

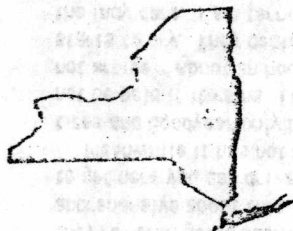
EARN MONEY AT OCTOBER⁷ AND NOVEMBER⁶ SCCA MEETINGS.
RAMADA INN WESTERN AVE ALBANY 7PM-10PM

DR. RICHARD ELLIS WILL PRESENT HIS "PROGRAM FOR DRIVER IMPROVMENT" AT THESE MEETINGS. ANYONE WHO ATTENDS WILL RECEIVE A 10% REDUCTION ON HIS NYS AUTO LIABILITY INSURANCE. IN ADDITION ANYONE WHO HAS MARKS ON HIS LICENSE WILL LOSE 3PTS. TUITION IS \$ 29. YOU SHOULD SAVE THREE TO FOUR TIMES THAT AMOUNT OVER THE NEXT 3 YEARS. WE ARE LIMITE TO 30 REGISTRANTS, TO REGISTER CALL JACK HANIFAN AT 518/438-3754. NEXT MEETING

WEDNESDAY OCTOBER 2nd 1985
RAMADA INN WESTERN AVE ALBANY
7PM

**Save Money! Save Lives!
Save Your License!**

We are vitally interested in helping you:
Reduce Auto Insurance Premium Costs,
Prevent Collisions and Save Your License



* Capital District

DTA PROGRAM FOR DRIVER IMPROVEMENT

\$SAVE
your dollars

QUESTION 1. Are you listed, or will you be listed in the next three years, as the "Principal Operator" on the liability insurance policy covering a New York State registered vehicle?

QUESTION 2. Have you been a licensed driver for less than three years?

QUESTION 3. In the past 39 months, have you been convicted of one or more of the following vehicle and traffic laws?
Driving while intoxicated or ability impaired by alcohol or other drugs?
Two or more traffic violations i.e. traffic signal, signs, or speed?

QUESTION 4. Have you been involved in any reportable motor vehicle collisions in the past 39 months which resulted in bodily injury, death, or damage of any property in excess of \$400?

QUESTION 5. Are you in the "Assigned Risk" Insurance Pool?

QUESTION 6. Have you taken a Department of Motor Vehicle approved Point/Insurance Reduction Program in the past three years?

\$SAVE
your license
\$SAVE
your life

If you answered "YES" to any of the first five questions, and "NO" to question 6, on average you are over-paying on your vehicle liability insurance premium by \$90 - \$150 over three consecutive years! That is the amount which you would save by "investing" \$29, once every three years, in the six clock hour Program for Driver Improvement.

Six-hour Program offerings:

The two-session, six hour Program for Driver Improvement is offered on a continuous basis in a class size of 20-30 pre-registered persons; separated into two consecutive three hour weeknight sessions, or one all-day Saturday six-hour session.

Program Fee:

The regular Program fee is \$29 and it is usually saved in the first of three consecutive years of 10 percent premium savings!

OCT 2 MEMBERSHIP
NOV 6 MEETINGS!

Contact:
Dr. Richard D. Ellis
Program for Driver Improvement
(518) 765-4011

A DEPARTMENT OF MOTOR VEHICLE APPROVED
SIX-HOUR POINT/INSURANCE REDUCTION PROGRAM
FOR DRIVER IMPROVEMENT

Camping and Pro golf or how I spent my summer vacation. by Jack Hanifan

I must say that I really enjoyed my vacation this year. I had planned on spending a week camping at Fish Creek Ponds, but my plans were changed when Paul Hacker asked me to do him and Kari a favor. Paul and Kari were racing on the west coast (Riverside) and had to be at Pocono the following weekend. They had a rental deal worked out on their back-up car and Paul asked me if I would tow the car to Pocono on Friday and bring Jeanne and the kids along. There was an Indy car race on Sunday so this sounded like fun so I agreed. Lisa, TJ and I took off for Fish Creek on Sunday with my friend's (and attorney) speedboat in tow. The weather was fantastic, we had five beautiful days of fishing, swimming and boating. I managed to read YEAGER, which I highly recommend. On Thursday we took off for Albany, with a short stop at Lake George to drop off the boat. Thursday night I met Jeanne at Karl's and loaded the #1 Golf on to John Sheridans trailer and we agreed to meet at 5am so that we would make the first session Friday morning.

At 5am Jeanne arrived and the six of us were on our way (3 adults, 3 kids). Our first problem was whether or not we should go down the Ho Chi Minh Trail, rt. 209 or go via Scranton. In case you are not aware the Ho Chi Minh is closed to commercial traffic. I decided that since I had passenger car plates on the van that we would take 209 since it is shorter and avoids two very large hills. I had not been down 209 since they started their ban on commercial traffic. We kept passing omnibus signs pronouncing that all commercial traffic was banned on 209 etc. I was still a little surprised when we reached the "Guardhouses" and sentries but I drove straight past expecting to be chased at any moment by one of Pennsylvania's finest. After about 15 minutes of watching my rearview mirror for flashing lights I figured we were safe. I 80 was all construction-one lane - and I made my first mistake about 15 miles from the track when I decided I could not go all the way on one tank and got off to get gas. As we exited I realized that because of the construction there was no way to get back on at that exit. The guy at the Sunoco station said no problem, just go back one mile and get back on. One mile turned out to be seven and it was all one lane. We arrive at Registration 30 minutes behind schedule and leave registration an hour behind schedule. After being misdirected by several Rent a Cops we find the Golf enclave and find all of the drivers under the Hacker tent for a Drivers meeting. It had been raining all day and the forecast for the weekend was more rain. The Golfs had been out in the first session going over 110 mph in the rain. Some of the drivers were not very excited about going back out. I unload the car and try to keep dry. Paul comes over and says "Is your license current?" I thought he was talking about the van since I had reregistered it in Lake George on Thursday and had not yet put the sticker on the windshield. It

turns out he is talking about my Competition License. It seems that he and the renter can not agree on the terms so I can drive the car. I now find out that they are not driving on the road course but are using the oval, heck they're even going backwards. I am, too say the least, a little apprehensive about this, but Paul says "If you drove down the interstate to get here you can drive around the oval".

Meanwhile it has not stopped raining and everyone does not have rain tires and Goodyear only brought 12 of them. SCCA decides the race will not be held if it rains. Looking at the sky it seems that my pro debut will not arrive. About an hour before qualifying the sun comes out and the track starts to dry. They decide to send the Golfs out early to dry the track for the Indy cars. I am terrible in qualifying, I lose the draft early and I pit to find someone to hook up with. I come out behind the first car that comes around and try to work with him. I realize that I can go faster by myself. I end up 23rd out of 27. I cannot believe that there are people slower than myself. My average speed was just over 100mph. The next day in warmups I am a few miles an hour faster and realize the problems of the rev limiter. All by yourself 4th is the fastest gear on the track but if you are in a draft it is faster in 5th. The Golf has a Rev limiter which you do not reach in 4th unless you are in a draft. The first time I hit it by the time I shift I have lost the draft.

In amateur racing there are things we take for granted like Grid people to make sure you are buckled etc. The pros do not have this it is up to you. While waiting for the signal to go out a guy asks if I minded if he looked in the Golf, I said sure take a look and then I realized that it was Danny Sullivan.

Qualifying saw the 27 cars broken into 2 groups and Karl, Paul and I were in the first group. It turned out that all of the cars in the second group were gridded ahead of the first group. This meant that both Paul and Karl had lousy Grid positions.

On the start I could not see the flag and got a lousy start. I soon lost the draft and realized that would have to team up with the cars around me to get back to the main pack. Wrong- after 3 laps I realized that I could go faster by myself and started a vain effort to catch the 2 cars in front of me. They were working with each other and slowly but surely pulling away. After about 5 more laps I could see that one of them had lost the draft. I figured that I was gaining on him, and would probably catch him in about 25 laps. Unfortunately it was only a 20 lap race. Looking behind me I could see that the leaders were about to lap the pack that I had left. They were about the length of the back straight behind me. Then I got lucky the yellow came out, I slowed and the leaders came up behind me. As we passed Start/Finish the pace car came out and I had horrible thoughts about being at the front for the restart. Fortunately the pace car waved me by and I started the 3.3 mile dash to the rear of the field. As I went through turn one I saw why the yellow had come out. There were 2 cars off on the inside of the line and a third limping back to the pits. It took 2 laps to catch the field as we approached turn 2. I now realize that I have a

FROM THE RE...

a second chance. I decide that I am going to jump the start. Wrong again, by the time I am on the gas everyone else is on their merry way. The group in front of me spreads out and I pick up enough of the draft to stay with them. I start to pass a few cars but then I realize that they are the cars that were behind me before the yellow came out, I am not picking up any positions, just lapping cars. I get on Bob Busheys tail and we begin to pass a few more cars. I manage to go by Bob in turn 3 and he follows me through 1. We are going about 110mph and Bob begins to "Bump draft". Now I have read enough to realize that our cars will go faster if he continues to hit me in the rear but I am not sure that I want to do this. The amazing thing is that even at that speed the Golf is remarkably stable. As we come up on 3 I see another car off on the inside, it is Karl. Karl's rear has considerable damage. I later learn that Karl was passing two other cars on the outside when one of them, for no apparent reason, swerved in front of him. Karl had no place to go and ended up pivoting around the front of Mark Behms car at 115mph and backing into the inside wall. As we go through 3 Bob falls a few feet behind and I downshift to 4th. I pull away a few car lengths and he has lost my draft. We are now on the last lap and I manage to get under one more car in the last turn. The checker comes out and we begin the cool off lap. Not very many flaggers to wave to. They wave straight into the paddock. I get out of the car and tell everyone that Karl is OK, they had lost him on the radio. Hey where is Paul? Then I learn that I have missed seeing one of the great races of motorsports, while I was fooling around at the back of the pack, Paul had gone from 10th on the restart to FIRST at the finish.

All I can say is that it was fun. Thanks to Paul and Karl for the ride.

PS. I just got off the phone with Paul and he and Karl finished 3rd and 4th respectively at St. Louis. The string of 3 Hacker firsts in a row (karl,paul,paul) has ended. Paul still has the lead in the series points

WANNA BE AN OFFICER?
CALL DAVE McCLUMPHA. MANY
POSITIONS NEED NEW BLOOD, IDEAS,
ETC. DO IT TODAY ELECTIONS ARE
SOONER THAN YOU THINK!!

jack

The Race and School are now history. Once again Dave and I with a lot of help from our friends (most of you) pulled it off. I would like to thank everyone and I did make an effort to thank as many of you as I could at LRP. I know I will forget someone but here goes. All of the Specialty Chiefs, Sue Rogers, John Flowers Harry Whitton, Dick Bayer, Eric Weiss, Clark Nicholls, Marilyn Heacox, Tom and Dave Zabel and Melanie Corelle. Also a special thanks to John Sheridan, Pete Smith, Steve, Diane, Dave Lyons, Marianne Peet, Bette French, the Goulds, the Llewellyns, the Curleys, Connie Macintyre, Lisa & Denni, Iem Schrader, Marie Corrin and Bruce MacInnes, Skip Barber and Louise Richardson.

Entry at the School was low but the quality of instruction was high. Bruce did an excellent job, my only regret was that I had too much paper work to do and missed a lot of his presentation. All of the instructors did an excellent job. Bob Wright, Peter Kline and John Broadhurst have the FF and S-2000 down to a science. Lem did a great job with the SS and IT, until we moved Bill Boswell he was outnumbered 12 to 1. Old reliable Bob Claffie used his experience to guide the production cars and was ably assisted by Dave Riggi. The Race & School Reports gave all Specialties a good rating with the exception of Pre race planning but the Som had some bad information, besides Dave & I could care less since we were happy. Financially we were successful in that we did not lose money, much of this was due to the VOLUNTEER CHILI CHEFS notably Dave L. & Clark N.

Moving on to other things, Those of you who did not attend the last meeting missed a very interesting presentation. Dr. Richard Ellis gave a slide show on his PROGRAM FOR DRIVER IMPROVMENT. Dr. Ellis will be our speaker at both the October and November meetings. These meetings will start at 7pm and last until 10pm. Anyone who attends both meetings and registers for his course receives a mandated 10% reduction on his automobile liability insurance for the next THREE YEARS. For almost everyone this would a great savings over the \$29 dollar enrollment fee

I have already taken the course and truly enjoyed it. It is not what you would expect this type of course to be, also if you have any DMV points on your license this will remove 3 of them.

REGIONAL ELECTIONS (CWN)

The election of the state of Regional Officers will soon be upon us. If you are interested in becoming an elected officer, please contact Jack Hanfman or John Sheridan. Their addresses and phone numbers are on the outside cover and in the directory. I understand there will be several offices needing new faces as the present ones are in need of a well deserved rest. Let's hope there are enough capable members willing to fill these vacancies.

BMSC - HALLOWEEN FUN RALLYE

SUNDAY NOV 3 - Rtes 8+9 INTERSECT.

ALLENDALE (SEARS) SHOPPING CENTER

REGISTRATION 1:45 → 2:45 RAIN OR SHINE
FIRST CAR OFF 3:01 PM

BRING: FLASHLIGHTS, PEN or PENCIL
NOTEBOOK, WATCH, WARM CLOTHES

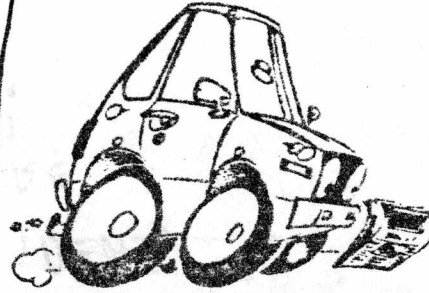
BRING EVERYONE! 45 CAR LIMIT
GET THERE EARLY!!

\$5.00 / CAR → BMSC MEMBERS
\$6.00 / CAR → MEMBERS OTHER CAR CLUBS
(SCCA, EMSC)
\$7.00 / CAR → NON MEMBERS

CALL: PAUL KOVACS (413) 443-4702 (W)
(518) 794-9004 (H)

ENDS AT AN EATERIE IN WEST
PITTSFIELD (FOR OUR N.Y. FRIENDS!)

**SUPPORT THE CLUBS -
WE WORK HARD FOR YOU!**



LYN IS BACK!!!

EXPLORER RALLYE

OCTOBER 6

Novice
TSD

REGISTRATION 12 NOON
FIRST CAR OFF 1:01 PM

BMSC MEMBERS \$5.00
OTHER CLUBS \$6.00
NO AFFILIATION \$7.00

ENDS AT BONANZA REST., COLTSVILLE
STARTS AT BOY SCOUT SERVICE CENTER,
DALTON, MASS (NEXT TO HIGH SCHOOL)
TAKE ROUTE 8 INTO DALTON. STRAIGHT ONTO
OLD WINDSOR ROAD

INFORMATION - LYN CAMIN (413) 499-0627
CLARK NICHOLS (413) 243-3433

NEXT RALLYE, NOV 3RD, HALLOWEEN (0-0-00044)

Jonnie's column

We are very pleased to be back in the Mo-Hud area! We arrived Sept 3 and have been busy unpacking ever since. We had had hopes of getting here in time to go to the Labor Day events at Lime Rock, but as fate would have it, it simply didn't work out that way.

It was disappointing to hear that the LRP Labor Day event left many unhappy people. It seems the same old problem of paying large entry fees and getting less and less track time. The pro people controlling everything. I wonder when the pro outfits will take over everything. Why combine regionals and or nationals with pros, knowing full well ahead of time, that the "little guys" will be the ones to get "cut". I understand why we need pro events, they are what preserves the tracks for the "little guys" and are a necessary evil per se. But to continue to combine the events doesn't really seem to do a lot for very many. Everyone is over-crowded, the workers are over worked and I suppose the spectators are over-charged too.

This is not a local problem only. It exists everywhere else too. We saw it at Sears Point, we saw it at Willow Springs, and at Riverside. Events will continue and these problems will continue, but we must deal with them. Participation is a low level, moral is very low in many, many regions. It's time we tried to do something about it. Come on people...step forward and be counted!

Dave Lapham is supposed to be taking a year off from rallying, but somehow he keeps turning up at rallies anyway. On August 3 he was back behind the wheel of his Toyota Celica Liftback to win a Divisional Pro rally on the grounds of Bryar Motorsport Park and (reportedly) also a nearby gravel pit. The course included both dirt and paved special stages, and the field included both race and rally drivers.

As I think I've noted before, the Toyota that Dave used at Bryar is now up for sale. (It was built by former Canadian champ Taisto Heinonen, and should have some good years left in it.) When Dave & wife Sue come out of their temporary retirement, we expect that they will be in a Production Class vehicle.

* * *

September 4, 1985

J. E. FANTELLI

Mr. Clark W. Nicholls
21 Hartwood Road
Lee, Massachusetts 01238

7897 PALACIO DEL MAR DRIVE BOCA RATON FLORIDA 33433

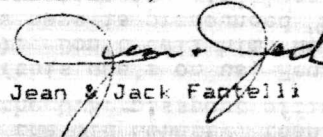
Dear Clark,

We just received the latest KO with the membership directory in it and noted that our phone number had not been updated. So for your records it is 305-395-6158.

Its just a beautiful day down here today and I must say we had quite a pleasant summer. It really gets no hotter down here then it did up North and the breezes make it very pleasant. Needless to say, we really do love it here.

Please say hello to everyone for us and extend our invitation to let us know when anyone is heading this way.

Take care,


Jean & Jack Fantelli

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 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 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.

The January issue deadline will be January 10th. Full information of the 1986 BMSC Ice Trials, to be held the weekend of February 1-2, will be in this issue. If Mo-Hud is to have another Ice Cross, try to start publicity more than a week in advance this time.

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 September issue colating staff, Clark Nicholls. The September issue was in the mail Thursday night, August 29th.

Mohawk-Hudson Region SCCA

A CHAMPION RETURNS

REGIONAL REVIEW

by the Editors

Here's a story to warm the cockles of your heart on a cold summer night. It's about a well-known New York Region couple who planned a very special European vacation, only to run into a spot of adversity. They intended to visit France, catch Le Mans, and then pop over to the Old Country; he hadn't seen his homeland in over forty years, and she, never (having been born in America).

The problem arose with the passports: his came promptly, hers didn't. They knew it would take at least two weeks to obtain the necessary visas, and time was running out. When the second passport finally arrived, he made a quick trip to the Polish Consulate. A vice-consul regarded him sternly.

"Why do you want to visit Poland?"

"I want to see my homeland. I've been away since 1938."

"Do you know anybody there?"

"Maybe some of the fellows I used to race with. I was bicycle racing champion in 1931, '32 and '33."

The vice consul looks at him dubiously, scribbles a few notes, and says to come back first thing in the morning and see him personally.

Next morning our hero returns. Two brand-new visas are on the desk, and the vice consul is all smiles. Treats him like an old friend, says he has an appointment with the Minister of Physical Culture & Sports as soon as he arrives in Poland.

And so, after an embarrassing adventure in France which we won't go into here, our couple arrive in Poland. Next morning, he calls at the Ministry.

"You are Henryk Szamota, Polish bicycle racing champion. Welcome home. You have interview with the Warsaw daily sports newspaper this afternoon. Tonight you are guest at banquet of the Polish Automobile Union. Tomorrow you wave flag to start bicycle race and present awards after."

Or something to that effect. In any case, Henryk & Regina found themselves the center of national attention for their entire visit. When it wasn't parties, races and banquets, it was old racing buddies dropping in at the hotel

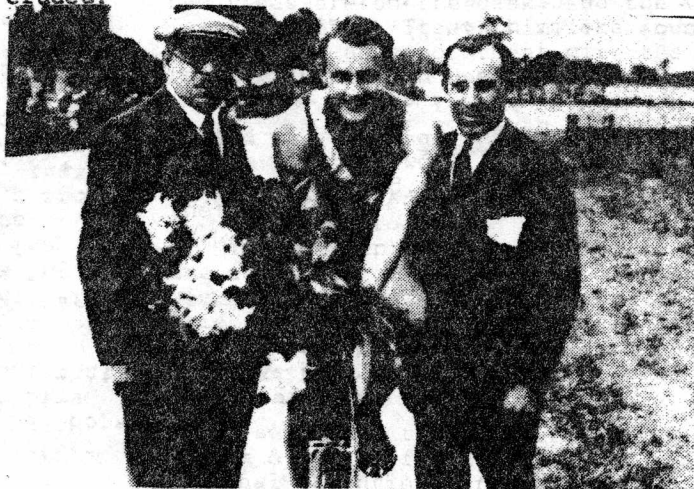
for drinks and reminiscences. And there were plenty of those. After three years as Champion of Poland, Henryk had turned professional and raced all over Europe, Africa, and North and South America. By the time World War II broke out and put an end to such frivolities, he was rated among the top ten bike racers in the world.

It must have been anticlimactic when, after emigrating to the U.S., Henryk began racing automobiles in 1951. First an MG, then a Jaguar occupied his attention. He was never an American racing champion--at least, not as a driver. But very soon he found himself becoming active in club administration, holding regional offices of various sorts, including assistant activities chairman, race chairman, assistant R.E., and eventually R.E. of New York Region. He founded the North Atlantic Road Racing Championship. He was elected Governor of SCCA's Area 1, and then National Director.

And in 1977 he was given the Woolf Barnato Award, the highest honor SCCA can bestow on a club worker.

So Henryk has his American championship after all. And now he and Regina have a lot of new/old friends in the Old Country, thanks to a clerical error by the U.S. passport office.

One final item (this one's on us; Henryk never mentioned it). Don't call him "Heinrich." That's German. His name is pronounced "Henrick." Go ahead, practice it. It'll go over a lot better with your Polish friends, Henryk included.



With race officials at the Parc des Princes after winning the Paris Grand Prix

MEMBERSHIP DUES, SOME ARE OVERDUE! (CWM)

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, Regina Greig, and Scott Robbins. Send your Regional Associate dues (\$10) to Clark at your earliest convenience. Thanks.

National Reports the following members are inactive (not paid up): This is your last KO: Victor Berg, Basilio Davila, Chris Gennone, Vincent Gilligan, Andrew Hartwell, Bradford Lasalle, Nick Nicholson and Carl Russo.

If you have paid up and are having problems with National, drop me a line.



OBSERVER'S REPORT

MUST BE COMPLETED AND RETURNED TO SCCA WITHIN 10 DAYS
6750 South Emporia Street, Englewood, Colorado 80112

INSTRUCTIONS: PLEASE TYPE OR PRINT IN BLACK INK. Rate "Excellent" for outstanding conditions or performance only. A separate report for each sanction is optional. Complete both sides of this form. Use extra pages for comments if needed.

AUG 6 RECD *Ue*

EVENT NAME Silver mines Regional Race
 SANCTION NUMBER(S) 85 RS 102P
 SCCA REGION & DATE EVENT HELD MO HUD
 RACE CIRCUIT Line Rock Park (MILES) 1.53
 RACE CHAIRMAN Dana MacLoughlin
 TYPE OF EVENT:
 Professional Non-Spectator
 National Spectator
 Regional Attendance M/A
 Driver School Total number of entries
 Restricted 125

SCCA OBSERVER CHAIRMAN SOM/LICENSE GRADE
ROBERT BURR MCS
 STEWARDS OF MEET LICENSE GRADE
 1 John George MCS
 2 Henry Szemota MCS
 3 Larry Disberry MCS
 4 Bruce Golinsky MCS
 5 _____
 CHIEF STEWARD LICENSE GRADE
Earl Heacox MCS
 ASSISTANT CHIEF STEWARDS LICENSE GRADE
 1 MORROW DICKER MCS
 2 Harold Cameron MCS
 3 _____
 4 _____
 SAFETY William Bradshaw MCS
George Fitzer DS

RACE COURSE: Rate Excellent (EX), Very Good (VG), Satisfactory (S)
 Condition of race course: EX VG S
 Condition of grounds and buildings: EX VG S
 Prevention of hazardous conditions:
 for spectators: EX VG S
 for crews and workers: EX VG S
 for drivers: EX VG S
 Comments: _____

RACE ORGANIZATION: Rate Excellent (EX), Very Good (VG), Satisfactory (S) or Marginal (M)
 Pre-race preparation (and publicity): EX VG S M
 Comments: NO Pre Race meetings

Chief Registrar Marilyn Heacox License Grade National EX VG S M
 Comments: _____
 Chief Scrutineer David Zabel License Grade National EX VG S M
 Comments: _____
 Chief Starter Sue Rogers License Grade National EX VG S M
 Comments: _____
 Chief Grid Marshal Harry Whitton License Grade National EX VG S M
 Comments: _____
 Chief Pit Marshal Eric Weiss License Grade National EX VG S M
 Comments: _____
 Chief Paddock Marshal Eric Weiss License Grade National EX VG S M
 Comments: _____
 Chief of Timing Melanie Correll License Grade Log EX VG S M
 Comments: Ms. Correll Agreed to do TOS on Sat Aug 7/85
She Pre Race Meeting
 Chief of Scoring Melanie Correll License Grade Log EX VG S M
 Comments: It was obvious not much time was spent
to Pre Race Planning. Ms. Correll did the best job POSSIBLE WITH THIS SITUATION. RESULTS WERE SLOW

Chief of Flagging John Flowers License Grade NAT EX VG S M
 Comments: _____
 Chief of Communications John Flowers License Grade NAT EX VG S M
 Comments: _____
 Chief of Emergency Services Dick Bayer License Grade NAT EX VG S M
 Comments: _____
 Chief of Medical Services Dick Bayer License Grade NAT EX VG S M
 Comments: _____
 Officials Performance EX VG S M
 Comments: _____
 General Performance of Race Organization EX VG S M
 Comments: _____
SOUND CONTROL J. Daniel Way JR EX VG S M

SUMMARY OF ENTIRE EVENT AND RECOMMENDATIONS:

The Racing was very good - with very little mistakes - a driver error.
 The overall operation - cooperation of stewards, officials & workers was very good.
 The event did suffer somewhat from the lack of pre race organization.
 Timing scoring was slow. More TOS people would have helped them greatly.
 as of the report date - I have not yet received a final & official set of
 Race Results.
 The surge should have paid more detail to the IT & club Ford
 class.

SUMMARY OF ACTIONS TAKEN BY SOM

A. Number of Protests 3 (Attach hearing report for each)
 B. Number of Requests for Action 1 (Attach hearing report for each)
 C. Other: _____

SOM's moved Lantz Renault from group 2, FV1F440 to
 group 3 G-H F Prod. 674-5-DSR - at the request of the
 chief steward

Signed Chairman of SOM Robert Burr Date July 29, 1985

MAKE COPIES FOR YOUR RECORDS BEFORE MAILING

IF SOMEONE HAS THE SCHOOL REPORT - PLEASE BE SO KIND TO SUBMIT IT FOR PUBLICATION. JACK'S IS LOST IN THE MAIL.

Mohawk-Hudson Region SCCA

SCCA, NORTHEAST DIVISION
1985 NATIONAL POINT STANDINGS

GT 1

Paul Newman/NE/300ZX 53
 Tony DiLorenzo/DC/Camaro 51
 Jim Crittenden/NE/Camaro 35
 Scott Quaille/MY/Chevrolet 33
 Bill MacFarlane/DC/Firebird 31
 Jim Fitzgerald/NE/300ZX 30
 Bruce Gleeve/NE/StCit/Corvette 29
 C. Hammerschmitt/StCit/Corvette 21
 Peter Andrighetti/NE/Corvette 19
 Gerald Kuhn/SJER/Camaro 18
 Scott Goodwyn/WNY/? 12*
 Paul Passler/NE/Cadillac 12*
 Tom Rotcoll/Glen/Javelin 11
 Jeff Jones/NE/Firebird 11
 William Roush/MahV/? 9*
 Ted Sullivan/NE/Monza 9*
 David Knox/NE/Corvette 9*
 Tom Aquilante/Phil/Corvette 8
 Bill Biely/DC/Corvette 8
 Don Bray/SJER/Monza 7*
 Bruce Goodwin/NE/Corvette 7*
 Louis Sporer/DC/Corvette 7*
 David Yarnofuk/NY/RX7 6*
 Glaude Sauter/DC/Ford 6*
 Robert Kipple/DC/Corvette 6
 John Chave/CNY/Camaro 5
 Roger Hoodak/Glen/Camaro 4*
 David Houseworth/Glen/Ferraris 4*
 Martin Jeter/DC/Corvette 4
 Hugh Cornell/Glen/Corvette 3*
 Tom Rynone/Glen/Corvette 3*
 Tom Campbell/MoHud/Corvette 2*
 OF Aquilante/Phil/Corvette 2*
 Frank Steiner/DC/Corvette 1

GT 2

Michael Wren/DC/Datsun 61
 John Stevens/NY/Toyota 60
 Don Keeney/DC/RX7 49
 Steve Limbo/E/Phil/Porsche 37
 Bill Schmidt/NE/RX7 31
 Ken Casalone/NE/200ZX 23
 Joe Casella/NNJ/200ZX 23
 Noel Padua/NE/Lotus 19
 Robert Schuler/NEPa/200ZX 19
 Gary Wolf/NNJ/RX7 16
 Dan Salmon/NE/Lotus 12
 Karl Hoglander/NNJ/Datsun 9
 Ken Neitzel/NE/Datsun 6*
 Ellis Meister/WNY/200Z 6*
 Paul Corazzo/NE/Mazda 6
 Lloyd Franklin/MY/Datsun 4

GT 3

Bill Schmid/NE/RX7 72
 Jerry Hinkle/DC/Lotus 57
 Don Anderson/Phil/Datsun 50
 John Kelly/DC/Toyota 49
 Rich Oakley/DC/Strocco 41
 Jon Covatos/DC/200SX 41
 Larry Pryor/StCit/Porsch 40
 Scott Heishman/DC/Porsch 39
 Kenneth Upton/NE/DW 18
 Terry Whitlock/StCit/Maz 17

Paul Saltanis/NE/Volvo 16
 Paul Tosi/NE/BMW 15
 Jim Hughes/CNY/Lotus 13
 David Schuler/NEPa/200SX 11
 Charlie Cook/FinLk/Triton 9
 Bob Coffin/NE/? 7
 David Pellegrini/NE/Tr3 7
 Don Hitachi/NNJ/Alfa 7
 Ed Muth/DC/TR250 7
 Tom Gabe/Merow/NY/RX5 5
 Bill Lopping/DC/Toyota 5
 Scott Aldrich/DC/200SX 4
 Lee Johnson/NNJ/Porsche 4
 Ron Barnaba/NE/924 4
 Stan Ruder/NE/510 3
 Bill Coykendall/FinLk/Toy 3
 Mike Lilley/Glen/Capri 2
 Jim Harrison/DC/BMW 1

GT 4

Roger Wiley/NNJ/510 60
 Gary Edom/DC/Datsun 44
 Tom Guzickowski/SJER/610 36
 Jeff Morris/DC/Rabbit 30
 David MacHavara/NE/510 19
 Tom Schwietz/DC/Toyota 19
 Larry Rife/MahV/510 18
 Harry Anderson/NE/Datsun 18
 Nora Clarke/NE/510 12
 Andrew King/NNJ/Rabbit 12
 Rich Stockton/Phil/Toyota 12
 Ron Yankov/DC/510 6
 Bill Kestel/NNJ/510 4
 Tom Hennig/DC/B210 4

GT 5

Mal Snyder/DC/Datsun 62
 Shaun Lumley/WNY/Datsun 39
 Omer Nottin Jr/NE/Austin CC24E1 31
 Steve Dilts/StCit/Mini 22
 Paul Browne/DC/Datsun 14
 Jesse Mettler/MahV/Mini 12
 Earl Knight/NE/Datsun 12
 Nathan Mason/DC/Datsun 9
 Rad Metting/NE/Fiat 9
 Alan Firlain/DC/Datsun 9
 Jim Simelein/DC/Datsun 6
 Joe Camitter/FinLk/Mini 6

FORMULA ATLANTIC

Charles Batka/NNJ/Ralt 58
 Jay Vitrella/NY/RT4 52
 Tom Kleinman/NNJ/Anson 42
 Michael Greenfield/MY/Ralt 38
 Don LaPlante/NE/March 32
 Peter Symonds/NE/R11 19
 Joe Nastasi/WY/March 16
 Ken Smith/NNJ/March 14
 Dave Manzolini/CNY/MR20 14
 Jason Holehouse/WNY/RT4 12
 James O'Brien/NE/Lola 11
 Hugh Kerr/NE/Chevron 9
 Peter Earle/CNY/Ralt 9
 Carmelo Crisafulli/MY/Marcl 6
 Joe Ostrowski/SJER/Chevron 6
 Rick Stone/NE/March 3
 SA Yavorski/NNJ/RT5 2

FORMULA C

Lou Rettenmeier/NE/Ralt 66
 David Ammen/NE/Ralt 64
 David Schuler/NE/Ralt 55
 Paul Nachtwey/NE/Ralt 46
 Charlie Coombs/DC/RT5 41
 John Holtzman/Sus/Reynard 33
 David Rosenberg/NY/Reynard 31
 Bill Larson/NE/March 18
 Tom Van Scoy/NEPa/RT7 12
 Al Proffitt/NE/ProMag 12
 Jim Wilson/NY/Reynard 10
 Edd Davin/DC/Davin 9
 Tom Gee/FinLk/Reynard 8
 RA Coffey/WNY/Reynard 8
 D. Schoneman/NE/V. Dieman 7
 Pat McGonigle/StCit/Reynard 7
 John Coakart/Susq/? 6
 Geoff Foster/Glen/V. Dieman 6
 Glenn Boros/MahV/March 6
 Carl Williamson/DC/Lola 6
 Ed Givler/NE/EdgeToo 5
 Randy Friend/MahV/Lola 5
 Mike Murphy/DC/Reynard 4
 Stephen Yavorski/NNJ/RT5 3
 Bob Dugo/Glen/Shannon 3
 Peter Klein/NY/V. Dieman 1
 Ron Pellman/NE/Loman 1

S2000 (B/11 Summit in Protest)

George Petrilar/NY/Tiga 56
 Jim Keister/DC/Lola 54
 Steve Johnson/NE/Lola 48
 Joe Cory/NE/Lola 38
 Fred Knoll/NY/Lola 27
 Kjell Skavnes/NNJ/Tiga 26
 Jim Martin/FinLk/Tiga 15
 Jeff Wright/NE/Royale 14
 Sam Gilliland/NE/Tiga 13
 Simon Green/NE/Lola 13
 Sandy Gilliland/NE/Tiga 13
 Clint Chichester/NE/Lola 11
 Steve Deane/NE/Crossle 11
 Charles Brown/NEPa/Lola 11
 David Belden/NE/Tiga 9
 Brian Green/NE/Tiga 8
 John Hagerman/DC/Lola 5
 Paul Laurenzi/WNY/Elva 5
 Ed Capullo/NE/Lola 4
 Len Pickering/?/Lola 1

CSR

Brian Little/Phil/C.Spar 49
 Alf Zeller/FinLk/Zeta 48
 Alex Miller/BI/Mtn/V. Diem 46
 Jim Gauntlett/DC/Trak 32
 William Fralick/NE/Orion 20
 Richard Powell/NE/RP 19
 Wayne Severance/NE/Shrin 9
 Peter Harholdt/DC/Bobby 6
 Ed Capullo/NE/Lola 4

DSR

John Mirro/Phil/N. Phanto 61
 Steve Byrne/BI/Mtn/V. Diem 34
 Michael Weir/MoHud/MK3 28
 Bob Houston/DC/LeGrand 15
 Peter Becker/NE/? 13
 Dick Knoblauch/DC/Kenson 9
 Bob Urso/DC/Sre-Zsuzuki 7

SPORTS RENAULT

Leif Strong/NE 52
 Tom McCabe/NE 51
 Neil Tilbor/NNJ 44
 Lisle Gilbert/NE 20
 Glenn Kus/NE 19
 Tom Prezioso/MY 19
 Mike Padula/NNJ 18
 Joe Tesone/StCit 17
 Mark Abel/SJER 12
 Bill Ross/NNJ 12
 Skeets Mariano/Phil 11
 R. Garth Ullom/DC 9
 Chris DeMinco/FinLk 7
 Chris Ober/NE 6
 Russell Jaslow/NY 5
 James Wilson/NY 4
 Doug Aishford/FinLk 3
 Wes Dunnington/Phil 3

FORMULA FORD

John Gimbel/NY/Swift 63
 Chris Fahan/NE/Swift 53
 Howard Katz/NY/Swift 45
 Frank Bernstein/NE/Crossle 37
 Jim Oseth/DC/Reynard 35
 Richard Bahner/DC/Citation 30
 Steve Keister/Susq/Swift 30
 Gim Chin/Phil/Swift 27
 Wright Hughes/NE/Reynard 23
 Jeff Valeo/MoHud/Swift 21
 Steve Phillips/NE/Swift 20
 Alan Yanktelon/NY/Anson 20
 Jeff Rieffle/StCit/Gemini 16
 Tom Schwietz/DC/Talon 16
 Robert McCallum/FinLk/Tsunami 9
 Gerald Tyler/DC/Reynard 7
 Tom Dolan/NE/Crossle 6
 Charles Batka/NNJ/Swift 6
 Charles Crocco/NNJ/Reynard 6
 Pat Patterson/NE/Zink 5
 Dan Pyanowski/WNY/Reynard 5
 Frank DelVecchio/NE/PRS 5
 Charles Morton/NE/Swift 4
 Peter Doane/?? 4
 John Nachtwey/NE/Crossle 4
 Carl Williamson/CPA/Reynard 4
 Scott Willard/NE/Reynard 3
 Paul Fieffe/StCit/Swift 3
 Tom Grosart/NE/Reynard 2
 Ali Basakinci/NY/Anson 2
 Bob Reid/FinLk/Mondiale 2
 Tom Gaffney/NNJ/V. Dieman 1

FORMULA V

Steve Oseth/DC/Caldwell 72
 Peter Pires/NE/Caldwell 41
 Chris Schneider/NNJ/Hammerbe: 39
 Howard Landon/DC/Caldwell 38
 John Menzinger/NY/D13 33
 Grant Spooner/DC/S. Drago 33
 George Podgorski/NNJ/Caldwell 32
 Michael Grubb/BI/Mtn/Zeitler 27
 Jon VanDeCar/NE/Caldwell 21
 Ernest Stalder/DC/Whippet 19
 Perry Buzzetti/NE/BI/NK 18
 Sam Ryan/NEPa/Caldwell 16
 Dan Grace/NE/Caldwell 8
 Bob O'Connor/DC/Zink 7

F440 (Pocono Double in Protest)

WC Sowers/Glen/Red Devil 69
 Dave Drissel/DC/Red Devil 42
 Jo Johnson/SJER/Red Devil 32
 Morris Boyd/Susq/Zink 30
 Clint Weiding/Glen/Red Devi 28
 Brian Yarnall/Phil/YRD 14

E PROD.

David Helmick/NEPa/Porsche 66
 Les Handly/Phil/Porsche 49
 John Kelly/DC/Elva 42
 Russ Rung/WNY/TR4 35
 John DeSeyn/FinLk/914 33
 Tim Mountjoy/DC/MGB 16
 Bill Troop/NE/TR4 12
 Lorne Fritz/NEPa/TR3 12
 Dave Sturtevant/NE/Alfa 7
 George Morris/FinLk/Porsche 6
 Tom Purnell/Phil/MGB 5
 Dick Murray/CNY/MGB 4

F PROD.

Jim Knerr/BI/Mtn/Midget 69
 John Lawrence/WNY/Saab 67
 Gary Nagy/StCit/Spitfire 43
 Ray Snowden/NEPa/Spitfire 30
 Dave Miller/NNJ/Saab 25
 Lee Berkebile/StCit/Sprite 24
 Frank Henrich/NY/? 12
 Paul Poirier/NE/Midget 9
 Bill Kinirey/NE/Sprite 7
 Frank Righetti Jr/NY/Sprite 7
 S. Williams/DC/Spitfire 7
 Jerry Doner/CNY/MG 7
 Ron Fariss/DC/Midget 6

G PROD.

Joe Hauser/DC/Datsun 66
 Kent Prather/DC/MGA 50
 Bob Boig/NE/Fiat 45
 Mike Killen/NNJ/MGA 35
 Craig Lamb/NY/Alfa 16
 Joe Hauser Jr/DC/Turner 13
 Alan Merchanthouse/NE/Spri 12
 Bill Bilotti/NE/Spitfire 9
 David Emmerling/NNJ/Midget 9
 Bob Rynone/Glen/Spitfire 7
 Johnny Jones/DC/Sprite 7
 Tim Barge/FinLk/Datsun 5
 Mark Oppedisano/NNJ/Alfa 5
 Stan Peters/SJER/Datsun 4

H PROD.

Bill Cobb/SJER/Midget 61
 James Miller/DC/Sprite 55
 Randy Canfield/DC/Sprite 55
 Fred Wentzell/NE/Sprite 54
 Ray Stone/DC/Sprite 27
 Ron May/CNY/Sprite 20
 Bob Geyer/NNJ/Sprite 18
 John Caffrey/Phil/Sprite 14
 Dan Connor/CNY/Midget 11
 Frank Righetti Sr/NY/Sprite 5

SSGT
 Bob Lower/DC/Corvette 59
 Bob Nikel/StCit/944 48
 Kim Baker/NE/Corvette 36

Carol Snedeker/FinLk/Camaro 21
 W. Giovanelli/NY/Chevrolet 14
 Wayne Randall/FinLk/Mustan 10
 Jerry Lustig/NNJ/? 10
 Robert Bunce/WNY/Mustang 9
 David Brown/DC/228 9
 Tom Wareham/DC/Corvette 7
 Gary Shaw/Glen/Mustang 7
 Tom Tohn/NY/Camaro 7
 Paul Vaughn/StCit/944 6
 John Wall/NE/Capri 6
 Dave Roethel/DC/Mustang 5
 Jamison Burt/FinLk/Toyota 4
 JM Cartelli/NNJ/Camaro 2

SSA
 Ken Payson/NE/Alfa 72
 Mickey Cohen/NEPa/Capri 51
 John DePlanque/BI/Mtn/Datsu 49
 John Lynch/NNJ/Alfa 48
 R. Garth Ullom/DC/Dodge 36
 John Knight/NE/Mitsun 14
 Mike Delaney/DC/300ZX 12
 Stuart Lasser/NNJ/? 12
 C. Crawford/DC/RX7 12
 Jerry Lustig/NNJ/Dodge 12

SSB
 R. Garth Ullom/DC/Dodge 72
 Dominic Cimino/NNJ/Dodge 69
 Jay Jessup/DC/Citation 58
 Dennis Dodgen/NNJ/Dodge 40
 Ed Bocko/NE/Citation 34
 Lynn Wiles/NE/Citation 33
 David Beccaris/NEPa/Citati 21
 Robert Balliet/NEPa/Dodge 16
 Bob Compton/DC/Chevrolet 13
 Al Speyer/MahV/Citation - 12
 Ed DeMontico/SJER/Chevrole 10
 Joe Aquilante/Phil/Chevrole 6

SSC

Steve Lewis/NE/Toyota 69
 Scott Whyel/StCit/VW 64
 Bob Henderson/FinLk/Toyota 53
 Kris Skavnes/NNJ/Honda 37
 Len Schrader/NNJ/Saab 32
 Bill Roche/NNJ/200SX 23
 James Koehler/BI/Mtn/Rabbit 9
 AR Thompion/DC/200SX 4
 Gene Dinkel/FinLk/Buick 4

Compiled 9/17/85

Susanna Rogers

NE Div. Pointskeeper

Magbaw-Hugson Region SCCA

NYSRRC/NORRDIIC POINT STANDINGS

	<u>NYSRRC</u>	<u>NORRDIIC</u>		<u>NYSRRC</u>	<u>NORRDIIC</u>
<u>SSGT</u>					
G. Shaw	176	176			
W. Randall	89	89			
C.J. Snekaker	72	72			
L. Porter	60	60			
R. Livingstone	13	13			
M. Hartman	9	9			
<u>SSA</u>					
A. Franzolino	40	40			
C. Cunningham	35	35			
B. Ingram	30	30			
N. Dempsey	30	30			
E. Joyce	20	20			
L. Glesy	2	2			
<u>SSB</u>					
W. Meyer	127	127			
J. Petro	35	35			
F.R. Andrews		27			
P. Henderson		13			
W. Estes	1	1			
<u>SSC</u>					
G. Britton	157	157			
D. Meyer	111	135			
P. Kummer	80	105			
G. Dinkel	43	43			
J.R. Henderson		40			
J. Hofman	15	24			
F.R. Andrews	20	20			
C.P. Kane		14			
B. Vandersluis		11			
D. Demske		11			
C. Jordan	8	8			
<u>ITA</u>					
D. Plummer	95	96			
B. Foster	35	35			
D. Girven	30	30			
R. Livingstone	2	2			
<u>ITB</u>					
J. Weaver	115	115			
F. Besch	52	52			
J. Hanifan	13	13			
C. Senkier	13	13			
K. Smith	10	10			
B. Boswell	4	4			
J. Haines	1	1			
<u>ITC</u>					
F. McAllister	80	80			
J. Fuchs	40	40			
J. Burt		30			

	<u>NYSRRC</u>	<u>NORRDIIC</u>
<u>GT1</u>		
R. Hoodak	115	115
T. Rotsell	78	78
R. Gale	25	25
B. Barletta	20	20
P. Kelley		9
J. Chave		9
D. Houseworth		9
<u>GT2</u>		
K. Bauer	40	40
H. Topel	1	1
<u>GT3</u>		
J. Dembs	92	92
M. Lilley	32	32
B. Foster	27	27
T. Noles	23	23
C. Cook	8	22
I. Sherman	10	10
D. Girven		7
<u>GT4</u>		
L. Ritz		40
R. Moran		15
<u>GT5</u>		
L. Osolkowski	47	87
S. Lumley	35	35
L. Service	35	35
H. Lake		30
<u>SPORTS RENAULT</u>		
N. Tilbor	20	50
C. Deminco		40
P. Kelley	40	40
K. Castle		2
<u>EP</u>		
G. Morris	75	75
H. Rosen	35	48
D. Murray	20	36
J. Wheeler		15
<u>FP</u>		
B. Tyo	20	20
R. Krisloff		15
M. Simmons	1	1
<u>GP</u>		
E. Picard	152	172
T. Cook	104	104
M. Kileen		22
J. O'Brien	16	16
C. Procher	12	12

	<u>NYSRRC</u>	<u>NORRDIIC</u>		<u>NYSRRC</u>	<u>NORRDIIC</u>
<u>HP</u>					
J. Brown	117	157			
D. Collishaw	55	55			
C. Connor	26	36			
D. Connor	30	30			
F. Righetti	20	20			
A. Herr	20	20			
J. Ebersbach	15	15			
S. Barlow	13	13			
<u>ASR</u>					
J. Haley	22	22			
<u>CSR</u>					
T. Laird	60	60			
<u>DSR</u>					
M. Weir	40	40			
J. Bergman	2	2			
<u>FC</u>					
R. Friend	41	41			
T. Gee	35	35			
M. Green	13	13			
G. Olson	12	12			
R. McBride	1	1			
<u>F440</u>					
C. Welding	35	35			
L. Wojtalik	20	20			
<u>FF</u>					
D. Pyanowski	139	164			
J. Hornbuckle	102	108			
B. Wright	107	107			
J. Broadhurst	48	48			
R.B. Wright	39	39			
J. Marcinski	36	36			
J. Moyer	32	32			
J. Guss	31	34			
J. Miller		25			
J. Graham	20	20			
T. Ilacqua	13	13			
M. Smith	11	11			
R. McCallum	8	8			
R. Janus		5			
J. Holtzman		5			
S. Blaschek	3	3			
R. Andrey	3	3			
B. Jacobs	2	2			
H. Gartley	2	2			
C. Hutchison	2	2			
A. Yelkin		2			
O. Rose	2	2			
L. Walker, Jr.	1	1			
P. Conley		1			
K. Wagner	1	1			
D. Wachtel	1	1			
<u>FV</u>					
B. Kyler	107	123			
F. Westgate	100	100			
P. Decker	80	80			
J. Pierce	69	69			
B. Buenting	55	55			
F. Musco	41	57			
D. Potocki	44	52			
C. Carmody	44	44			
L. Bradley		35			
J. Maurus		32			
G. Bogoshian	26	26			
M. Bonnier	21	21			
D. Goncz	20	20			
R. Mosher	18	18			
T. Duncan		11			
D. Beach	10	10			
J. Kleinklaus	9	9			
R. French	6	6			
W. Lipton		3			
D. Kopicik	3	3			
T. Thomas	1	1			
G. Davis	1	1			
J. Dey	1	1			
K. Davis	1	1			
G. Sommers	1	1			
T. Treutlein	1	1			
L. Thompson	1	1			

EVENTS INCLUDED

- 10/27-28/84
- 5/25-26/85
- 6/29-30/85
- 7/20/85
- 7/27-28/85
- 8/10-11/85
- 9/7-8/85

NOTE: These are final results for NORRDIIC. Information on the NORRDIIC Runoffs will be sent under separate cover. Please call if you have any questions.

NYSRRC ADMINISTRATOR

Judy McAllister
33 Huntsman Way
Webster, NY 14580
(716) 275-2462 (days)
(716) 872-1503 (eve.)

The NYSRRC BANQUET will be held on Saturday, November 30, 1985 at the Burgundy Basin (near Rochester, NY). More information will be forthcoming.

MEMBERSHIP MEETING SCHEDULE (own)

All membership meetings for the remainder of 1985 are held at 7pm 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. See flyer in this issue for the agenda of the October and November meetings.

The agenda of the December meeting is the annual awards banquet, otherwise known as the Christmas party. First Saturday of the month, December 1st. Don't miss this one!

I suspect that the first meeting of 1986 will NOT be January 1st, so keep tuned!

EXEC BOARD MEETINGS:

The executive branch of Mo-Hud meets monthly, the Monday following the first Wednesday of the Month (membership meeting nite). Get in touch with Jack Hanifan for location, as it changes from month to month.

UPCOMING LOCAL EVENTS (own)

EMPIRE MOTOR SPORTS CLUB in Albany is now publishing their newsletter in blue ink. While this is very pretty, it makes it virtually impossible for me to reproduce their flyers for publication in both the KO and the BMSC News. I do not intend to translate these flyers into words, as that is extra effort that I don't have the time for. In any case, if EMSC wishes their events publicized in these two publications, they better return to black ink, at least for my copy. I seem to remember reading in the ROPE & JACK something about high contrast material being a must for submissions to that publication. Last warning.

BERKSHIRE MOTOR SPORTS CLUB in Pittsfield will hold it's annual Halloween Rallye on Sunday afternoon, November 3rd. This is an annual fun event that usually gets a good turnout. Questions are usually answered along the route along with little gimicks at each checkpoint. Fun for the whole family, child or adult! Please note that this is a radical departure, having the event on a Sunday during the daylight. It is also a change from all previous publicity, so mark it on your calander. Paul Kovacs is chairman and can be reached at Flynn Volkswagon in Pittsfield (413)443-4702.

Note to other clubs recieving this newsletter: If you are not now sending YOUR newsletter to me, I am unable to help in publicising your events. At present, I recieve only EMSC, BMSC, NYR SOCA, NNJR 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!

RACE DRIVER LICENSING (own)

All of you wishing to get information concerning driver licensing and renewal procedures should contact Louise Richardson at the Skip Barber Racing School as soon as possible to get your paperwork done well in advance of the start of this season. For those of you requiring novice permits, get your medical forms from her and have them ready before your first school. Louise's address and phone number are on the outside cover of this newsletter.

FORMAT FOR SUBMITTED ARTICLES AND FLYERS (own)

Articles may be submitted un-typed and will be typed by me as time permits. This may cause your article to miss a deadline, so get it to me well in advance. The KO is now printed sideways on 8.5 by 11 inch paper, which requires all copy to be reduced before printing. I don't wish to use the full reduction of 8.5x11 inches to fit two pages per page, so I am asking that the line length be limited to 6.7 inches. This allows for an intermediate level of reduction that is more readable. Double spaced type is not acceptable as it is not efficient use of space. Do not insert blank lines in the text and basically, Just try to use all space efficiently. If you are using a word processor or computer printer, use 12 to 13 characters per inch instead of the normal 10. For line spacing, six lines per inch is best, with the intended reduction. If you are using a dot matrix printer, use a new ribbon. Most articles submitted are not dark enough to make a good stencil. If you limit the line length to 5 inches and single space, your article will not require reduction and will be more readable.

Event flyers may be up to a full 7.5 by 10.5 inch page, should include much information as possible, especially the location where The event starts. map is of great help.

TIME TO PLAN FOR ROAD ATLANTA! (own)

Depressing as it may seem, October is fast approaching and if you are thinking of attending the SOCA National Runoffs at Road Atlanta, the week of October 14 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 (Oct 12-13) if things are the same as last year.

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, heading for Lynchburg, Virginia to visit my ex-neighbor Saturday AM. Others going down include Bonnie Rowen, Sue Rogers, Pete Watson, Andy Zuck, Lew Gialanella, Kevin Newell, Scott Robbins, Dave Cobb, and I'm sure there are others.

Accommodations. 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. Bring a bathing suit if you wish to use the hot-tub. PEOPLE WHO SMOKE WILL NOT BE ALLOWED. Contact me if you are interested. Final plans will be firmed up by the 21st of October (that's not a misprint).

REGIONAL ELECTIONS (own)

The election of the slate of Regional Officers will soon be upon us. If you are interested in becoming an elected officer, please contact Jack Hanifan or John Sheridan. Their addresses and phone numbers are on the outside cover and in the directory. I understand there will be several offices needing new faces as the present ones are in need of a well deserved rest. Let's hope there are enough capable members willing to fill these vacancies.

Membership Minutes
September 4, 1985

Jack Hanifan called the meeting to order at 8:08 PM. Roly Heacox made a motion to suspend the reading of the previous minutes, seconded, the motion passed.

Jim Bishop read the Treasurer's report. The region made a small amount on the race.

Old Business

The school and race report were read. All the specialities were rated an excellent or very good. The school had many successful graduates and the best graduate was William Meyer. The chilli was reported to be excellent and many thanks were given to Clark Nicholls and his pit crew for the chilli.

Dave McClumpha reported on the race. Again, the race was reported to be a success.

In other old business, Clark was again congratulated. This time concerning the picnic. Those in attendance had a wonderful, but hot time and those who missed it, missed a fun time.

The Banquet will be held on December 7, 1985 at the Ramada Inn. The '86 Roundtable will also be at the Ramada in March of '86.

New Business

A race chairman is needed for next year. Anyone interested see Jack Hanifan. At this time suggestions were made for next year's event. Some of the suggestions were:

1. Mail entries to specialty chiefs, so they can inform their workers of upcoming events.
2. Mail entries earlier.
3. Line up specialty chiefs earlier.
4. Re-establish worker give-aways.
5. Drop the school. We only had 27 cars and it would drop our track rental in half.
6. Co-sponsor a race with another region.

The meeting was then turned over to Dr. Dick Ellis, Director of Traffic Safety. Dr. Ellis spoke about the Point/Insurance Reduction program being offered by New York State. Mohawk-Hudson region has invited Dr. Ellis to come to our Oct. and Nov. membership meetings and conduct the New York State approved Program for Driver Improvement.

This program will reduce the liability portion of your car insurance by 10% for three years. Your insurance company can immediately apply credit to your policy or wait until renewal.

The program can also be used to reduce points against your license. Up to a maximum of three points incurred since May 6, 1984 will be removed from your license.

All assigned risks are eligible and youthful drivers can get additional discounts in addition to driver's education credit. The course will comprise of lectures, films, and discussions over six hours divided into two sessions. The sessions will be October 2 and November 6 from 7:00 PM to 10:00 PM. The regular Mohawk-Hudson membership meeting will take place before the class at 6:45 PM. For additional information see the information included in the Knock-Off or call Jack Hanifan. The cost of the program is \$29.00.

The meeting was adjourned at 9:17 PM.

Respectfully submitted,
Jeanne D. Keltman, secretary

To: ALL SCCA NORTHEAST DIVISION
NATIONALLY LICENSED DRIVERS
1986 PREFERRED NUMBER PROGRAM

1. Starting October 1, 1985, (not before) and continuing until March 15, 1986, written requests for numbers will be accepted by the NEDiv Pointskeeper.
2. Everyone must provide a stamped, self-addressed envelope when you request a number and include 3 choices. If these requirements are not met, requests may be denied.
3. Until February 15, 1986, preference for preferred numbers will be given to those finishing 1 thru 10 in their class for the 1985 race season. From February 16 thru March 15, the remaining preferred numbers will be filled in from the requests previously sent in October.
4. Preferred numbers are given on a first-come, first-served basis within the two categories of finishing. No number continues over from one year to the next.
5. Classes which raced together a fair number of times during the 1985 race season will be grouped together; only one set of numbers (0-99) will be given for any one group.
6. Because of the long time span required for the accumulation of number requests, please do not expect to hear on your request until after February 15, 1986, unless you are in the 1 thru 10 category.
7. Remember, this program is a service of the unofficial NEDiv Council and carries no compulsory usage at any NEDiv race. Final word regarding number usage lies with the officials governing any particular race.
8. After March 15, 1986, there is no updating of the preferred number list.
9. Should there be any problems--be patient, polite and flexible until they are resolved. Any questions, please write or call between 7 and 11 PM. Wishing you all a safe and successful 1986 race season,

Yours for the racing, Susanna Rogers, NEDiv Pointskeeper
59 Kipps Tr. Pk.
518-828-7713 Hudson, New York 12534

MEMBERSHIP DUES, SOME ARE OVERDUE! (own)

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, Regina Grego, Dave Lyons and Scott Robbins. Send your Regional Associate dues (\$10) to Clark at your earliest convenience. Thanks.

National reports the following members are inactive (not paid up): This is your last KO: Victor Berg, Basilio Davila, Chris Gennone, Vincent Gilligan, Andrew Hartwell, Bradford Lasalle, Nick Nicholson and Carl Russo.

If you have paid up and are having problems with National, drop me a line.

OCTOBER 1985

THE KNOCK-OFF, OFFICIAL PUBLICATION OF:
MOHAWK HUDSON REGION, SPORTS CAR CLUB of AMERICA

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