Bridgehampton~~
 - Gravelrash 300 Div Pro Rally - Mah Val
 - 19-20 MARRS REG - WASH DC - SMT PT
 - John Buffum Pro Rally Sch - NER
 - 16-27 Dr Sch - NYR - Bridgehampton
 - Dr Sch - St Cit - Nelson Ledges
- May
- 3 Reg - NER - Lime Rock *NARRC*
 - 3-4 Dr Sch - Mah Val - Nelson Ledges
 - Roaring Borealis Pro Rally - NNJ
 - 10-11 NAT - WASH DC - SMT PT
 - Dr Sch - NER - Bryar
 - 7-18 NARRC Reg - NYR - Bridgehampton
 - Solo I & Sch - Glen - Glen
 - 4-25 NYSRRC Reg - WNY - Nelson Ledges
 - TBA Div Rally - Wash DC
 - 4-26 Reg/Nat - NER - Bryar *PRO RYD / NARRC*
 - 1-1 NAT - ST CIT - NELSON LEDGES
- June
- 1-7 Dr Sch/NARRC Reg - NYR - Lime Rock
 - 7-8 Susquehannock Trail Nat Pro/FIA Intl
 - Rally - Fin Lk
 - MARRS REG - WASH DC - SMT PT
 - Reg - Mah Val - Nelson Ledges
 - 3-14 Barber Series - Mo Hud - Lime Rock
 - 4-15 NAT - TRI REG - POCONO
 - Dr Sch - Glen - Glen
 - Reg - Mah Val - Nelson Ledges
 - 1-22 Nat - Fin Lk - Glen
 - NARRC Reg - NYR - Bridgehampton
 - 3-29 NYSRRC Reg - Glen - Glen *MARRS*
 - Barber Series - NER - Bryar
- July
- 1-5 NAT - NNJ - LIME ROCK
 - 1-6 CAN/AM - GLEN - GLEN
 - 1-12 Barber Series - Mo Hud - Lime Rock
 - 1-13 Restr Rog - NYR - Bridgehampton
 - MARRS REG - WASH DC - SMT PT
 - Reg - NER - Lime Rock
 - 1-20 NAT - MAH VAL - NELSON LEDGES
 - Blue Mt. Sunsetter Pro Rally - Blue Mt
 - 1-26 Dr Sch/NYSRRC reg - Mo Hud - Lime Rock
 - Sherman Oaks Div Rally - NYR
 - 1-27 Reg - St Cit - Nelson Ledges

- August
- 1-3 NAT/CART - GLEN - GLEN
 - 2-3 NARRC Reg - NYR - Bridgehampton
 - 8-9 Dr Sch/Reg - NNJ - Lime Rock
 - 9-10 Reg - Tri Reg - Pocono
 - Happiness Is Sunrise Nat Pro/FIA
 - Rally - WNY
 - 16-17 NAT - WASH DC - SMT PT
 - Reg - NER - Bryar
 - 23-24 NYSRRC Reg - Glen - Glen
 - Reg - St Cit - Nelson Ledges
 - Barber Series - NER - Bryar
 - Solo II Div Runoffs - Susq - Harr.
 - 29-1 NAT - NER - LIME ROCK

- September
- 6-7 MARRS REG - WASH DC - SMT PT
 - Barber Series - Glen - Glen
 - 12-14 NAT - NYR - BRIDGEHAMPTON
 - 13-14 NYSRRC Reg - Fin Lk - Glen
 - 19-20 Barber Series - Mo-Hud - Lime Rock
 - 20-21 Reg - NER - Bryar *NARRC*
 - Dr Sch - WNY - Nelson Ledges
 - 27 Reg - NNJ - Lime Rock *NARRC*
 - 27-28 Reg & Enduro - St Cit - Nelson Ledges
 - Route of All Evil Pro Rally - CNY
 - Solo II Nat Championships - Salina

- October
- 3-4-5 USGP - GLEN - GLEN
 - ~~4-5 MARRS REG - WASH DC - SMT PT~~
 - ~~10-19~~
 - 4-5 Barber Series-TBA-Pocono
 - 10-11 NARRC Run Offs - NYR - Lime Rock
 - 17-18 Barber Series - Mo Hud - Lime Rock
 - 18-19 NYSRRC Reg - WNY - Nelson Ledges
 - ~~Dr Sch - NNJ - Bridgehampton~~
 - Oktoberfest Pro Rally - Mo Hud
 - 24-26 CHAMPION RUN OFFS - ROAD ATLANTA

- November
- 1-2 Dr Sch-Wash DC-Smt Pt ~~OR Mini-Con~~
 - Paumanok 300 Pro Rally
 - 15-16 ~~Dr Sch-Wash DC-Smt Pt OR Mini-Con~~
 - Budweiser Not Quite Pro Rally

Please address all corrections, additions, and/or deletions to:

Mrs. Judy J. Nagel
 P. O. Box 13207
 Pittsburgh, PA 15243
 (412) 941-3858

Judy J. Nagel
 Judy J. Nagel
 NEDiv Scheduling Representative

NE DIV ROUND TABLE

The NE DIV Round Table was held on March 21-22, Members attending were Sue Rogers, Gary Clark, Barney Galinsky, Roly Heacox, Tom Campbell, John Flowers and myself.

Much of the convention discussion centered around the long weekends with mixed pro and amateur events. The health and efficiency of both workers and drivers became the focal point and a letter was drafted to the B.O.G. in hopes of further investigation into this area. All regions putting on mixed events were urged to work closely with the track promoters. The gas situation is of course a concern to everyone. Fear that club members were increasing public dislike of racing, through their verbally defending the issue was noted. Less gas is currently used at the track than is used by people going to the movies on the weekends. Alcohol and other alternatives are being considered by the B.O.G. Everyone was encouraged to write to their representatives expressing needed change in the windfall tax with hopes of increasing motivation for U.S. gas exploration. It was noted that public relation manuals, as well as operating and new membership manuals were available through Denver. Membership applications no longer need to be signed by a current member.

A medical amendment has been added to allow diabetics to become licensed drivers/ All diabetic medical forms must be reviewed by Dr. Alex Bertoni, the NE DIV medical administrator. Track medical workers can no longer be licensed by SCCA. Plans are being made to distribute medical team ID's. The Denver office has been plagued with a high employee turnover rate but the situation has apparently stabilized and the headquarters are now running much more efficiently. A new computer system is being added.

Buddy Perkins made himself available for all questions. His relaxed and yet confident attitude toward SCCA future growth was encouraging to everyone who attended the convention.

Bonnie Rowen

THE ULTIMATE ADVENTURE

by Eleanor Morris

"Why do you race cars?", "Isn't racing dangerous--aren't you afraid?", Why race when you don't even win money?". These are questions we've all heard many times. Questions many of us have been asked. Perhaps even asked ourselves.

While there are as many answers as there are race drivers, I have heard none better than those contained in a conversation I had with Orley Thornsjo, a National Director of Stewards. With another racing season under way, I think it is a good time to reflect on Thornsjo's ideas. They are a good answer to the inevitable questions and as a racing driver myself I agree with them. They are my reasons. I can't say it any better.

Orley Thornsjo: To be a race driver is a privilege in our time and in our society and in our culture because the whole pattern of our lives tends to submerge the individual, to prevent him from having a adventure.

The ultimate adventure and challenge that is in every person is to come up to his own potential, to his own fulfillment. Rather than be protected, he lays out the ultimate thing he has--his life. He expresses himself with the ultimate value: himself.

He doesn't just race to have fun, but because he has an instinct that tells him he can find himself in challenge. You know what each is doing in finding himself. The ultimate price in anything is to ante up your life.



MINUTES OF THE NEDiv MEETING - November 1979

Pat Briody, Secretary, 1979

Since I was not able to attend the meeting, I had someone take minutes in my absence. These were given to me in the midst of complete house redecoration. Somewhere between the sawdust, plaster, paint, and newspapers the minutes were misplaced. I'm afraid this the best I can do:

1. The new officers were elected as follows:

Chairman	Sue Roethel
Secretary	Jan Poor
Treasurer	Carol Miller
Directors	Marc Gerstein Ray Rovinsky (Past Chairman)

2. Philadelphia Region bid for the 1980 NEDiv Convention to be held in November. Marc Gerstein moved to accept the bid; Western New York Region seconded. Motion approved.

3. Pete Steiner announced the 1980 Divisional Administrators:

Timing and Scoring	Cindi Adams
Flagging and Communications	Conrad Poniatowski
Race Control	Pat Friedman
Scrutineers	Marc Gerstein
Starters	Dick Crawford
Registrars	Lory Galinsky

4. Jack Weaver presented the following recommendations that resulted from discussion in the Competition Seminar:

1. All Showroom Stock should be required to have window nets.
2. Rules regarding protests be changed so that protesting party be required to remain until dismissed by the SOMs, the same as the protested party.
3. The red flag be made part of the equipment for all flag stations and when called for, be displayed at all stations instead of just one location.
4. Race results should include the fastest race lap for each car.

The Competition Seminar participants also requested that:

1. Further study be given to the use of arm restraints for cars not fitted with window nets.
2. The current starting procedure—where there is no signal given for an aborted start—be reviewed.

No action was taken on inclusion of Formula 440. Comments from the Seminar ranged from segregation to abolition.

NOTES TO OUR OLD FRIENDS . . . THE EX-RACER!

From Alex Miller
NEDiv Licensing Chairman

Within your region, many ex-racers have that old urge, or the ultimate comeback, to go racing.

As a competition chairperson (or RE), you should make it as simple as possible for them to re-apply for a license after some years of absence.

I have received all too many phone calls from racers who had to call Denver to find out who to contact about this subject. Perhaps an article or two in your regional publication would clear up these questions about who to see, and what to expect.

Hopefully, you have the appropriate forms on file:

1. Medical Forms
 - a. Must be filled out within the previous four (4) months.
2. Competition License Application.
 - a. Must be completely filled out with grade of license for which one is applying.
3. Biographic Driver Profile.
4. Proof of Current Membership.
5. Denver-addressed, stamped envelope. (For mail to send the application to Denver.)
6. Brief history, past 2-3 years to better acquaint me with driver's history.

Only after I receive all these forms will I make a judgement on each case. NO COMMITMENTS WILL BE MADE OVER THE PHONE.

These faithful racers should know their chances up front: the GCR clearly reveals the required finishes for log book, regional, and national license holders. See Appendix L, Page 170, 1980 GCR. Alternatives under difficult circumstances are possible.

If I can facilitate your job as the regional competition chairperson in any way to assist your club members in acquiring waivers, please don't hesitate to call.

1980 NATIONAL RACES

** Bonus Nationals

NORTHEAST DIVISION

Competition Events Schedule

1980 REGIONAL RACES

NORTHEAST DIVISION

April

12-13 N. New Jersey-Bridgehampton
19-20 Washington, D.C.-Summit Point

May

3 New England-Lime Rock
17-18 New York-Bridgehampton
24-25 Western New York-Nelson Ledges
24-26 New England-Bryar

June

6-7 New York-Lime Rock
14-15 Washington, D.C.-Summit Point
14-15 Mahoning Valley-Nelson Ledges
28-29 Glen-Watkins Glen
28-29 New York-Bridgehampton

July

12-13 New York-Bridgehampton
12-13 Washington, D.C.-Summit Point
19 New England-Lime Rock
25-26 Mohawk-Hudson-Lime Rock
26-27 Steel Cities-Nelson Ledges

August

2-3 New York-Bridgehampton
8-9 N. New Jersey-Lime Rock
9-10 Tri-Regions-Pocono
16-17 New England-Bryar
23-24 Glen-Watkins Glen
23-24 Steel Cities-Nelson

September

6-7 Washington, D.C.-Summit Point
13-14 Finger Lakes-Watkins Glen
20-21 New England-Bryar
27 N. New Jersey-Lime Rock
27-28 Steel Cities-Nelson Ledges

October

3-4 New York-Lime Rock
4-5 Washington, D.C.-Summit Point
18-19 W. New York-Nelson Ledges

May

10-11 Washington, D.C.-Summit Point
24-26 New England-Bryar
31-1 Steel Cities-Nelson Ledges

June

14-15 Tri-Regions-Pocono
21-22 Finger Lakes-Watkins Glen

July

3-5 No. New Jersey-Lime Rock
19-20 Mahoning Valley-Nelson Ledge

August

1-3 Glen-Watkins Glen **
16-17 Washington, D.C.-Summit Point
29-1 New England-Lime Rock **

September

12-14 New York-Bridgehampton

1980 DRIVERS SCHOOLS

NORTHEAST DIVISION

March

29-30 Washington D.C.-Summit Point

April

26-27 New York-Bridgehampton

May

3-4 Mahoning Valley-Nelson Ledge
10-11 New England-Bryar

June

6-7 New York-Lime Rock
14-15 Glen-Watkins Glen
21-22 Steel Cities-Nelson Ledge

July

25-26 Mohawk-Hudson-Lime Rock

August

8-9 North New Jersey-Lime Rock

September

20-21 Western N.Y.-Nelson Ledges

October

18-19 North New Jersey-Bridgehampton

November

1-2 Washington, D. C.-Summit Point

The 1980 NEDIV Roundtable

From a Driver's Point of View

As always there was a great deal of information to be gained at the roundtable. Some of this was official, some reliable, and some just interesting. Rather than try to develop a flowing narrative of what I picked up at the meeting I will give you the highlights in a topical format:

- The new Executive Director, Buddy Perkins, announced the appointment of George Cousins as Pro Racing Director and Costa Dunias as Club Racing Director. He intends to give both full authority to run their respective programs.
- A lengthy session was held to discuss the Bonus National program. The following resulted:
 - This years Po-Nats will have reduced points awards in order to not penalize drivers who can't travel to these special races.
 - Po-Nats as they are now set up will cease after this year. They haven't fulfilled their original purpose
 - A new concept being considered is to have a bigger points award for all spectator races. This would help all promoters who try to put on spectator races.
- One of the club racing program's biggest problems is to insure that we continue to have tracks on which to race. This will be the priority objective of the new Executive Director.
- Expect to see more "Big" weekends of combined National and Pro races. This format is better for the Promoters and again we must insure that they stay solvent.
- The new CRC Pro Ford series will be handled by the Pro Racing department. It will require pro sanction and insurance fees.
- 40 - 50% of all club racing insurance claims are from the Formula Ford ranks.

The consolidating of the Sedan and Production classes into the new GT category will proceed slowly and with great thought. First expected change is B production into GT-1. After that look for moves by closed cockpit production cars.

- The competition board plans to work on the following areas during 1980:
 - Noise pollution
 - alternate fuels (gasahol, alcohol)
 - safety improvements
 - Finalizing Formula 440

--- Spec tires for FP and FV are definitely going to happen and soon. Plans were to use the NARRC series as a trial this year but there may be a supply problem in supporting the May start of the series.

--- Several people mentioned the idea of pursuing a MARRS-NYSPPC-NARRC runoff race. Sort of a NEDIV regional championship. No immediate plans but maybe in a year or two. As the cost of travel rises I would expect to see more drivers run close to home at regionals rather than travel far to get to a national.

The 1980 race schedule is set and it looks much like business as usual. Everyone is looking forward to another good year.

Tom Campbell

A note from the Roundtable:

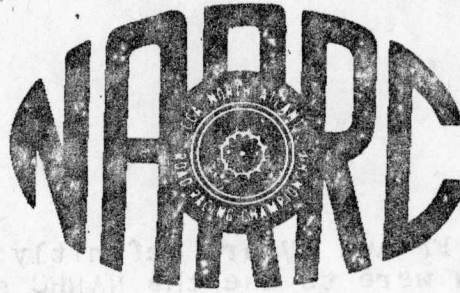
Harry Handley is planning, as part of his Divisional Rally series, to put on three Rallycross events at Limerock. Dates will be May 17, June 21, and Aug. 23. Look for more information later - looks like an added dimension to motor-sports in the great northeast.

TC

Another note from the Roundtable:

Any driver who has received his 1980 license but not his 1980 GCR should contact the competition chairman (Clark Nichols) so that Denver can be asked to correct the situation. There were apparently a few missed - computer problem.

TC



NORTH ATLANTIC ROAD RACING CHAMPIONSHIP RULES FOR 1980

1. The North Atlantic Road Racing Championship Series events are open to all SCCA Drivers. This applies to National, Regional License holders, as well as those with Novice Permits, regardless of their "region of record".
2. The Series consists of designated NARRC races at each of the three (3) circuits in Area 1, i.e., Lime Rock, Bridgehampton and Bryar Motorsports Park.
3. The three (3) Regions running the NARRC Series, New York, New England, and Northern New Jersey, will have a uniform entry fee at Lime Rock.
4. The 1980 NARRC Series will have a "Money Fund" for drivers. \$5.00 from each entry fee will go towards establishing this Fund. The Money Fund will be awarded to qualified drivers based on the driver's points earned and based on the number of cars participating in the same class. The dollar value of a class with high participation will be greater than that of a class with a smaller entry. If a 2.5 ruling is not met in a class, that class will not qualify for the payment of a "Money Award". To qualify for money pay-off, the driver must accumulate a minimum of 10 points in the NARRC Series.
5. The NARRC points will be awarded as follows: 20-15-12-10-8-6-4-3-2-1. At the Super NARRC Races, points will be awarded as follows: 25-19-15-12-10-8-5-4-3-2. Additionally, any driver starting in a NARRC race at each of the three (3) circuits in the NARRC Series shall accrue an extra twenty-five (25) points above and beyond any points accrued at these races.
6. Points totals for the Series will be determined by points scored in all nine (9) NARRC races, plus the 25-POINT BONUS for running at each of the three circuits - if it has been earned.
7. Invitations to the NARRC Run-Offs will be based on the driver's accumulated points, and the average class participation in the Series. For example: if the average NARRC race has had an entry of 150 cars, and H-Modified has had an average entry of 7 cars - H-Modified would receive 7/150 ths of the total number of invitations for the Run-Offs. Additionally, a minimum of two (2) qualified alternates will be invited in each class, to start only if a qualified invitee cannot start. In no case shall an alternate start ahead of a qualified invitee on the grid.
8. The Class Winners in the Run-Offs on October 10, 11, 1980, will determine the Champions of the NARRC Series, in their respective classes. When no cars in a qualified class start in the Run-Offs, the qualified driver with the highest accumulated points will be declared the Series Champion. If only one car in a qualified class starts in the Run-Offs, that driver will be declared the Series Champion.

9. The Run-Off Prize Money (separate from the Money Fund) will only be awarded in those classes with a minimum of two starters.
10. Prize Money will be awarded to the NARRC Run-Offs participants as well as Championship trophies.

THE 1980 NARRC SCHEDULE (pending approval at NEDiv Roundtable, March 22, 1980)

MAY 3	NEW ENGLAND	LIME ROCK
MAY 17	NEW YORK	BRIDGEHAMPTON
MAY 26	NEW ENGLAND	BRYAR
JUNE 7	NEW YORK	LIME ROCK
JUNE 21	NEW YORK	BRIDGEHAMPTON
AUG. 2 *	NEW YORK	BRIDGEHAMPTON
AUG. 9	NORTHERN NEW JERSEY	LIME ROCK
SEPT. 20-21 *	NEW ENGLAND	BRYAR
SEPT. 27	NORTHERN NEW JERSEY	LIME ROCK

* (denotes SUPER NARRC event)

THE 1980 NARRC RUN-OFFS

OCTOBER 10, 11	NEW YORK	LIME ROCK
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THE 1980 NARRC COMMITTEE

HENRYK SZAMOTA, R.E. New York Region, CHAIRMAN

JOHN GEORGE, R.E. Northern New Jersey Region

JOANNA GOTT, R.E. New England Region

NARRC Treasurer - Bob Wells, NNJR
 NARRC Points Keeper - Carlo Pastore, NYR

For further information contact: Henryk Szamota, 38-07 Corporal Stone St.
 Bayside, NY 11361
 Phone: 212-229-2696

THE RETURN OF.....MCINTYRE RAMBLINGS.....
at least temporarily!

Well, I finally have a minute to rest. (So why am I writing this?)
Answer.....I don't know.

Anyway. This evening I was to meet with some "old acquaintances" from Racemark International. But we missed connections at the local watering hole.....The Good Times. So...missing out on this event (because I spent 25 minutes waiting in a bank line for the guy in front me to withdraw \$4100), I was dammed if I was going home and cook my own supper. Off I go to a new, local Saratoga watering hole, THE FICKLE PICKLE. WHOM do I spy settin at the bar..... Jeff Nudi. Yes folks, there is a JEFF NUDI.

Well, now. By the time you all read this, the May 3 event of Spring has become history. Lime Rock opening regional. Known to be headed there to catch the early worm will be Pete Klein, Al Anderson, and hopefully other FAMOUS MO-HUD MEMBERS, among them the McIntyres, and Galinskys. (Boy will I get flack on that!)(Remember, everyone.... before you say it, think what it might look like in print)

NEWS WORTHY HAPPENINGS.....Congratulations are in order for the Bernie DeGrafs... a new baby boy in early April. Also to Bob and Ginger Bailey

Recently, in fact as recently as this afternoon, I've been asked what is Craig Robertson up to of late. Seems the R5 still is "resting peacefully" at a certain corner of Schenectady. My answer... well...I don't have one.....

Best of luck to Pete Kuhn and Ed Pimm this season. Looks like they both have rapped up nice packages for themselves. Hope I get to see them race often in 1980.

New sponsorship for racing is always "glad tidings". Recently heard the our Canadian friends at MOLSON Ale are helping with the Formula Ford races in Canada and Stock car races too. Many of you are stock car fans and from time to time I will get a blurb in for this group of folks too. After all...before sports cars....even I had been sort of involved with them. (You see I had brothers who didn't see sports cars as too sporting.)

Anyway, not much else is going on. Other than folks getting ready to go RAC*EN.....and that's a lot of folks.....no matter how much the ole petrol will cost. Hey.....lot's of talk about people changing over to ~~xxxxxxx~~ alcohol, and blends of same...See you at LRP.

*1
C. J. Pimm*

MEET THE MEMBERS

by Eleanor Morris

CLARK W. NICHOLLS has been a member of Mohawk-Hudson Region for 5 years. His favorite auto sport activities are race working-- he's a pit marshal, photographing races and race people, and tinkering with Triumphs. In addition to Mo-Hud, he is a member of Berkshire Motor Sports Club and the Association of Jensen Owners.

Cars he has owned and loved include a 64 Ford Falcon, 68 Triumph Spitfire, 74 Triumph Spitfire and 74½ Jensen Healey. Other hobbies are stereo and computers. He's an engineer at G.E. in Pittsfield.

JIM BISHOP joined Mo-Hud two years ago. His motor sport favorites are autocrosses, rallies and road races.

Cars he has owned and loved include one Ford, one BMW, seven Fiats and two Datsuns. His other hobbies are skiing and fixing Fiats. He is a civil engineer.

RIK SCHLIERER is a new member, just joining the Mohawk-Hudson Region this year. His favorite motor sport is rallying. He is also a member of Empire Motor Sports Club. Cars he has known and loved include his 66 XKE Roadster. Cars he wished he hadn't owned were a 71 Toyota Corolla and a 63 Sunbeam Alpine.

In addition to cars, Schlierer's hobbies are photography and Kung Fu. He is an auditor, and is married to Carol Ann.

Help us get to know each other. A club should be a fun, social activity as well as a mutual interest group. Just fill out the following questionnaire. Feel free to add other information--tell us the interesting details about yourself! Return your data at the next meeting or mail to Sue Rodgers or to me.

MEMBERSHIP QUESTIONNAIRE

Name _____

Occupation _____

Martial Status _____

Spouse (if Married) _____

Children's names _____

Hobbies _____

Favorite Activities _____

Other Clubs you belong to _____

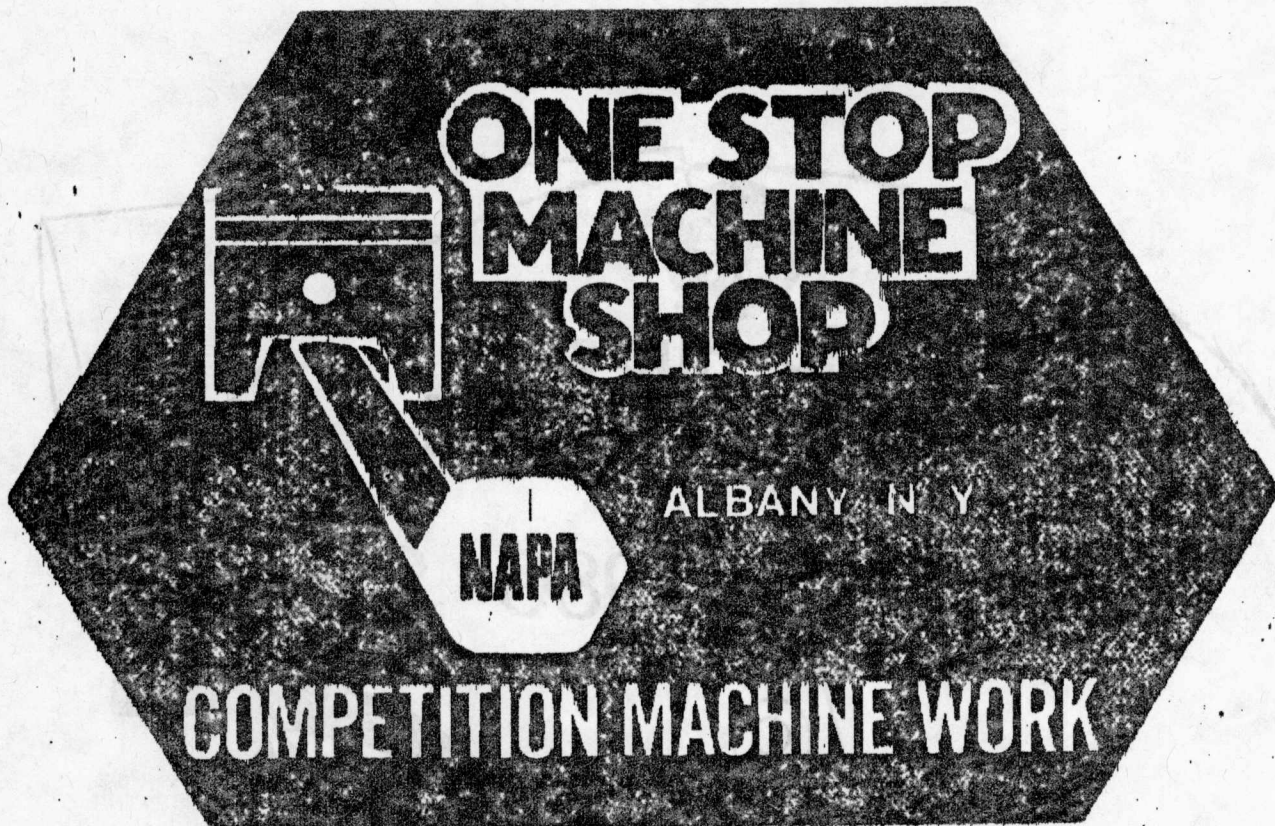
How long have you been a member of SCCA? _____ years.

Cars you have owned and loved _____

Cars you have owned and wished you hadn't _____

Favorite motorsport activity _____





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