

THE CRITIC'S CORNER

by Dave Hathaway

Deutschland

The following observations and comments are the result of a recent trip to Germany:

It was pleasant being in a country where Americans are treated with respect and courtesy. Germany is a super clean country - no litter, trash or dirt. The roads, in excellent condition, and no speed limits are fantastic - if you are driving, however, riding in the rear seat at 120 mph is a bit of a thrill.

Does the expression, "Boy, did he get creamed" result from someone being hit by a German taxi cab? - all of which are a "cream" color. Why do so many Americans desire to own Germany's most popular taxi cab, a Mercedes?

The differences between East and West Germany are like nite and day. If America is the Home of the Brave and Land of the Free why do we still have a 55 mph speed just like Communist East Germany?

Nurburg Ring - the super grand daddy race track of them all is a fantastic 21K long track open to all at \$4.00 a lap. Somehow, attacking it in a drizzle with a passenger and luggage takes the edge off the trip. The New "Ring" is a better spectator track - they get to see the cars more times. The facilities are certainly different from the American tracks - real restaurants, super restrooms, and a hotel!

Avus - as you drive into Berlin you pass the grandstands of part of this legendary course.

I have seen more Porsches in Pittsfield than I did driving around Germany. A BMW 320i is an economy car - like a Golf or Escort. Gasoline gauges are in liters.

The new Ford Scorpio 2.0L Ghia model is an exciting luxury car. The combination moonroof/sunroof is neat, as are the electrically operated reclining rear seats. For the winter the electrically defrosting windshield ought to be great help. With the 2.0 liter engine 120 mph is a reality!!

(The autobahn is the German consumers' "truth in advertising" testing ground.) The Germans appear to be very tire conscious. Quality and high performance are the word. A soft ride is much less important than high speed handling.

Auf Wiedersehen.

A Game of Golf at Lime Rock

The July 4th weekend brought IMSA and SCCA together at Lime Rock - well, not quite, but close. Anyway, the Hackers had a planned assault on the 3 hr. Touring Class Race, as well as the 1 hr. Compact race, in their VW Golfs. They are currently leading in the compact class, having won at Sebring and St. Louis. This time in their home park they decided to give the touring class a shot.

In Touring the hot set up is an MR-2 Toyota - a nimble, fast car, especially at a track like Lime Rock. Even the GTI's had a 15 horsepower edge as well as 4 wheel disc brakes.

Even so, the Hackers felt they had a number of things going for them:

- a. Superior track skills.
- b. Carl's mechanical car preparation.
- c. Good friends with the necessary skills to be an effective pit crew.

The main competition would be Bob Henderson and Steve Lewis in the Toyota MR2. However, while they looked like sure winners on paper, one mistake could change things. Well, in spite of Bob Henderson's supreme effort to "snatch defeat from the jaws of victory", his track presence proved too strong to be overcome by his lack of pit presence. Thanks to John Stim, ace fuel man, Henderson only managed to drive out of the pits without a gas cap instead of taking the fuel rig with him. Henderson only reduced his lead to 1/2 lap and was able to keep it despite both Paul's and Karl's best efforts.

As the race progressed the steady driving of Paul kept the Golf moving up the ladder. Keith and Joy Wykoff kept a flawless lap chart - which proved more accurate than IMSA's timers and scorers - to chart progress. In the meantime, the crew made a practice "pit stop" on a friend's GTI. At 1:14 for full fuel and 2 new tyres plus driver, the time wasn't bad, but everyone felt that we could do better. Steve Rice, as jackman, with Chuck Hemingson and Fred Besch on both front wheels, assured us of a solid front-end team. Lou Hacker controlled the fuel rig, and Jack Hanifan filled the tank. (No one doesn't do windows.) The rest of us just stayed out of the way.

Paul drove to the limit of his fuel capacity, skillfully moving into second place before the stop. Needless to say, the crew did it perfectly - no mistakes - in 1:10.

Karl drove the final stage with speed and style. No doubt about it, the potentially slowest car in the field was second overall. But don't think there was champagne and accolades - as mentioned earlier it took IMSA at least an hour to correct their scoring mistake and confirm the 2nd place finish.

A Great Beginning and, as one IMSA official said, "We will check the car tomorrow if the Hackers are driving, and it will be back in impound." Sure enough, with Karl's victory and Paul's 3rd place (Chuck Hemingson driving in the 1 hr. finished 4th), the Hacker team spent the afternoon in Impound.

The Silver Mine Revisited

As expected, the drivers School and Race appeared, to this observer, to be a success - good weather and some really good racing.

There is no truth to the rumor that I did not appear at the driver's school because (a) I fail to get in last year, (b) no engraved invitation was sent. Actually it was a condition of my employment. Besides, Bob Claffie was available, and what better replacement could you have?

The Mo-Hud, West Sand Lake Racing group was looking good - "Doc" Stewart in Formula V improves with every race - a faulty throttle cable caused an on-course repair. Doug Kelly had his GTI Camaro running smoothly and looked like he had a sure trophy until a suspension problem forced his early retirement. Fred Beson, in the ex Karl Hacker VW Rabbit ITB, had a solid third and has emerged as a constant threat to Johannes Krause's class lap record.

Don't blame scoring and timing for the problem with the final results. With over 35 cars starting and 7 classes to keep track of, there was certainly cause for problems. I guess the "race officials" must have been a different group from the ones that had NER split the race only a week earlier. Surely it wasn't a time problem as all races were over by 5:30 P.M.

Poor Pete Smith, George Smith, and Tom Campbell all have fiberglass and other repairs as the result of some unfortunate incidents. John Sheridan overcame some car and other problems early in the day to effect a strong finish in HP.

Was Clark Nicholls' chili chilly?? or was it has hot as the weather? Thanks to Clark, a Mo-Hud tradition was kept alive.

Formula Ford appears to be "Wright" for Bob. Gee, does anyone remember when he had a BMW?

SOLO SPINS feature by JIM GARRY, SOLO CHAIRMAN

This is the time of the season when drivers are honing their skills and getting tires as close to 2/32nds of an inch tread depth as they dare. The Northeast Divisionals are August 10th and the Nationals are coming up in September. Other important events include the Pro Solo in Dayton, Aug 31-Sept 1, and the final double points Pro-Solo in Salina just before the Nationals. Locally, New England Region will be completing their schedule as well as other smaller clubs throughout the region. Call me for information. Meanwhile, Mo-Hud is still struggling for pavement. Times are tough.

Also coming up is a Pro-Solo type event to be held in Detroit in late August. Total prize money will be in excess of \$7000. Sponsored by Hoosier Tire Co and the SCCA. This event will not require the usual driving skills necessary to win a Solo 2 event. All you need is to do a consistent run time, over and over. Being fastest isn't necessary! It's merely bracket racing. Set up by the SCCA in an attempt to diminish the Pro-Solo series, this bad idea will hopefully go down the tubes and disappear with the small minded folks who thought it up. You see, SCCA and the Pro-Solo folks are a bit at odds; SCCA isn't getting as much control over the series as they wanted. Angered, support for Pro-Solo from SCCA may decline. My feelings about the series is that it is an exciting idea and is run efficiently by honest people who try to give the competitors as much track time as possible (something not promised for the Detroit event). Pro-Solo works and it works well. All they lack is the extra sponsorship necessary to offer really huge prize money. My recommendation to those seeking to improve themselves competing against the toughest drivers is to attend the Divisional Nationals and Pro-Solos.

Until next month, keep the rubber side down.

LIME ROCK, Conn. - Despite a botched refueling stop, Bob Henderson and Steve Lewis drove Henderson's Toyota MR2 to a win in a three-hour Firestone Firehawk Endurance Championship Road Race for touring class cars at Lime Rock Park. At the half-way point in the race over the picturesque 1.53-mile track, Lewis turned the car over to Henderson of Homeoye, N.Y., during a refueling stop. "I felt the car come down off the jacks and thought they were through putting in the gas," Henderson said. "Then the crew told me on the radio they hadn't finished refueling it and the gas cap wasn't on so I had to come in again the next time around to finish the job." The miscue dropped the team from the lead to third place, but Henderson recaptured the lead with 20 minutes to go. Lewis of Northborough, Mass., was engaged in a fender-to-fender dog fight with Al Salerno of Peabody, Mass., in a Volkswagen GTI during the early laps. "After three laps of that the crew told me on the radio that Bob wanted me to lay off the Salerno thing," he said. "Since he owns the car they didn't have to tell me twice." Finishing second was a Volkswagen Golf, driven by brothers Paul and Karl Hacker of Castleton, N.Y., followed by Salerno and teammate Ed Healey of Fitchburg, Mass.

7/1/85 HOUSTON CHRONICLE -
FIRESTONE RECALL PROS
Henderson, Lewis win

Vertical text on the right edge of the page, possibly a page number or reference code.

THE EVER-CHANGING KNOCK-OFF - DEADLINES! (own)

Please note that deadline for the next issue, the issue following the one you are now reading, will be held firm. The deadline schedule is planned to get the KO to everyone prior to the membership meeting immediately following publication. Basically, the deadline will be two Fridays before the first Wednesday of the month.

The September issue deadline to be August 23rd. I hope to have the school and race reports for this issue. Specialty chiefs are invited to write articles concerning their experiences during the gala Mo-Hud Lime Rock weekend.

The October issue deadline to be September 20th, the third Friday after the September meeting. This is to allow sufficient notice for the October meeting.

The November issue deadline to be October 21st, the third Monday after the October meeting. This is the Road Atlanta issue. It goes to press Tuesday, October 22nd. If your material is not waiting for me upon my return from Atlanta, October 21st, it will not be printed. The format will be the same as the 1984 issue. There will be severe space limitations for this issue so I recommend that any sizeable articles be submitted for the October or December issue. Very little will be printed in this issue other than news from "The Runoffs".

The December issue deadline, if there is a December issue, to be November 22nd, the third Friday after the November meeting. This issue may be omitted, based on the amount of timely material recieved for publication.

Please note that these deadlines are being STRICTLY adhered to, but at the same time are flexible if there is enough advance notice and a good reason. Special mailings are not out of the question and can be made on extremely short notice if the instigator is willing to help get it in the mail.

Thanks to the July issue colating staff, Mike, Kathy, Claire and Andrew Combar, Gene (Wally) Daley, John Dagesse, and Claire's friend. The July issue was in the mail Tuesday morning, July 2nd.

This issue may contain some material from other publications that, due to the type size used, would not survive reduction. They have been printed in the format in which they were recieved by me.

TIME TO PLAN FOR ROAD ATLANTA! (own)

Depressing as it may seem, October is fast approaching and if you are thinking of attending the SCCA National Runoffs at Road Atlanta, the week of October 12 thru 20th, it's getting to be time to make plans. If you are a race worker, no matter what the specialty, I can refer you to the proper Chief. If space permits, they are printed in this issue. The pro Sports Renault race will be the weekend preceeding the Runoffs

Travel plans. If you are driving, there are several other people from the Northeast going down who would like to car pool. Contact me if you would like to get in touch, I will publish names and attempt to get you all together. I will be leaving Friday Night from Lee, Mass at about 6pm, October 11th. Others going down include Bonnie Rowen, Sue Rogers, Pete Watson, Andy Zuck, Lew Gialanella, John Flowers, Kevin Newell, Dave Cobb, and I'm sure there are others.

Acomodations. I have a cabin about 20 miles from the track reserved for this, my 11th year down. If you are a worker and bring a sleeping bag, there may be room for you. The cabin has two complete baths, a hot-tub in the living room big enough for 3, a complete kitchen and is centrally air conditioned. PEOPLE WHO SMOKE WILL NOT BE ALLOWED. Contact me if you are interested. Final plans will be firmed up by the 11th of October.

MEMBERSHIP MEETING SCHEDULE (own)

All membership meetings are held at 8pm at the Ramada Inn, Western Avenue (Rte 20), across from the State University of New York, Albany campus, on the first Wednesday of each month.

There will be no August meeting. The annual picnic will be held August 4th at the home of Clark Nicholls in Lee, Massachusetts.

The adjenda of the September 4th meeting is not known as of this writing.

The adjenda of the October 2nd meeting is not known as of this writing.

The adjenda of the November 6th meeting is not known as of this writing.

The adjenda of the December meeting is the annual awards banquet.

AUGUST 1985 (own)

** 4 **--ANNUAL PICNIC, ALL WELCOME --MOHAWK HUDSON REGN--CLARK'S NEW HOUSE**

- 3, 4--NERRC #4 AND #5, 2 REGIONALS--NEW ENGLAND REGION--BRYAR MSP
- 2, 3--SKIP BARBER SERIES RACE EAST--MOHAWK HUDSON REGN--LIME ROCK PARK
- 4--GERMAN GRAND PRIX--NURBURGRING
- 9,10--NARRC REGIONAL RACE--NORTHERN NJ REGION--LIME ROCK PARK
- SCCA BENDIX TRANS AM RACE --NORTHERN NJ REGION--LIME ROCK PARK
- SCCA SPORTS RENAULT RACE --NORTHERN NJ REGION--LIME ROCK PARK
- ECAR PRO FORMULA ATLANTIC --NORTHERN NJ REGION--LIME ROCK PARK
- 10,11--NYSRRC REGIONAL RACE--GLEN REGION --WATKINS GLEN
- 10,11--NATIONAL RACES --WASHINGTON DC REGN--SUMMIT POINT
- 10,11--SKIP BARBER SERIES RACE MWST--BLACKHAWK FARMS
- 11--WORLD ENDURANCE CHAMPIONSHIP--WOSPORT
- 11--PIRESTONE ENDURANCE 6 HOURS--INT MTR SPTS ASSOC--RIVERSIDE
- T 10 --INTERNATIONAL RACE OF CHAMPS--IROC #4 --BROOKLYN MICH
- 11--NASCAR WINSTON GRAND NATIONAL-- CHAMPION SP 400 --BROOKLYN MICH
- 10,11--SOLO 2 DIVISIONAL --SUSQUEHANA REGION --HARRISBURG, PA
- 17,18--NARRC REGIONAL RACE--NEW YORK REGION--BRIDGEHAMPTON
- 17,18--SKIP BARBER SERIES RACE EAST--GLEN REGION --WATKINS GLEN
- 17,18--SCCA DRIVERS SCHOOL --MAHONING VALLEY RE--NELSON LEDGES
- 17,18--NASCAR NORTH GRAND NATIONAL --NEW ENGLAND REGION--BRYAR MSP
- 18--FORMULA 3000 CHAMPIONSHIP--OSTERREICHING
- 18--AUSTRIAN GRAND PRIX--OSTERREICHING
- 18--CART INDY CAR RACE 500 MILES--CART --POCONO
- SCCA VW GOLF GTI CUP RACE - GO, HACKERS! --POCONO
- 18--WCAR PRO FORMULA ATLANTIC - TENTATIVE --SEATTLE
- 18--SCCA PRO SPORTS RENAULT RACE--WEST --SEARS POINT
- 24 --NASCAR WINSTON GRAND NATIONAL-- BUSCH 500 --BRISTOL
- 24,25--NATIONAL RACES --GLEN REGION--WATKINS GLEN
- SCCA BENDIX TRANS AM RACE --GLEN REGION--WATKINS GLEN
- SCCA BOSCH SUPER VEE RACE --GLEN REGION--WATKINS GLEN
- 25--CAMEL GT 500 MILES --INT MTR SPTS ASSOC--ROAD AMERICA
- KELLY AMERICAN CHALLENGE --INT MTR SPTS ASSOC--ROAD AMERICA
- CHAMPION SPARK PLUG 100KM --INT MTR SPTS ASSOC--ROAD AMERICA
- 25--DUTCH GRAND PRIX--ZANDVOORT
- 25--FORMULA 3000 CHAMPIONSHIP--ZANDVOORT, HOLLAND
- 31--S2--DOUBLE MARRS REGIONAL RACES--WASHINGTON DC REGN--SUMMIT POINT

Mohawk-Hudson Region SCCA

AUG 31-PLAYBOY 2x4 HRS OF ENDURANCE-NEW ENGLAND REGION-LIME ROCK PARK
 2-NATIONAL RACES -NEW ENGLAND REGION-LIME ROCK PARK
 -SOCA VW GOLF GTI CUP RACE - GO, HACKERS! -LIME ROCK PARK
 A30, 1-TRANS-AM RACE -TROIS CINQON REGN-THREE RIVERS
 -SOCA PRO SPORTS RENAULT RACE- ATLANTIC -THREE RIVERS
 -CANADIAN TIRE FF2000 CHALNG - -THREE RIVERS
 -BCAR PRO FORMULA ATLANTIC - -THREE RIVERS
 1-WORLD ENDURANCE CHAMPIONSHIP- -SPA
 1-CART INDY CAR RACE - CART -MID OHIO
 -SOCA BOSCH SUPER VEE RACE - -MID OHIO
 1-NASCAR WINSTON GRAND NATIONL- SOUTHERN 500 -DARLINGTON
 7, 8-NYSRRC REGIONAL RACE-FINGER LAKES REGN-WATKINS GLEN
 9-NORRDIC POINTS CUTOFF
 7, 8-CART INDY CAR RACE - MOLSON INDY -SANAIR, QUEBEC
 -SOCA BOSCH SUPER VEE RACE - -SANAIR
 7, 8-SKIP BARBER SERIES RACE MWST- -ROAD AMERICA
 8-SOCA BENDIX TRANS AM RACE - -MOSPORT
 8-WCAR PRO FORMULA ATLANTIC - -PORTLAND
 -SOCA PRO SPORTS RENAULT RACE- ATLANTIC -MOSPORT
 8-CAMEL GT 500 KILOMETERS -INT MTR SPTS ASSOC-POCONO
 -KELLY AMERICAN CHALLENGE -INT MTR SPTS ASSOC-POCONO
 -CHAMPION SPARK PLUG 100KM -INT MTR SPTS ASSOC-POCONO
 8-ITALIAN GRAND PRIX- -MONZA
 8-NASCAR WINSTON GRAND NATIONL- WRANGLER 400 -RICHMOND
 14,15-NERRC #6 & #7 REGIONAL RACES-NEW ENGLAND REGION-BRYAR MSP
 14,15-ISRRC REGIONAL RACES-STEEL CITIES REGN -NELSON LEDGES

15-SOCA BENDIX TRANS AM RACE - -ST LOUIS
 -SOCA VW GOLF GTI CUP RACE - GO, HACKERS! -ST LOUIS
 -SOCA PRO SPORTS RENAULT RACE- MIDWEST -ST LOUIS
 15-WORLD ENDURANCE CHAMPIONSHIP- -BRANDS HATCH
 15-FORMULA 3000 CHAMPIONSHIP- -MUGELLO, ITALY
 15-FIRESTONE ENDURANCE 12 HOURS-INT MTR SPTS ASSOC-ELKHART LAKE
 15-NASCAR WINSTON GRAND NATIONL- DELAWARE 500 -DOVER
 15-SOCA CAN-AM RACE- -MOSPORT
 19,22-SOCA SOLO 2 NATIONALS - -SALINA, KANSAS
 20,22-VINTAGE FALL FESTIVAL - -LIME ROCK PARK
 21,22-NYSRRC REGIONAL RACE-GLEN REGION -WATKINS GLEN
 21,22-SOCA DRIVERS SCHOOL -WASHINGTON DC REGN-SUMMIT POINT
 21,22-SKIP BARBER SERIES RACE EAST- -MID OHIO
 22-CART INDY CAR RACE - CART -MICHIGAN IS
 -SOCA BOSCH SUPER VEE RACE - -MICHIGAN IS
 22-NASCAR WINSTON GRAND NATIONL- GOODY'S 500 -MARTINSVILLE
 28-NARRC REGIONAL RACE-NEW YORK REGION-LIME ROCK PARK
 27,29-PLAYBOY 24 HOUR OF ENDURANCE- -MID OHIO
 -SOCA VW GOLF GTI CUP RACE - GO, HACKERS! -MID OHIO
 -SOCA PRO SPORTS RENAULT RACE- MIDWEST -MID OHIO
 28,29-SKIP BARBER SERIES RACE MWST- -ROAD AMERICA
 29-SOCA CAN-AM RACE- -SEARS POINT
 29-SOCA BENDIX TRANS AM RACE - -SEARS POINT
 -WCAR PRO FORMULA ATLANTIC - -SEARS POINT
 29-CAMEL GT 500 KILOMETERS -INT MTR SPTS ASSOC-WATKINS GLEN
 -KELLY AMERICAN CHALLENGE -INT MTR SPTS ASSOC-WATKINS GLEN
 29-NASCAR WINSTON GRAND NATIONL- HOLLY FARMS 400 -NORTH WILKESBORO

Mohawk-Hudson Region SCCA

CATCHPOLE
BARRY FOLEY



MEMORIES OF THE MEADOWLANDS INDY CAR RACE (own)

Videorecorder set to get great TV coverage. NBC's better than ABC.
My ride is 1 hour late and it's raining. Maybe I should stay home.
Eyes peeled for deer on the Taconic.
Over the George Washington Bridge to the maze in NJ.
The search for the motel in beautiful Secaucus.
The beds have an unusual slope and cigarette holes in the sheets.
Saturday is cloudy but no rain!
I have the pit next to Guererro's. Opportunity to take pictures of Katy.
Roberto crashes his backup, they pack up, bye bye Katy!
Fighting the firemen over the extinguishers. They win. (I'm easy)
If they have the bottle, I may as well check out the Hospitality tents.
Gee, they have free programs, soda, orange juice, liquor, and shade!
Great Kelly Girl races. Buddy Norton does well.
Debbie (Di——) Koval getting driver's autographs.
Lee (Puppydog) Russell getting driver's autographs.
The DRIVERS say "Thank You" when you get their autograph (except Mario).
I say hello to Bruno Jack O'Malley and wish him luck.
Dinner at the ribs place with Joby and Company.
Nancy, our waitress. Legs, the other table's waitress.
Onion Loafs. Baby Back ribs. Getting the order straight.
Sunday's weather is even better! I'm glad I came!
A.J. is in a good mood. Lee gets his autograph.
I tell Lee who Linda Vaughn is and he gets her autograph.
Interesting Skip Barber FF race. John Fergus got inched out.
Great Super Vee race, mostly. The crowd "BOO'S" Malcom on the restart.
Security people standing in front of the photographers at victory stand.
Spraying champagne moves them.
The Indy Car race.
Make sure a Fireman has my bottle.
Check out the corporate suites for room to watch.
US Can looks good, up we go. Great view from here!
Listen to the race on my radio, watch in person and on TV.
Free soda, comfortable chair, in the shade overlooking the pits.
NBC inserts interesting piece on fighter soaking face in pickle juice.
How appropriate. NBC is now right up there with ABC in race coverage.
Now, for a change, back to the race.
TV mentions Cristie Brinkley is in Penske pits. LET'S GO!
Momento US Can Meadowlands GP empty 1 gallon paint can.
Thru the security goons, there she is!
Who's that short guy? Who's that tall girl? Take her picture anyway.
There's Cristie! Holy Chamolies!
Lee gets her autograph. Take pictures. I get her autograph.
She Smiles. My whole body tingles.
My weekend is made!
Lee says tall girl is Susan Anton. Who cares?
TV (NBC) pre-empt's the end of the race to hostage announcement.
Glad I was there or I'd still not know who won.

MEMORIES OF THE LIME ROCK CAN-AM (own)

Thursday was fun. Good 1 hr race, "interesting" 6 hr.
Big Al says "Never Again".
Trashed cars everywhere. Why don't they just give them away?
Horst Kroll's girlfriends sunbathing.
Friday I have to work at GE. Hot humid day. Air conditioned office.
Saturday also hot. 30 lap National Races. Dust in the air. Sore eyes.
Red flag in the FA, FC, CSR, S2000 race. Un-needed. Hyper flagger.
Behind schedule.
John Kelly leading EP race. Looks like a shoe in. Expires 5 laps to go.
Bill Troop wins. Crew overjoyed. Bill overjoyed. Very hot out.
Good FF race, some threatening clouds. We predict rain in the future.
Grid the Can-Am. Rain looks to be within the hour.
I'm working Pit-In. Good spot to watch the race and listen to the radio.
Try to get WLRP on my radio, all I get is lightning static. Not good.
I put on my rain jacket. Some optimist. Just realistic.
The race starts. VROOM, VROOM!
The thunder starts. BOOM, BOOM!
The sky gets dark. The rain starts.
The sky turns BLACK. The rain is harder.
The course goes black, all cars return to the pits.
Orange gloves waving, I direct all cars into the pits.
No cars on course now, I head to the shelter of the tech inspection shed.
It's a monsoon now. Crews are scrambling to install rain tyres.
A river is flowing thru the tech shed. The crews and drivers are soaked.
After about 40 minutes, it's only just raining now.
The teams take a vote, either a 5 or 15 minute race (it's going on 5pm). 15
minutes wins, the Can-Am will be shorter than the National races!
Grid Marshals gridding in the rain. Wanna work pits, Dave?
Re-Start.
Bruce MacInnes shows his stuff, starts 4th, takes the lead thru big bend.
ON THE OUTSIDE!
After 10 minutes, the track drying, Bruce still winning.
Local hero wins, track fairly dry, Registry demands wets for vees.
Dana finds the wet look very attractive.
Vees race till 5:55. Jon VanDeCar (Mo-Hud) wins good battle.
SSS runs 20 lap National after 6pm. History is made.
Rain has stopped, temperature in 60's. Dry shoes. 4 Brothers.
Long ride home. Sleep. Awake(?) at 6:45 for French GP. YAY NELSON!
Sleep thru Cleveland CART race. Glad for Videotape. YAY LITTLE AL!
Why can't ABC, NBC and CBS have coverage this good?
Next Saturday, Lime Rock Regional, New England Region.

LIME ROCK REPORT (own)

The inside story on the Labor Day weekend, concerning the Playboy series race, is that the original 6 hour enduro for all classes is replaced by two separate 4 hour races. The first, running from noon Saturday to 4:30 is for classes A, B and C, and the second, running from 4:30 to 8:30pm is for the GT cars. Concern is for the timing and scoring personell being able to handle the umpteen entrants every 65 seconds or so. See you there!

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 ** P P P P P I I I I I O O O O O N N N N I I I I I O O O O O AUGUST 4th **
 ** P P P P P I I I I I O O O O O N N N N I I I I I O O O O O CLARK'S HOUSE**
 ** P P P P P I I I I I O O O O O N N N N I I I I I O O O O O HARTWOOD ROAD**
 ** P P P P P I I I I I O O O O O N N N N I I I I I O O O O O LEE, MASS. **
 ** P P P P P I I I I I O O O O O N N N N I I I I I O O O O O 413-243-3433 **
 ** P P P P P I I I I I O O O O O N N N N I I I I I O O O O O 11:00 AM - ? **
 ** P P P P P I I I I I O O O O O N N N N I I I I I O O O O O FEE=\$1/adult**
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WHAT'S WRONG WITH ROAD RACING? (cwn)

There's obviously something wrong with our sport. On July 13th I went to the New England Region's regional race at Lime Rock and, along with about 23 paying spectators, watched some exciting and some not so exciting racing. After a day standing in the sweltering heat working the pits, I went to the 6 o'clock (known to all other regions as the BEER party) to have a cool SODA since New England Region no longer trusts it's volunteers with alcoholic beverages, but that's the subject of another column in this newsletter. From this well attended and rather boistrous group, Lee and Marilyn Gould, Dave Cobb, Sandy and myself left to meet Eric Weiss (who skiped this gathering) and Pete and Carol Nixon at Lebanon Valley Speedway in Lebanon NY. LVS is a dirt oval track, the length of which escapes me, but must be about a half mile or so. We got there at 8pm parked in the overflow area of the parking lot, and paid our \$5.50 at the ticket booth where a sign read "standing room only". Kids are \$2 and there were a lot of them around. Whole families come to Lebanon Valley. They can afford to. The kids enjoy it as much as the parents, although some are asleep before the night's over. There are lots of grandstands, some of which are designated "family". On the adjenda was a full range of stock cars, from street stock thru 320 and full modifieds PLUS a demo derby with about 40 cars as the finale. All races paid prize money. All cars had sponsor's names painted on them. That particular race night was sponsored by Freihooffers bakery. I think every event there is sponsored by some company. There's a stockcar race every Saturday night, ATV races Wednesday, Drags on Thursday and Sunday, all sorts of special events, the schedule is in the June KO.

The big question is: What can be done to make the events at LRP this popular? The first thing is to drastically lower prices to the non-professional events. They don't cost much to put on. Even if the track has to loose money, it's getting people exposed to racing and maybe they'll spring the big bucks for the pro events. I cannot get my never been to LRP friends to pay \$10 for a Regional.

One of the best ideas I have heard, mostly for the recruitment of race workers, is to have some people designated to tour potential workers through the specialties. They would spend the day traveling to the various specialties in the hopes of finding something that interests them. This would involve publicity and organization that is not in place, but I believe it to be worthwhile and hope someone picks up on it.

HACKER REPORT (cwn)

Plans are in the works to install my video system in the Hacker Racing entry at the Playboy 6 hour (now billed as two 4 hour events, hopefully on two separate days!) event at Lime Rock on Labor Day Weekend. The only problem will be in watching it afterwards.

FOR SALE: Race IT-B in the 1983 & 1984 VW Cup championship winning 1982 VW Rabbit. Comes complete with Cromoly cage. Race ready, only \$6500.

EXTRAS. EXTRAS. EXTRAS. EXTRAS. Including 1983 white body (bare body, never on a vehicle), wheels, etc. Enough to make another car. Make an offer on each item. VW Rabbit engine \$1500.

SERVICES AVAILABLE. SERVICES AVAILABLE. Race and School rentals starting at \$500. Personal instruction by the 1983 & 1984 VW Rabbit Bill Stein, Cup Champion, our own Paul Hacker, available on selected dates.

For any or all of the above, contact Paul Hacker Racing, 73A Whitney Drive, Valatie, NY, 12104.

OR, Race IT-B with a 1977 VW Rabbit. Race ready, only \$3500.

CONTRIBUTORS WANTED! (cwn)

Thanks to my Atlanta corespondent, Bruce Crawford, for the article from the Atlanta Journal concerning the purchase of the Road Atlanta track. Bruce is the Chief of Pits for Atlanta Region.

The annual picnic will be held August 4th at the home of Clark Nicholls in Lee, Massachusetts. Green flag at 11:00AM. On the adjenda are Volleyball, Badmitten and softball with food and drink for the whole family. As expected, racing videotapes will be available, including the 1983 and 1984 CSFRR and various other events, including some in the pit shots at the one and only Dallas Grand Prix. Last year's picnic a fantastic one, don't miss this year's! The picnic will be combined with Berkshire Motor Sports Club, so the attendance should make for good volleyball competition! If there is enough response, we will resurect a tradition from the past of having a flea market at the picnic. Bring your unwanted but valuable car parts and paraphernalia and barter among friends. If the interest is there, I will even get a newspaper ad for a Tag sale! Let's hear it! Additional lawn games welcome! There is a softball field down the street. You may wish to bring your lawn chairs or blanket along also. The nominal fee is \$1 per person 13 or older. Everyone is welcome, bring your friends and neighbors. Hamburgers and Hotdogs will be provided, as will beer, soda, chips and some other munchies. Caseroles, baked beans, salads and deserts are up to the participants. In other words, please bring something to share with others.

Here's the directions to the house:
 Take I-90 to the Lee exit, #2, of the Mass Turnpike. Turn right onto Rte 20 (designated as West, towards Pittsfield and Lee).
 In about 0.2 mile, just ACROSS from the Burger King on Rte 20 in Lee, turn Right onto Fuller Street. You are 1.6 miles from the house. This is the first right possible once you are on Rte 20. If you get to the Friendly's Restaurant, you went too far.

At the end of Fuller Street, which happens to be the first opportunity to turn (don't go straight into the cemetary), turn LEFT on Greylock and take your first RIGHT (at the stop sign) onto Maple Street.

At the end of Maple, turn LEFT onto East Street.

At the crest of the first small hill, turn LEFT on Hartwood Road. There is a street sign. This is the first opportunity to turn Left. The house is brown with white trim, a two car (not big enough) garage. and is on the left side of the street, 6th or 7th house. If you get to the dead end, you went too far!

Hope you can make it!


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NOTES TO AREA PIT OFFICIALS (cwn)

First of all I'd like to thank all of you who worked the Mo-Hud Driver's School and Regional Race July 19th and 20th. Ten Pit Marshals for a school and 16 for the Regional must be a record! Also of note is the attendance by the Chief Pit Marshals of New York, New Jersey and New England Regions (I know, New England's Chief is a member of Mo-Hud)!

Thanks especially to Eric Weiss who was Chief on Saturday. Those Friday events can really tire you out! We had some first timers and lots of old timers. It takes events like this to prove that the more marshals you have the more fun it is. All Pit and Paddock disasters (oil spills and fires) were handled in a fashion to make even a steward proud! A couple of oil spills were handled from the exit of turn 11 to the start of turn 2! Lucky LRP had a stout supply of cement! I understand a move is in the works to eliminate all air cooled Porsches and Fiats from competition. Boy, that MG-B blew up good!

Northern New Jersey Region AND New England Region have now made it official and have both adopted the color code of Mohawk Hudson Region for Pit officials. White trousers (pants) are still the rule, but white shirts are to be replaced with LIGHT BLUE. Navy blue is not acceptable. Note that if the weather is cool, light blue sweaters, jackets, etc, are the preferred color.

Lunch at the August 10th Trans Am will be available for Pit and Grid workers for a \$2 donation. This will consist of Hamburgers and Hotdogs and potato and macaroni salads. Soda will also be on the menu. Present plans call for an excursion to Tanglewood, in Lenox, Mass, Friday nite for an evening concert and picnic on the lawn. Those interested should contact CWN for details. See Tanglewood schedule elsewhere in this issue for program. The Friday program, starting at 7pm, features Schubert, Schumann and Shostakovich. There is a possible return excursion on Sunday, August 11th. The Sunday program is all Mozart.

Bonnie is in search of marshals for the Labor Day weekend, especially Saturday with the two enduro's lasting into the night. See her flyer elsewhere in this issue.

If you're wondering just which events you are welcome to work, virtually all Lime Rock events are open to Mo-Hud Pit Marshals, so come on down! Be it a Regional Race, Driver's School, or Pro event, we are always welcome and are the mainstay of all the other Region's events. I'll be there, hope you will too!

Thanks again to the people who worked the Mo-Hud Driver's School and Regional Race.

MOHAWK HUDSON REGIONAL DRIVER'S SCHOOL AND RACE (cwn)

A hearty thanks to all who helped defray the cost of putting on the chili for everyone after the school Friday. It is heartwarming to know that there are others who share my feelings concerning this tradition that almost didn't survive. While most individual contributions were made during the serving of the chili itself, via an empty chili can soliciting such donations, several sizeable ones were made by mail. Much to my surprise, one such was made by a couple who recently joined Mo-Hud but were unable to attend! Again, my thanks. With your support I will be willing to do it all again!

One interesting point of the whole thing was the reaction of the people to Dave Lyon's Force 9 chili. Of the people who were brave enough to try it, most returned for refills of the milder blends saying it was too spicy, but there were a few who returned for more, questioning my HOT rating. Never can tell. Thanks el Mucho for your contribution, Dave.

Walt Huber also donated some excellent home brew, as did Jean Hacker and Mary Cameron. These made it to the tasting public as blends of various chili's. Sure made the canned stuff taste better!

UPCOMING LOCAL EVENTS (cwn)

EMPIRE MOTOR SPORTS CLUB in Albany is having a Rallye on Sunday afternoon, September 29th, starting at the Pyramid Mall just east of Saratoga Springs, NY. It will be about 90 to 100 miles in length. Speeds will be brisk with lightly trapped route instructions.

BERKSHIRE MOTOR SPORTS CLUB in Pittsfield will hold it's annual Halloween Rallye on Saturday Nite, November 2nd. This is an annual fun event that usually gets a good turnout. Questions are usually answered along the route along with little gimmicks at each checkpoint. Fun for the whole family, child or adult!

Note to other clubs receiving this newsletter: If you are not now sending YOUR newsletter to me, I am unable to help in publicising your events. At present, I receive only EMSC, BMSC, NYR SOCA, NNUR SOCA, NER SOCA, LVR SOCA, AtLR SOCA and RPI's RSCA. Several area clubs are really missing out, such as two area Triumph clubs (Mass and NY), etc. Area clubs should at least reciprocate in sending newsletters!

ADDRESS CHANGES (cwn)

Due to recent changes in postal rules, if you move and the KO is addressed to your old address, it will not be forwarded but will be returned with your new address noted on the front. This procedure costs the Region nothing, but it does mean that you will not receive that issue. The point is, please notify me of address changes in advance. Thank You.

MEMBERSHIP DUES, SOME ARE OVERDUE! (cwn)

The new Regional dues schedule is as follows. Regular member \$10, Spouse member \$5 (same), Junior member \$10, Family membership \$15 (same as a regular and a spouse). National dues remain at \$35.

Dues due and overdue dues due belong to the following. Associate members John Fergus, John Flowers, Regina Grego, Dave Lyons and Scott Robbins. Send your Regional Associate dues (\$10) to Clark at your earliest convenience. Thanks.

Mohawk Hudson Region SCCA

SCCA NEDIV Race Control Newsletter
From: Bette French Divisional Administrator

Summer 1985 volume 1 number 1

Greetings to all faithful NEDIV Race Control Workers. In an effort to keep in touch with each of the people in the various regions in NEDIV, I have decided to institute a long overdue newsletter. As we all realize, this crazy avocation that we all share tends to consume time at a rate approaching the speed of light at this time of the year. The intent of the newsletter is to provide a communications vehicle for you to use to gain insight into the procedures used by regions other than your own. It is intended to be used in order to share ideas, comments, etc. please keep me informed as to what your needs and/or concerns may be. Any contributions of material will be gratefully accepted.

During the course of the race season, I plan to attend as many of the events that time and budget will allow. Please bear in mind that if there is a New England event scheduled for a particular weekend, I best be there or I will be recruiting an entire new slate of Grid Workers (I have already been warned, threatened or whatever other term you would care to apply). I do plan to attend the Northern New Jersey National/Can Am weekend at Lime Rock over the 4th of July; the Mo-Hud regional at Lime Rock on the 20th of July; the Glen Region National at the Glen on the 24th and 25th of August; others as constraints permit. If I am unable to make an event that your region is sponsoring this year please be patient, I am not ignoring you, I will make them priority next year.

Jack Burrows of DC Region has included me on his mailing list for his Pit newsletter, thank you Jack. He has put forth a request for workers to come out and have fun with his crew at Summit, if you feel as though you would like to participate, I am certain that you would be more than welcome. I would like to see many of our licensed workers try participating at events other than the ones that are in their immediate area, it is a great way to meet new people, to see what techniques work for other regions, and to share your knowledge and expertise with them. If you need a contact name or address contact me, as I have you all on file on my trusty little computer disk.

Hope to meet many of you during the course of this racing season, in the meantimeif you have any comments, questions or concerns about Race Control please feel free to contact me.

***** Until next time.

BETTE

PIT WORKERS

These are the days
for all good workers to come
to the aid of the PITS!!!

August 3,4	Double NERRC Regional	Bryar
August 30,31	Playboy 6 Hour Enduro	Limerock
September 2	National Race	Limerock
Sept 14,15	Double NERRC Regional	Bryar

I must know if you plan on attending Labor Day
(Please check the appropriate boxes)

FRIDAY (practice & qualifying, all races) []
SATURDAY (Enduro) []
MONDAY (Can Am, Bunnies, National) []

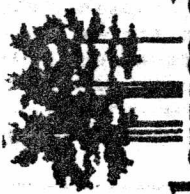
Name: _____

License: _____

Send to the address on back or call: (914) 762-5527

38 1/2 WALDEN RD A1-5 OSSINING, NY 10562

Bonnie



Tanglewood... A Summer Alive With Music

AUG 9 7:00 PM, SHED
PRELUDE
Members of the
BOSTON SYMPHONY ORCHESTRA
Program to be announced
9:00 PM
BOSTON SYMPHONY ORCHESTRA
KURT MASUR, conductor
YO-YO MA, cello
SCHUBERT Symphony in B minor,
'Unfinished'
SCHUMANN Cello Concerto
SHOSTAKOVICH Symphony No. 1

AUG 10 10:30 AM, SHED
OPEN REHEARSAL (Sunday program)
8:30 PM
BOSTON SYMPHONY ORCHESTRA
KURT MASUR, conductor
EMANUEL AX, piano
PROKOFIEV 'Classical' Symphony
BEETHOVEN Piano Concerto No. 3
KODALY 'Háry János' Suite

AUG 11 2:30 PM, SHED
BOSTON SYMPHONY ORCHESTRA
KURT MASUR, conductor
YUZUKO HORIGOME, violin
ALL-MOZART PROGRAM
Divertimento No. 11 in D, K.251
Violin Concerto No. 4 in D, K.218
Symphony No. 36, 'Linz'

AUG 16 (NO PRELUDE)
8:00 PM, SHED
BOSTON SYMPHONY ORCHESTRA
SELI OZAWA, conductor
EDITH MATHIS, soprano
CAROLYN WATKINSON, mezzo-soprano
KEITH LEWIS, tenor
ANTHONY ROLFE JOHNSON, tenor
BENJAMIN LUXON, baritone
RICHARD STILWELL, baritone
TANGLEWOOD FESTIVAL CHORUS,
JOHN OLIVER, conductor
BOSTON BOY CHOIR,
THEODORE MARIER, director
Stage direction: DAVID KNEUSS Design: JOHN
MICHAEL DEEGAN and SARAH G. CONLY
BACH 'St. Matthew' Passion

AUG 17 10:30 AM, SHED
OPEN REHEARSAL (Sunday program)
8:00 PM, SHED
BOSTON SYMPHONY ORCHESTRA
SELI OZAWA, conductor
EDITH MATHIS, soprano
CAROLYN WATKINSON, mezzo-soprano
KEITH LEWIS, tenor
ANTHONY ROLFE JOHNSON, tenor
BENJAMIN LUXON, baritone
RICHARD STILWELL, baritone
TANGLEWOOD FESTIVAL CHORUS,
JOHN OLIVER, conductor
BOSTON BOY CHOIR,
THEODORE MARIER, director
Stage direction: DAVID KNEUSS Design: JOHN
MICHAEL DEEGAN and SARAH G. CONLY
BACH 'St. Matthew' Passion

AUG 18 2:30 PM, SHED
BOSTON SYMPHONY ORCHESTRA
KURT MASUR, conductor
ANDRÁS SCHIFF, piano
SCHUBERT Overture to 'Rosamunde'
GRIEG Piano Concerto
BRAHMS Symphony No. 2

AUG 23 7:00 PM, SHED
PRELUDE
TANGLEWOOD FESTIVAL CHORUS,
JOHN OLIVER, conductor
Program to be announced
9:00 PM
BOSTON SYMPHONY ORCHESTRA
MICHAEL TILSON THOMAS,
conductor and pianist
COPLAND 'Appalachian Spring'
(commemorating the composer's
85th birthday)
GERSHWIN Rhapsody No. 2 for piano
and orchestra
BARTÓK Concerto for Orchestra

AUG 24 10:30 AM, SHED
OPEN REHEARSAL (Sunday program)
8:30 PM
BOSTON SYMPHONY ORCHESTRA
MICHAEL TILSON THOMAS, conductor
CHOL-LANG LIN, violin
MOZART Symphony No. 34
STRAVINSKY Violin Concerto
BEETHOVEN Symphony No. 8

AUG 25 2:30 PM, SHED
BOSTON SYMPHONY ORCHESTRA
SELI OZAWA, conductor
ERIE MILLS, soprano
JOHN ALER, tenor
HÅKAN HAGEGÅRD, baritone
TANGLEWOOD FESTIVAL CHORUS,
JOHN OLIVER, conductor
BOSTON BOY CHOIR,
THEODORE MARIER, director
STRAUSS 'Don Juan'
ORFF 'Carmina Burana'

AUG 30 7:00 PM, SHED
PRELUDE
EMPIRE BRASS
Program to be announced
9:00 PM, SHED, RECITAL
ITZHAK PERLMAN, violin
SAMUEL SANDERS, piano
Program to be announced

AUG 31 10:30 AM, SHED
OPEN REHEARSAL (Sunday program)
8:30 PM
BOSTON SYMPHONY ORCHESTRA
SELI OZAWA, conductor
MAHLER Symphony No. 9

SEPT 1 2:30 PM, SHED
BOSTON SYMPHONY ORCHESTRA
SELI OZAWA, conductor
ITZHAK PERLMAN, violin
ALL-BEETHOVEN PROGRAM
Violin Concerto
Symphony No. 7

AUG 27 TUESDAY
TANGLEWOOD ON PARADE

Afternoon events beginning at 2:30 PM (Gates open at 2:00 PM)
GALA CONCERT AT 9:00 PM, SHED

BOSTON SYMPHONY ORCHESTRA
TANGLEWOOD MUSIC CENTER ORCHESTRA
BOSTON UNIVERSITY TANGLEWOOD INSTITUTE YOUNG ARTISTS ORCHESTRA
Program to include TCHAIKOVSKY Violin Concerto

Ambitious Leons buy Road Atlanta, pledge to renovate facilities

By Thomas M. Stinson
Staff Writer

BRASELTON, Ga. — With a pledge to transform the facility into "the premier road racing course in the United States," twin brothers from Texas announced Wednesday they had purchased Road Atlanta, the 13-year-old hillside track located 40 miles north of Atlanta.

Last Friday Art and Al Leon signed a deal for the Hall County race course, terminating the hot-and-cold ownership of another pair of brothers, Bill and Don Whittington, who had operated the track since 1978.

The purchase price was not released, although estimates for the 2.52-mile track and surrounding grounds approach \$2 million. The Whittingtons paid \$1.5 million for the plant seven years ago.

The Leons, who own a construction firm in Dallas, have long been active on the International Motor Sports Association (IMSA) racing circuit, which stages races annually at Road Atlanta. The Leons became familiar with the track by racing here, and negotiations with the Whittingtons started over a year ago. Promising not to be absentee owners, the Leons have set in place a company, Group West/Atlanta, Inc., to operate the facility.

"We thought we'd go ahead and buy the place and then we could race around the track as many times as we like and not have to write a check for it," Al Leon said.

The new ownership has put an emphasis on improving both the facilities and the events staged at the course. Al Leon (brother Art could not attend the announcement ceremony) listed projects to benefit spectators at the course but also said he plans to explore bringing the NASCAR and CART circuits here.

CART may well be ready to test the Atlanta market again after a two-year absence. The Indy-car circuit will run seven races on road courses this year, including one at the Mid-Ohio Sports Car Course in Lexington, Ohio. Leon said Wednesday he hoped to build an operation at Road Atlanta similar to the one at Mid-Ohio.

But luring NASCAR to Road Atlanta could be difficult. Starting in 1987, NASCAR will begin a new classification of racing, running smaller cars more tailored to road courses. Road Atlanta could possibly land a date in the new classification if any forthcoming events do not conflict with NASCAR events previously scheduled in the Atlanta area.

"The thing we've got to take into account is that the Atlanta market already supports two races," said Les Richter, NASCAR's vice president for planning and development. "We have a congested schedule right now. I'd say that one, we are flattered that the new management at Road Atlanta is interested in a NASCAR race, but that pursuing it is a highly futuristic endeavor. NASCAR has two highly successful races every year at Atlanta International Raceway."

Leon outlined an equally aggressive program for grounds improvement, ranging from general maintenance — "It's amazing what happens when you cut the grass and paint the place" — to constructing condominiums on the property.

At the top of the list is enlarging the track's seating capacity, now listed at 25,000, to perhaps 50,000 or 60,000. This would be done not only through the construction of new stands but by the terracing of several vantage points around the course, creating grass amphitheatres, as has been done at Road America in Elkhart Lake, Wisc. Also involved would be the bulldozing of several areas around the track to improve sightlines.

Although he termed Road Atlanta the "best track in America" for the drivers, Leon also went over a series of the improvements needed on the track. For safety's sake, several turns are to be patched, and he said he hoped to repave the entire layout within 12 to 18 months. Leon said he was also exploring the possibility of constructing 10-20 condos, either to be sold to various racing equipment companies or leased out by the track.

Said Leon, "I'm in the position that if something here is good for the community and it's good for the track, then it's good for me."

AUGUST 1985

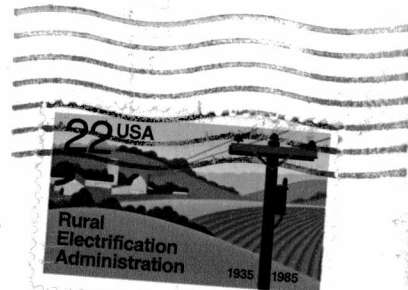
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