

THE KNOCK OFF

March 2023 Issue

MOHUD ON
FACEBOOK



MOHUD ON THE WEB



THE REPORT – Eric Smith

"Everything Everywhere All at Once" (Rated R)"

When an interdimensional rupture unravels reality, an unlikely hero must channel her newfound powers to fight bizarre and bewildering dangers from the multiverse as the fate of the world hangs in the balance.

I don't know about you, but this sci-fi movie title and description sounds like my efforts each Spring to coordinate my upcoming motorsports schedule between the multiple clubs I participate in, as well as my personal life. Well... maybe not the R rating part unless I'm looking for my 10mm socket. SCCA flagging, rallies, autocross, tech parties, Patroon BMW track days, pro flagging events, family trips, parent care, etc., etc. I had ONE season where the stars and schedules aligned, and I was able to attend everything I wanted to. I remember standing on the tarmac at Devens, participating in a late October Boston BMW autocross, and thinking "this season was nuts!" 45 days of motorsports activity that year was just too much (my wife said the same thing) - I was grateful when the off-season finally arrived and I could relax and recharge.

Once again we're looking at a relatively jam-packed schedule of 2023 events for MoHud, and while I'm excited to see it all come together, there are definitely things that conflict and I and other key members won't be able to be "Everything Everywhere All at Once". This is where **you**, the active MoHud member, comes in: you can help us by volunteering to play

a part - great or small - and help put on our events. We're **ALWAYS** looking for assistance in the region, and while we try to reach out to everyone, it's also great when people offer to help uninvited in any way when they can. If you have a desire to help out, on any event or even with the administration of the region, please (please!) let us know. We'll do our best to find a spot for you.

See you at the upcoming tech parties (4/8 & 5/6), rally (4/15), Street Survival event (4/23), BMW track day (4/29), and SCCA road race (5/6-7) in April and May! The region's [Google Calendar](#) is always available to keep on top of our events, as well as [our website](#) and Facebook [page](#) & [group](#).

- Eric "EJ" Smith, MoHud RE

UPCOMING EVENTS

March 1 – Membership Meeting at Martel’s Restaurant at Capital Hills Golf Course, 65 O’Neill Rd, Albany.
March 10-12 – SCCA Solo National Tour, Cecil, GA; South Georgia Motorsports Park
March 25 – Northern New Jersey autocross, Lot L, Metlife Stadium, East Rutherford, NJ
April 3 – Membership Meeting, location TBA.
April 8 – MoHud Tech Party, 11:30 – 2:30, North Country Subaru, 616 Quaker Rd, Queensbury, NY
April 8 - Northern New Jersey autocross, Lot L, Metlife Stadium, East Rutherford, NJ
April 15 – MoHud Road Rally, Location and details pending
April 23 – Street Survival School at Saratoga Auto Museum. Please volunteer



Mohawk-Hudson SCCA Monthly Membership Meeting February 2nd, 2023 Start 7:00 PM

Location: Albany Pump Station

Officers Present: Salvatore Baisley, Paul Malecki, Shelby Blanchette,

Total Members Present: 14

Shelby Blanchette makes a motion to accept the meeting minutes as published in the January Knock Off, Bill Fish accepts the motion and Diane Malecki seconds the motion. All members approved the motion.

Membership Report- Submitted by Jim Garry

- Currently at 307 members, down 3 members from last month

Knock Off Report

- Jim Garry is still serving as the editor
- Reminder editors are being rotated every 3 months
- Submissions to the KO are due on the 20th of each month

Treasury Report- Paul Malecki

- \$30,246.65 as of this morning
- Took in \$1,592.46 at the banquet with a cost of \$3,221.80
- The \$100 run off award for Charlie Campbell was distributed

Street Survival- Paul Malecki

- SAM wants to have 2 additional TRSS events this year, optimistic at best.
- May invite some others to shadow us in April so they can learn what goes into an event

Time Trials- Salvatore Baisley

- Events confirmed with CART and posted for May 20th and September 30th at Thompson
- Aashish Vemulapalli has stepped down as track chair and has nominated Salvatore Baisley for the position

Road Racing- Rich Welty

- There will be a convention in Scranton, PA Feb 11th
- Front facing cameras for all racers at Thompson need metal tethers to mount the cameras

Old Business- Salvatore Baisley

- Last call for KO articles to qualify for the 2020 tow fund.

Rich Welty makes a motion to adjourn meeting, Diane Malecki seconds motion. All members in favor and meeting adjourns at 7:18 PM

Meeting minutes recorded and submitted by Shelby Blanchette

Membership Report by Jim Garry

As of February 21st Mohawk Hudson Region had 308 members, down two from last month.

New Members

Aj Conforti, Saugerties

Welcome Aj!

Significant Anniversaries for March

Five Years

Aaron Wright – Aaron started autocrossing karts at 13 and now co-drives his dad's car both in autocross and track days. Proud father reports that Aaron is only 2 seconds behind him at Thompson already.

Adam Wright – Adam is a leader for MoHud's Time Trial program. He has a license for coaching Time Trials and SCCA's Track Night in America events. Adam has had much success in the Time Trial program.

Brian Borie – Brian is a MoHud autocrosser.

Ten Years

Greg Goss – Greg is a road racer who has been to the Runoffs twice, finishing 13th in 2017 at Indy and 5th in 2015 at Daytona. He took the 2017 Northeast Conference SCCA U.S. Majors Tour championship in the STU class and the NYS Regional Road Racing Championships in 2013, 14, & 15. He also owns a variety of regional championships in Improved Touring. Greg has tried out autocrossing and time trials. Sadly, in 2021 Greg sustained a serious neck injury at Palmer while instructing a student and doctor's orders have required him to refrain from racing.

Twenty Years

George Harmuth – George is another MoHud road racer. He's also a race worker and holds licenses as a scrutineer and in Flagging & Communication

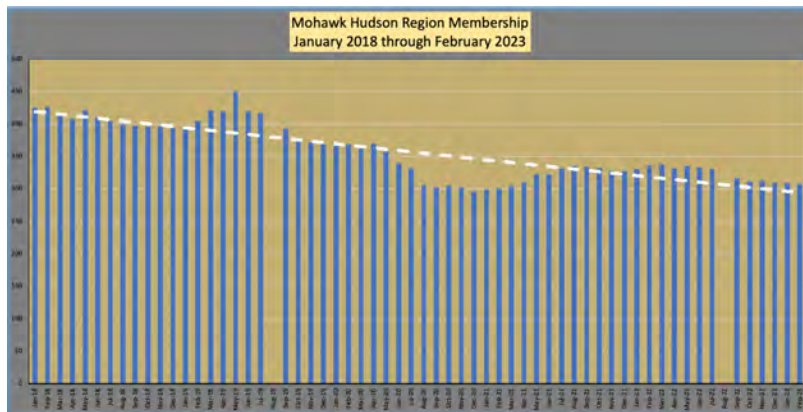
Thirty Years

Arnold Beebe – Arn has been autocrossing for three decades, attending events not only with MoHud but with many other regions. He has competed at dozens of SCCA National Tour events and has made numerous appearances at the SCCA Solo National Championships in the C Prepared class driving his trusty Ford Mustang. Arn is also a long time Solo Safety Steward and has been the Safety Steward for our Teen Street Survival schools for years. We often get to spend time with his wife Diane at many events.



Geeky Membership Note

Here's an interesting note on Adam Wright's length of membership. As Membership Chairman I have internet access to MoHud's membership database kept by the SCCA National Office. The latest spreadsheet showed him to be celebrating his 5th anniversary as an SCCA member. However when I contacted him he told me he had actually joined in 2015 and wondered if a mistake was made at National when Aaron joined in 2018 and Adam switched to a family membership. Upon communicating with SCCA staff they checked the records and sure enough that's exactly what happened. They corrected the error immediately and offered their apologies. Happy ending! However, please keep in mind that if you allow your membership to lapse (which is NOT what happened in Adam's case), then the clock on your membership restarts at zero when you rejoin. Many other national clubs do this also. SCCA allows you to purchase your lost years of membership if it's of importance to you.



WANTED!

Mohawk Hudson Region would like you to consider becoming the Editor for our monthly publication, The Knock Off.

No prior experience necessary. The only requirement is that you are a member of MoHud.

You'll get to stretch your legs and be creative, or just follow a general template. It will be your decision. Enjoy creating a publication read by hundreds of SCCA members monthly. Indulge the artist in you. And again, no prior experience required.

Contact EJ Smith, MoHud.RE@gmail.com, today.

MoHud Road Racing Awards
presented at the MoHud Winter Banquet by *Chip VanSlyke*

Understanding just getting to the track is an accomplishment, congratulations to all participants in the Northeast Division Road Racing Championship and the National Championship Runoffs in 2022.

**Northeast Division Road Racing
Championship**

	Finishing Position	Class
TJ Hanifan	7	FP
Tyler Reynolds	6	FV
Adam Figarsky	5	SM2
Pat Stringer	5	SRF3
Jeff Lehner	14	SRF3
Doug Garrison	15	SRF3
Chris Brassard	51	SRF3
Ron Bass	29	FV
Bill Derogosits	3	Bspec
Chris Zarzycki	23	FV
Leon Zavos	26	FV
Jennifer Chuddy	61	SM
Ed Zemeck	6	SM2
Jon Farbman	8	STU
Ken Relation	2	T1
Ken Lendrum	4	T4
Jared Lendrum	5	T3
Johannes Krauss	3	HRG2

**2022 SCCA National Championship
Runoffs at VIR**

	Finishing Position	Class
Charlie Campbell	3	FP
Charlie Campbell	31	SM
Jared Lendrum	7	T3
Ken Lendrum	17	T4

We know this isn't every participant but these are the only results that list participant's region. So congratulations to all who participate and to all workers and officials who make the events happen as well as crew who support us.

Tire Rack Street Survival for Teens (TRSS) – Sal Baisley

Hello all. Instructor registration is now open for our April 23rd Tire Rack Street Survival at the Saratoga Auto Museum. Tire Rack Street Survival is a program run across the country to help teach teen drivers skills to help them in circumstances they might run across in day to day driving. We pair a student in their car with an instructor as they go about several skills such as a skid pad, slalom, and lane change that teaches them how the car behaves that they likely have not felt before.

To become an in-car instructor the only thing that is required is a bit of understanding how car control works and completing an online course prior to the event that takes about an hour to complete <https://streetsurvival.org/schools/become-a-coach/>.

Help will be needed in the car, around the course, and setting up the day before. If you have not made it out to one of our events in the past and are available I'd highly recommend it. Watching your student go from lightly coasting to the stop line to slamming on the ABS with a massive smile on their face makes everyone's day.

If you interested in helping out feel free to reach out to me in messenger, text/call at 914-483-8756, or email at sa26bais@gmail.com.



**Tire Rack Teen Street Survival School
October 16, 2022**

2023 SCCA Northeast Division Convention – Jim Garry

Unbeknownst to many SCCA members in the Northeast Division, there was a cool meeting in Scranton on February 11th in a cool hotel. This was the annual NEDiv Convention where every facet of the club's activities get presented, discussed, and planned. And where friends meet up to see each other while continuing to brave the winter season.

About 175 years ago, er, um, I mean about 40 years ago when I was starting out in SCCA I began attending these meetings. Back then there were two per year. A "Roundtable" in the fall and a "Mini-Convention" in February where in addition to the usual planning topics, attendees were presented with news and ideas from the recently conducted National Convention.

These weekends were from another time and harkened back to the grand gatherings of the early days of the Club. The meetings moved all around the Division and were hosted by many different regions. One to two hundred attendees would arrive on a Friday, take part in a large meet and greet, and then early the next morning get started with meaty topics. Many of the sessions were very lively, particularly the race schedule meeting where very heated debates often occurred regarding which region was getting what track on what day. Very entertaining for spectators, frustrating for others. There were meetings for Road Racing, Solo, Rally, Stewards, Hill Climbs, how to drive faster, and more.

Lunch would be followed by Divisional awards for workers, drivers, and others. Then another few hours of meetings took place. After a long day we would retire to our rooms to prepare for a terrific banquet on Saturday evening. Time was needed to rest and to dress up in our finest duds. All the men were decked out in suits and ties. The women wore fine outfits.

After dinner there might be more awards and announcements and often there was an interesting keynote speech. The evening ended with dancing out on the ballroom floor to a live band as well as lots of tall stories getting told by generally drunk people. The next morning on Sunday we'd stagger into the final meetings of the weekend. First up would be an hour with the National Board of Directors representing the NEDiv (there are three Directors in our Division and in those days they were the Board of Governors) who would lay out directions, issues going on in SCCA, and took questions. After a short break the NEDiv Council held their meeting focusing on planning and issues of the Division. By noon the meetings were over and folks with long journeys headed out while others hung out in the lobby and continued their discussions and tall tale telling.

But as with many fine traditions, things change. Nowadays that grand weekend no longer exists. Fear not though because a NEDiv Convention continues to be held each February. These days it only takes place over one day but lots of information gets put out there and lots of organizing and brain storming gets done. There's still a meet and

greet on Friday evening with food and drink and less people. The Saturday lunch is nicely catered with awards presented afterward.

Here's a look at the meetings that were held on February 11th:

<https://www.motorsportreg.com/index.cfm/event/event.requirements/uidEvent/DDFFA2CD-D78C-7E88-B8D9D94C3DF44C9B>

Several speakers were SCCA National Staff from Topeka. Many others were experts in their specialties. There were even two from MoHud (Ken Relation talking about Road Rally and Jim Garry on Solo Safety). Yet this time around, as it's been for many years, attendance totaled but 56 members.

For next year's Convention an increase in event advertising could draw more attendees and perhaps some additional sessions. There's lots to learn, there's lots of opportunity to offer your input into club matters too (step away from the keyboard and take part in the planning). You can speak to and influence National Staff or Divisional leaders or members of the Board of Directors. You can have a chat with them at the meet and greet, or during a session, or in a hallway, or at lunch. Or you can just attend the many sessions that are made available.

Everyone is encouraged to attend next year. Even a 24-year old newbie like I was in the way back days.

Hope to see you there in February 2024.



Radisson Lackawanna Station Hotel, Scranton PA

AUTOSPRINT: The Past As Prologue – Greg Rickes

In order to explain this, it's necessary to delve a bit into the history of what we now refer to as "autocross".

Into the mid 1960s MoHud was primarily about SCCA racing and road rallies. There were a few events that were referred to as "gymkhana". They were a combination of driving skill and novelty. Courses typically included maneuvers like reversing into a garage (then accelerating to the next obstacle), 360 degree (and sometimes more) loops around a single pylon, and sometimes activities that included a co-driver.



These dash plaques, which were maybe 1" by 2", were a souvenir given to event participants to display on their dashboard (before airbags)

In the evolutionary process these events slowly dropped the

gimmicks, and became the familiar timed event (with penalties for hitting the cones that marked the course) around a temporary circuit laid out in an expansive parking lot.

These were low-key events in the eyes of SCCA National HQ. The home office provided insurance, but the operational organization was pretty much left to the local regions, so rules and classes varied by location. Gymkhanas were intended as moderate-speed tests of driving skill and agility. "Autocross" was viewed as a somewhat separate entity characterized by higher speeds (airports were a popular venue), and for a time SCCA made a clear distinction that these did not fit with the intent of the club; "autocross" events were often held by independent sports car clubs.

That brings us to where Mohawk-Hudson Region was in the late 1960s, with an active program of events and growing popularity. The car class structure was pretty simple, based on the classes used for SCCA Club Racing. Car preparation could thus range from strictly stock to extensively modified competing in the same grouping. Eventually there was at least a distinction made for cars competing on real racing tires, though again all cars so equipped were grouped together in a single class, regardless of other considerations like horsepower. The street tires of the day offered just about nothing in the way of performance considerations, so they had the limiting effect of making excess horsepower useless since the tires couldn't handle the grip.

One of the perceived hurdles to attracting participants was the vagueness of what a "gymkhana" actually was; the word in fact had its origins in equestrian competitions. After tossing around a number of suggestions it was decided to try calling the events AutoSlalom; it seemed to capture that this was an event for cars, on a course akin to those found in downhill skiing. Remember "autocross" was still frowned upon.

About this time SCCA HQ started to take a more active interest in single car timed (as compared to wheel-to-wheel racing) events. They deemed them "Solo" events. Hillclimbs and race track time trials were grouped into Solo 1, and basically followed all SCCA racing rules. Parking lot events for standard street-focused cars were deemed Solo 2 (or Solo II).

Mo-Hud's Regional Executive at the time was Bill Morris. Bill was the complete enthusiast: with a Ph.D in metallurgy Bill could design, fabricate, and wrench. His daily driver was a Lotus Elan, no shrinking violet when it came to attention and upkeep. Bill drove the Elan year-round, and even entered the infamous MoHud Snowflake Rallye with it, in addition to using it for autoslalom, hillclimbs, and club races. Bill was also an innovator who could think outside the box.

Here's how he introduced a new event in his Knock-Off column in the spring of 1969

*Solo II – August 16
Lime Rock*

-You say you've been to Lime Rock, but you've never driven the course? Okay, this is your chance. Seat belts are required and you should have a helmet by now, so bring it along too.

Solo II events should not exceed speeds encountered in normal highway travel, but the course record at Lime Rock is over 100 mph, therefore you will find some pylons strategically located to slow you down. But there are fewer hazards at Lime Rock than you normally find around parking lots, so expect to move along fairly rapidly. Open to anyone with a valid driver's license. Cars must be equipped with mufflers and run quietly. Since this will be strictly enforced, you may have to leave your race car home and run the tow car instead. We need workers for this event also, but being a worker will not exclude you from running. Registration starts about 9 A.M.

Though it might be hard to believe in this day and age, there was a time when non-racing

Lime Rock Park
"Lime Rock ranks second as a non-breather course, the first being Brands Hatch, England"
Bill Kane

Lime Rock Park
"Lime Rock is a very challenging course and would rank among the top in the East. It would certainly be considered as the best short course"
Phil Groggins

Lime Rock Park
"If you get past all the natural hazards and survive the car getting airborne at the top of the rise, you soon come up to a fast flat right. You'll then be shooting down a hill with a very fast curve at the bottom... Going off that last downhill is apparently a popular thrill." "Car and Driver"

LIME ROCK
What will you say after you've driven LRP ??

August 16 at Lime Rock
Mohawk-Hudson Region
presents
AUTO SPRINT
a category II solo event

Registration-9a.m. Mufflers Required Bring your Helmet This is no parking lot, friend.

Entry Fee: \$ 5 SCCA Members
\$ 6 Others

*Official Knock-Off announcement for the inaugural (1969) AUTOSPRINT
Entry fee for MoHud members was \$5*

Saturday dates were there for the asking. As an SCCA region that had put on a variety of events (driver's school, regional and national races), MoHud was among the select group to get first pick.

So now there was a time, and a place. The only other piece needed was a name. If our traditional Solo II events were "autoslalom" it seemed a natural extension to me to model it on similar track events in England which were called "sprints". And so "AutoSprint" was born.

1969 AutoSprint

Saturday August 16 1969 started rainy and gloomy as I got on the Thruway at exit 24 and headed south. For a summer weekend morning there seemed to be much more than the usual traffic. As I made the switch onto the Berkshire Spur it struck me that there were an unusually large number of gaudily-painted VW MicroBuses headed in the opposite direction. As fate would have it they were all on their way to clog the Thruway in the vicinity of Max Yasgur's farm in Bethel New York, the re-located site of something called the Woodstock Music and Arts Festival.



It was a standing start from Lime Rock's pit lane for the timed laps. It looks quite different these days

A respectable 52 entries signed in for this new adventure. As promised the race track layout was modified with a series of offset gates along the straightaways, the idea being to create braking zones to keep overall speed in check; the turns basically followed the racing line. Each car went from a standing start on pit lane, and had to negotiate a "stop box" after crossing Lime Rock's start/finish line.

There was plenty of variety among both the cars and drivers. There was every variety of two-seater, from a tiny FIAT 850 all the way up to Corvette Sting Rays. Among the sedans you'd not only find Mini Coopers and SAABs (both 2-stroke and V4s), and the expected "Pony" Cars – Camaros and Mustangs, but also a few unlikelys. Karl Danneil had his Dodge Charger. Art Simmars had his Plymouth Valiant Station Wagon, an unusual choice especially since Art also had a Ferrari 206, but the weather forecast played a role in the days selection. Sure to stand out in the crowd was Steve Short's 1956 Ford Victoria. This was no ordinary Vic; it had a big Lincoln V8, and suspension and brake pieces originally developed for the Mercurys that



Pylons intended to slow cars down for the finish line formed a "stop box"

had raced The Carrerra PanAmericana in Mexico.

After a series of familiarization laps in the morning, dry weather arrived for the afternoon's timed runs. Craig Carter, who would go on to race in IMSA's Camel GT and Kelly American Challenge series, took Fast Time Of The Day at 1:27.9. Considering that this was from a standing start and a finish that required some heavy braking halfway down Lime Rock's main straight that was a brisk pace. At the time the absolute lap record was barely under a minute.

My four-door six-cylinder Chevelle seemed hardly suitable to the occasion but Bill Morris offered a drive in his Lotus Elan. I'd driven the car before but Lime Rock was a whole different game, and the rain only added to the intimidation. My performance that day hardly did the car justice, but for a nineteen-year old to even get to drive on a circuit that even that was legendary was a dream fulfilled.



Familiarization laps gave the drivers a look at the course before timed runs. Steve Short's Ford Victoria was more adept than you might imagine.



More familiarization laps in the rain at AUTOSPRINT #1 in 1969

A few other notable performances that day saw Thom O'Connor win the 1700-3000cc Sedan Class in A Volvo 122, and Paul Hacker (whose exploits in SCCA Showroom Stock racing you recently read about in the January and February editions of the Knock Off) got one of his first experiences on a road-racing course, winning the small (up to 1200cc) sedan class in an Austin Mini.

There had been some trepidation but everything went smoothly with no untoward incidents and everyone looked forward to a return engagement in 1970.

1970 AutoSprint

Regrettably my only lasting recollection of the '70 event was that it was a rare outing for my venerable (it had raced at the Sebring 4 Hour race driven by Bill Kane) Renault 1093, and I didn't finish among the frontrunners in my class. There were some lessons about course design learned from the inaugural event; the placement of various gates would continue to be massaged throughout the history of Autosprint.

The Knock-Off archives for that period



The author at the 1970 event driving his Renault 1093 into The Esses

are similarly devoid of details, except to note that the track rental cost for the event was \$350! By now Autosprint had become a regular, and much-anticipated, feature on the MoHud calendar.

1971 AutoSprint

As a gauge of this popularity the 1971 event drew an impressive 83 cars. The mid-size sports car class had 17 entries, mid-size sedans 15, American Pony Cars 12, V8 sports cars 10 (9 Corvettes and 1 Aston Martin).

MoHud's Thom O'Connor scored another win (from his car owner Gunther Schroeder, who finished runner-up) this time in a BMW1600. Another region member, Phil Groggins who'd been runner-up twice at the road-racing National Championship Runoffs before health problems sidelined him, won the American Sedan class in an American Motors Javelin. Fast time of the day went to the race-prepared Triumph TR3 of Jack Creel at 1:34.9. Thom O'Connor actually had the 3rd quickest time overall at 1:40.55



Lee Beauregard's Lotus headed across the finish line

1972 AutoSprint

Autosprint '72 continued some notable performances in the now familiar format. The turnout was again a strong 80 cars. Jack Creel repeated as FTD in his TR3, his time at 1:39. MoHud's Howard Geer, winner of the heavily populated performance sports car class (Lotus Elan and Europa, Datsun 240Z, etc.) was just 0.2 seconds behind. Creel, racing in the "Unlimited" class had some interesting competition, including a mid '60s Ford Mustang Notchback that had raced in the TransAm series, and Karl Hacker's Corvair-powered Austin Mini. On a personal note I had my second try with the Bill Morris ice racer, an 850 Mini, running in what was arguably the slowest class, but for my efforts I finished tied for third, and got the final spot on the podium on the tie-breaker of second fastest lap.

1973 AutoSprint

The 1973 event almost didn't happen. Torrential rain submerged most of Columbia County, stranding event chairman Art Frederick, and the pylons needed for course marking. Fortunately, local knowledge (this was long before Google Maps) enabled Art to improvise a most roundabout route, but forcing the event into a late start. The weather had an effect on entries, cutting the turnout to around 70, which as RE Howard Geer pointed out, was a threshold below the break-even point.



*The author getting strapped into his Formula Vee at the 1973 event.
The improvised mufflers would prove to be a problem*

Regardless, it was a day noteworthy in several ways. Bod Grocki (who was to

become a multi Solo National Champ in A Mod), driving a Lotus Elan, got FTD at 1:37.5. Ken Payson, who would go on to several SCCA regional and national racing championships, finished second in the Corvette class. Paul Hacker drove the Dodge Colt that was also his road-racing entry to a win in the 14 car mid-size sedan class. Getting his first exposure to Lime Rock's challenges was Bob Wright, driving a FIAT 124 Spider. Bob has gone on to a long and distinguished career in open-wheel racing cars, and is the principle for Formula Race Promotions (FRP) which organizes and promotes semi-pro events for a variety of formula car classes. Bob's best lap in 1973 was 1.53.7, or better than a minute slower than the fastest lap he's since turned at LRP. I won a very thinly populated "Unlimited" class in my Formula Vee, even though I was restricted to one run after my exhaust system started to dis-assemble itself due to the extra weight of the noise-limiting mufflers. :-0

1974 AutoSprint

1974 would be a strange year for MoHud's summer classic. Earlier in the year there had been doubts about any motorsports events due to a winter gasoline shortage effected by OPEC. That situation was resolved though with a lasting impact on fuel prices. Nonetheless Autosprint bounced back with an entry of nearly 80 cars. On a course that



Jack in pit lane

favored torque and horsepower Bill Ruschetti scored FTD a 1:43.2.



Jack Hanifan's introduction to Lime Rock Park. Lots of laps would

This would be my last Autosprint. After lurching and leaning in my stock Ford Pinto I decided to pursue other avenues and headed off for the dirt tracks. While I was making my exit, two individuals who would figure in a major way on the Region's history were making their appearance. Jack Hanifan was out in his Fiat 124 (which still resides in the Hanifan garage), and Tom Campbell got his first taste of Lime Rock in a Ford Pinto, though Tom doesn't recall this in much detail, as he remembers the family car as a Chevy Vega. Whoever the Pinto might have belonged to, it served Tom's wife Carol well, as she finished third in the ladies class.

1975 AutoSprint

For 1975 the rain returned to dominate the proceedings, holding entries down to 64. Rising above the weather for FTD was my dear friend Lloyd "Sandy" Fisher, on a day he truly shined with his Camaro. His 1:45.9 was the only lap of the day below 1:50. The results also show J. Gorss, and in the Ladies class P. Gorss, both seemingly in the family Corvair. Any relation to current inaugural TrackStar winner and Mazda time-trialer Dan Gorss?



VW Beetle showing the later configuration of the starting area in pit lane.

1976 AutoSprint

The torpor that marked 1975 seemed to carry over to the '76 event. From comments discovered in the KO there apparently were organizational issues. Reflecting lower entries in local events, the Lime Rock car count was down to 52. But there was worse to come.

There had been a few “near miss” incidents at earlier events. Art Frederick had a center-lock wheel on his Lotus Elan come loose and brushed a guard rail. Clark Nicholls spun a Porsche 914 at The Downhill. But an incident with serious and potentially tragic circumstances was about to unfold, ironically during the orientation laps where small groups would take laps in follow-the-leader formation. For reasons that were not exactly clear, in a line of cars working their way through the finish gates along the start/finish straight, one car got sideways and shot off course, impacting what was then a single-layer of Armco barrier. The car then flipped upside down into the creek. To the profound relief of everyone present the driver emerged unscathed, but everyone associated with the event was chastened by the experience.



Examining the finish line slalom that contributed to an unfortunate incident.

At the end of the day Bill Morris, who had formulated the original concept for Autosprint, fittingly scored FTD in his well-travelled Lotus Elan at 1:31.6.

Between serious soul-searching about what had transpired, several financial setbacks, and pressure from SCCA HQ, Autosprint reached the end of its run. For 1977 it's summer date would be replaced with a “Touring School”, a non-competitive event with an emphasis on consistency and control, and reflecting a new alliance would share the date with a MoHud sanctioned race for the Skip Barber Racing Series.

It was an unfortunate end to an event that had been innovative, and popular. In MoHud's original Autosprint, and even the subsequent Touring School, you might detect a foreshadowing of their modern day equivalents, the MoHud Time Trial Championship and Track Night In America. #Funwithcars might be catchy in the contemporary sense, but it's a long-standing tradition in MoHud.



The well-travelled Lotus Elan of Bill Morris