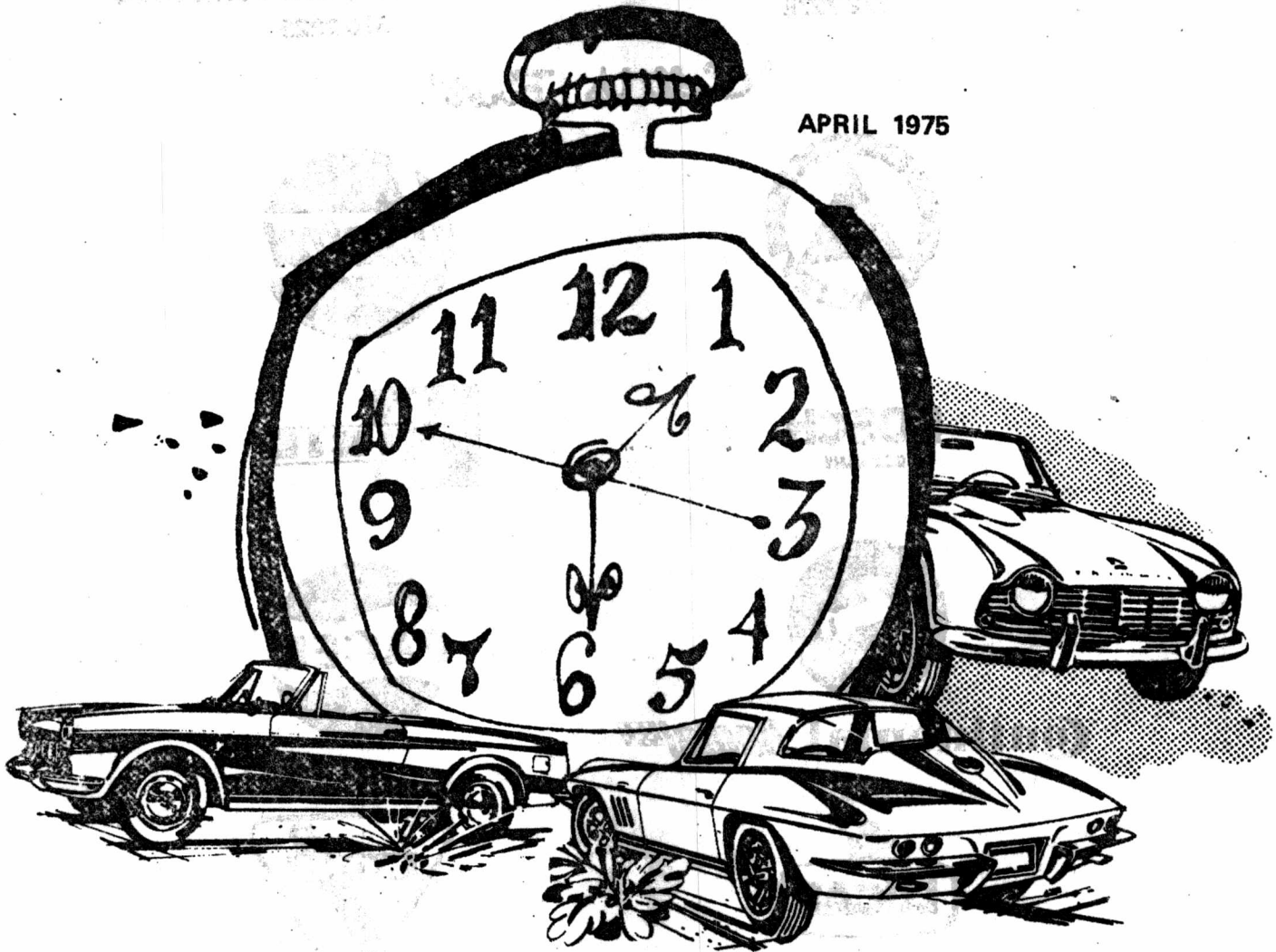


Published Monthly by SCCA - Mohawk Hudson Region

the knock-off

APRIL 1975



SCCA

GYMSCHOOL 1975

THIRD CLASS MAIL

FOR MORE DETAILS SEE FLYER INSIDE !!!

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The Mohawk-Region SCCA membership
meets the first Wednesday of each month
at the Center Inn, Glenmont, at 8:30 p.m.

KNOCK-OFF

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The Executive Meeting of the Mohawk Hudson Region SCCA held March 24, 1975 at the home of the Fantelli's was called to order at 8:25 by Hap Farnsworth, R.E.

Secretary's Report was approved as read.

Treasurer Reported a balance of 7082.42

Asst. R.E. no report.

K.O. staff no report.

Activities Director no report.

Competition Director held a meeting March 23, 1975 at which 6 Drivers attended. A meeting for new drivers will be held at his home on April 13.

The R.E. reported the Helderberg Hassle Rally is ready. EMSC is having a tulip rally in connection with the North Applachian Series.

Hap said B & B Motors has ask us to run an ad in the April K.O. This would be a one shot deal with B & B doing the printing and the KO staff inserting it in the KO. We will charge \$50. for this.

The Lime Rock contract is ready to sign. Lime Rock has its insurance coverage under Lester Seasongood which has possible duplicate coverage. Hap has been assured by K & K if the coverage is duplicated we won't be charged.

Hap reported 10 members attended the RoundTable in Gettysburg. In Gettysburg our R.E. met with NARRC people and Mo-Hud is still a member.

Hap has a petition from Bill Miller. It is a formal presentation for possible amendment of the by laws of SCCA. stating that the SCCA Operations Manual be the offical guide for the field staff, board of governors and regions. Changes that would be made by the Board of Governors would have to be made 6 months in advance and reprinted in the Sports Car.

Marie Corrin brought up the possibility of having associate members in the region. This would be for one year only and for new people. A fee of from \$5 ot \$10. This was felt by Marie that it would help to pay for the rally and autoslalom Series and K.O. all losing money at present. This also seems to be the trend in many regions and one Area Governor has stated un-officially that he would be in favor of such a member if he were an R.E. After negative discussion the idea was dropped.

Motion made by B. Morris to adjourn seconded by Greg Rickes.

Meeting Adjourned at 10:50.

Respectfully Submitted

Marie Corrin, Secretary.

The May membership meeting will be guest night.

Executive meeting May 27, a tuesday will be at Farnsworths

" " June 23, 1975 at P. Panos.

The April membership meeting of the Mohawk-Hudson SCCA was called to order at 8:30 PM on April 2, 1975 by Hap Farnsworth, R.E.

Secretary's Report approved as read.
Treasurer reported a balance of \$7082.42.
Asst. R.E. no report.

K.O. Staff requested more articles written by the membership.

Competition Chairman reported there is a preferred list for numbers for National Drivers. He will send these requests to the Pointskeeper of NEDiv.

Activities Director not present. Hap reported the Helderberg Hassle II Rally is April 6. EMSC Rally is April 13.
Art Frederick reported on the upcoming Autoslalom School, 4/27. The school will be first then an Autoslalom following. Trophies will be for novices only. This will count for championship points in the Autoslalom series.
Dave Hathaway reported on BMSC events. All their future Autoslaloms will be held at the Taconic High School, Valentine Rd, Pittsfield. The first one on April 20th.

Hap discussed the NEDiv Round Table stating it was the usual meetings with the usual discussions with the usual results. He announced the proposal of Bill Miller of the Glen Region to be signed by anyone interested. This was in effect that all people involved with SCCA abide by the Operations Manual. This includes the Board of Governors, the National field staff and Regions.

R.E. Notes:

We have the Limerock Contract.
Each chairman of an event must have a copy of our insurance coverage at their event.
Guest night is May 7th with Toni Scotti as guest speaker.

Other New Business:

John Stim suggested a bumper sticker campaign to advertise our club and to get more members. He also suggested each of the Foreign Car places have a list of our events and whom to contact.
Lee Beauregard said the Albany papers will be having a classified section soon which our club might advertise its events.
Connie McIntyre is attending the Timing and Scoring School at Thompson if anyone wishes to attend with her.

Meeting adjourned at 9:50 PM

Respectfully submitted.

Marie Corrin
Secretary

GYMSCHOOL 75

MOHAWK - HUDSON REGION SPORTS CAR CLUB OF AMERICA

WHAT IS IT?

What it is, is a school for gymkhanas (cars, not horses), except that these days we call them autoslaloms. That means that it's a place where you can learn to be a more skillful driver without risking black marks on your license; where you can have some fun driving your car without the extreme speeds and risks of road racing (or street racing, which is something altogether different); where you can find out just how good you really are and how you can improve your driving techniques; or where you can shake off the "winter rusties" and start to get in shape for the coming autoslalom season.

WHAT'LL I BE DOING THERE?

You'll spend the first part of the afternoon practicing various driving maneuvers - things that will be encountered in an actual autoslalom. Then we'll put all of those maneuvers together into the aforesaid actual autoslalom, complete with competition (guaranteed) and trophies (you're on your own for these).

WHY SHOULD I GO?

1. You'll have fun.
2. You may win a trophy.
3. You'll learn how to be a better driver.
4. You'll find out if those latest "demon tweaks" really work.
5. You'll get out of the house for an afternoon.

NOW WE TELL YOU WHERE YOU CAN GO!

Gymschool 75 will be held at the N.Y. State Campus Peripheral Parking Lot (NYSCPLL, if you're hip) in Albany. Take I-90 to Exit 4 (Route 85), bear right at the first opportunity toward the state offices, and take the first right into the parking lot. If you miss it, continue (leisurely) around the campus loop and try again. Call Art Frederick at 518-392-4287 for further information.

SUNDAY

APRIL 27, 1975

NOON

Registration
begins at
11:00 A.M.

P.S. If it rains, bring appropriate clothing because we go anyway!

Regional Rally Roundup

Ever since last month's KO cover heralding the arrival of the NORTHERN APPALACHIAN RALLY SERIES you all probably have been asking everyone you know for more information. Well, fear no more, for in the following I will pass on all the pertinent info. (All the impertinent info should be found on a page by itself elsewhere). As you are all probably aware (primarily because I have been tout-ing it in this column for the past few months) the clubs in this area have gotten together and decided to put on a rally championship counting for year end trophies. Now one of the hardest items to resolve was the name for the championship. So a contest was held in order to solicit the best name (you missed it didn't you) and the winner was awarded a nesting pair of homing pigeons. My name of North American Rally Championship came in a close second but lost out for fear of attracting too much attention for the first year. Unfortunately the winners name can't be published because he wishes to avoid potential problems with the IRS, as we can well understand. Anyway we now have an outstanding name - oh, by the way Appalachian has two 'p's, not one, but we understand JB got mixed up with some bay in Florida, which can easily happen to anyone. The schedule is as follows and even if you may have missed an event don't give up cause only the best four out of the first five events entered count.

April 6 - Helderberg Hassle II (MHR)
 April 13 - Everythings coming up Roses (EMSC)
 May 18 - BMSC
 July 13 - BMSC
 Sept 28 - Saratoga Safari (MHR)
 Oct 19 - EMSC
 TBA - AMEC

Another item of interest coming up is the EXPLORER SCOUT RALLY SCHOOL & RALLY which we hope to once again put on in conjunction with the Schenectady Council of the Boy Scouts. The dates I have at this time are May 10 for the school, which will include classroom sessions in the morning followed by a practice rally in the afternoon, and May 31 for the rally. Anyone who has never rallied before and would like to get in on the school would be more than welcome as we will try to cover the basic fundamentals of rallying - like how to keep your cool while rallying with your wife, or how to get lost without appearing to do so when rallying with a 'friendly' friend. I hope to have more info on this in the next installment.

Howard

Notice - Anyone who has not renewed their Race Worker's license for 1975 or has a completed Log Book should get them to Howard Geer as soon as possible.

NORTHERN APPALACHIAN RALLY SERIES

The Northern Appalachian Rally Series is a championship rally series hosted by the Berkshire Motor Sports Club, the Empire Motor Sports Club, the Mohawk-Hudson Region, SCCA, and the Adirondack Motor Enthusiast Club. Championship points will be awarded to all competitors in each of the designated events to count for year-end awards for both driver and navigator in each of the classes. All events counting for the championship will be 'skill' rallies whereby no finishing position shall be determined by luck.

CLASSES - A - There are no restrictions on equipment used

B-- The equipment allowed in Class B shall be a single, non-compensating, odometer unit reading to miles or tenths of miles; any slide rule device and/or tables or books listing speed factors; paper and pencil and timepieces - either electrical or mechanical - which cannot be varied in rate to aid in computations.

C - The contestant may not use any cumulative calculator or have reference to any device capable of measuring distance. Adequate opaque coverings must be installed and maintained in place over the odometer or any other device capable of providing an indication of distance.

ELIGIBILITY - Anyone, regardless of club affiliation, may compete in the championship. To be eligible for a championship award, the contestant must have participated in three different club events which counted towards the championship. Participation includes working as well as entering.

AWARDS - Awards will be presented, at minimum, to the top driver and navigator in each class. The best four out of the first five events entered will count towards deciding the championship.

POINTS - Points will be awarded to each contestant based on overall finishing position as follows.

- a) Each contestant will receive 10 points for starting and 10 points for finishing
- b) The first place overall team will receive 100 points + 20 for starting and finishing, totaling 120.
- c) The remaining cars will receive points based on the following formula:

$$P = ((100/N) \times (N-Q+1)) + 20$$

P = Points awarded

N = Number of entries

Q = Overall finish position

EVENTS - Each event will be run under the sponsoring clubs Rally Code. It is up to the contestant to become familiar with any differences in the Rally Code at different events.

Mohawk-Hudson Region, SCCA
Helderberg Hassle II Rally

Official Results

O/A	Leg 1	Leg 3	Leg 4	Total	Driver/Navigator	A	B	C	Car #	Club	Marque
1	6	25	48	79	Clark Nicholls Mike Comber		1		22	BMSC	Subaru
2	10	47	39	96	Charles Wichmann Margaret Wichmann		2		23	BMSC	Chev.
3	66	8	26	100	James Abernethy Harold Shearer		3		49	----	Volvo
4	26	38	59	123	Larry Burnell Jeanne Burnell	1			14	----	MG
5	41	45	40	126	Charles Fullgraf Craig Lee		4		33	RSCA	Porsche
6	70	72	6	148	Harry Whitton Kent Hollis		5		4	MHR & EMSC	240Z
7	56	91	14	161	David Hathaway Martha Hathaway			1	3	MHR & BMSC	Chev.
8	20	53	100	173	Mitch Steller Ruth Steller			2	41	----	MG
9	13	177	16	206	David Pashley Joel Curatolo		6		9	----	Alfa
10	38	83	86	207	Ken Solomon Mona Solomon		7		24	EMSC	MG
11	57	127	23	207	Tom LaPonia Ev Ward			3	31	MHR	BMW
12	7	180	39	226	J. Roughley John Minno		8		42	----	VW
13	22	85	213	320	Irene Cresser John Stim		9		36	MHR & EMSC	Toyota
14	26	300	55	381	Michael Dalbey W. David Mackay		10		30	----	Ford
15	29	167	191	421	Bill Hall Nancy May	2			2	NER	Subaru
16	54	300	42	396	Carl Corrin Craig Robertson			4	17	MHR	Datsun
17	58	45	300	403	John Fisher Bob Smith		11		32	----	Ford
18	55	91	300	446	Gary Tanner Linda Rudinski		12		1	----	Porsche
19	28	123	300	451	Joe Cletcher Cheryl Fischer			5	13	----	Volvo
20	50	300	118	468	Candy Schaf Walt Tracinski			6	40	MHR	Opel
21	10	300	160	470	Val Stegemoen B.Y. Tashchuk			7	20	BMSC	Datsun
22	89	300	89	478	J. Miller Irene Kujaw			8	7	----	AMX
23	223	210	47	480	Bill Kane Norm Podrazik		13		8	MHR	Honda
24	4	300	178	482	John Mangan Eleanor Mangan			9	46	----	Ford

Mohawk-Hudson Region SCCA - Knock-Off

O/A	Leg 1	leg 3	leg 4	Total	Driver/Navigator	A	B	C	Car#	Club	Marque
25	22	198	225	505	J. Thomas Ogle Suzanne Little		14		25	----	Triumph
26	168	74	300	542	Marie White Ann Panos			10	35	----	Chev.
27	43	300	202	545	Eric Weiss David Lloyd			11	11	EMSC	Austin
28	17	300	240	557	John Boyle J. Michael Hughes			12	44	----	VW
29	247	226	97	570	Donald Forth Michael Tobin			13	47	----	Chev.
30	143	300	164	607	Bill Goodwin Anne Goodwin		15		43	----	Corvette
31	300	206	152	658	G.W. O'Day Patricia O'Day			14	10	----	MG
32	300	158	217	675	Ron Brown Liz Bogner			15	50	EMSC	MG
33	300	300	78	678	John Wright John Fisher		16		6	PVMC	Buick
34	119	300	300	719	Tom Sponable Leonard Keeler			16	12	----	Ford
35	270	300	210	780	Susan Ruschetti Pat Rollan			17	21	MHR-& EMSC	Plymouth
36	192	300	300	792	Sam StJohn Marc Cloutier			18	16	----	Capri
37	5	1200	217	1422	John Kapitzky Pat Kapitzky			19	45	----	Volvo
38	15	1200	300	1515	Alex Neff Don & Steve Chillrud			20	38	MHR	Rabbit
39	300	101	1200	1601	Stephen Magee Donna Magee			21	27	EMSC	CAPRI
40	117	1200	300	2617	Ernest Gevaudan Barbara Gevaudan			22	34	----	Triumph
41	1	1200	1200	2401	M. Camin Lyn Camin		17		5	BMSC	BMW
42	36	1200	1200	2436	Barry Hathaway Lynn Yankowski		18		26	----	Olds.
43	40	1200	1200	2440	Robert Kenny Debbie Gray			23*	18	----	Vega
44	40	1200	1200	2440	Pete Davis P.J. South			23*	15	----	MG
45	41	1200	1200	2441	Nancy Varney Jerry Varney		19		39	EMSC	Fiat
46	67	1200	1200	2467	Ann Whiteman Esther Brogeon			24	19	----	Pinto
47	107	1200	1200	2507	Bill Visscher Chris Borey		20		29	----	Triumph
48	1200	1200	300	2700	Thomas Neyus Rickey Neyus			25	37	----	VW
49	1200	1200	1200	3600	Stephen Levine Carl Trichilo		21		28	----	Toyota
50	1200	1200	1200	3600	Mark Leonard David Johns			26	48	EMSC	Saab

*Tie unable to be broken by General Regulations

COMING SUNDAY, MAY 4th

EMPIRE MOTOR SPORTS CLUB'S...

POOR RALLY

ICKYER OWN OUTE

- ★ *A rally to be judged on time, on distance and on gimmick questions...*
- ★ *A rally which the beginner can win...*
- ★ *A rally which promises to bust the chops of the expert...*
- ★ *A rally which may break-up the closest of friends and family...*
- ★ *A rally in which YOU make the decisions!!!*

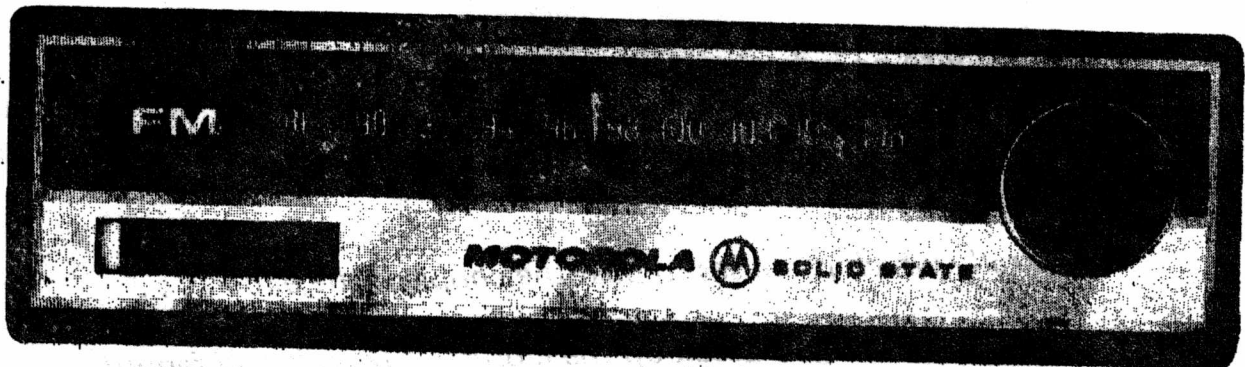
I DARE YOU TO COME!

(ESPECIALLY YOU T.S.D. WHIPS!)

- REGISTRATION OPENS AT 11:30 a.m. at ROBERT HALL PARKING LOT
Corner of Rte 155 and Rte. 20 in Guilderland
- DRIVERS MEETING AT 12:30p.m. SHARP
- FIRST CAR OFF AT 1:00 p.m.
- TROPHIES AWARDED FIRST THROUGH FIFTH PLACES
- ENTRY FEES: EMSC – \$2.50; OTHER CLUBS – \$3.00
No CLUB – \$3.50

PRE-REGISTRATION APPRECIATED – Lee Beauregard—456-0019

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SOMETHING ELSE in sound on wheels

NUTS & BOLTS.....Helpful Hints from George Dennis

In the March article we removed the body from the frame along with a bunch of miscellaneous junk. Well, in one of those piles in the corner of your garage is a spaghetti-like subject known as a wiring harness. If the harness was removed intact and it is in good shape, you can re-use parts of it. Start by unwrapping that plastic or fiber wrap that holds the thing together. That takes quite a while, so grab a beer and a comfortable place to sit down while you are unwrapping.

Find your workshop manual and turn to the wiring diagram for your car. Locate the circuits on the diagram that you will want to reuse. Brake lights, ignition system, solenoid systems, alternator systems etc. When you have marked everything you need, overlay a clean sheet of paper, hold it up to a window (in the daytime) and redraw your new wiring system. Be sure that you mark the color coding of the wires.

Select the proper wires from the unwrapped harness. Inspect each wire carefully. If the wire is slightly stiff at any point, it has been overheated and is no good.

That is about all you can do in preparation until you are ready to install the wiring into the car. The wiring is one of the last things to do. It's a lot easier to re-route a wire than it is a brake line or some of the other plumbing.

An electrical malfunction on a car can prove to be totally baffling. Particularly at the track when you are under pressure to make a practice session or your race. The electrical system is a good place to over-design and be ridiculously safe. The crimp on terminals may be quicker and easier to work with but a soldered terminal is much safer. Use just enough solder to make the joint. An electric soldering gun works best. Too much heat again will make the wiring brittle. A glob of solder looks bad. Practice if you haven't soldered before. After the joint is made, wrap it in plastic tape to protect from shorts. Whenever possible, use an "eye" type terminal held by a nut or bolt.

When installing the wires, keep them from hanging loose. Secure them with wrap ties or tape. Be sure to leave some slack at the ends or where flex may occur. As the engine rocks it shouldn't pull the wires tight. Whenever a wire passes through sheet metal, use a rubber grommet. You probably have a bunch of those left over from stripping the body. Whenever you install anything on the car, keep in mind that you will have to take it off sometime. Remember the old story about the yacht in the basement.

You may find it quite convenient in a production car to make up a box of light sheet metal or aluminum. Mount this on the drive shaft tunnel next to your seat for a central panel. Nothing is more frustrating than sitting on the grid all strapped in and find

Cont.....

Nuts & Bolts Cont.

you can't reach the starter button. Mount the box so there is absolutely no way that you can hit a switch with your elbow. That little hint comes from a driver who many of you know. It seems that he was going down the back straight at the Glen, about to make a pass, pulled a hard shift into 4th gear and shut the car off. Needless to say, he moved his panel out of elbow reach.

The high tension wires (those are the ones connected to the spark plugs) on most cars should be replaced with ones of better quality. I use a type made by Belden. Autolite silicone is reported to be good also. They should be heat-resistant and impervious to oil, gas and water. Terminate the spark plug ends with a positive springloaded terminal such as Rajah. Use boot covers on both the plug ends and the distributor cap.

Ignition coils are destroyed by vibration and heat. Mount the coil on a vibration isolater and keep it cool. Wherever you mount it, remember the yacht in the basement.

Some people are using the capacitive discharge, transistor type, and solid state ignition systems to replace the breaker-point-coil set up. The latter ain't legal. If your distributor comes with breaker points, you got to run with breaker points. I know of one car with a CD system that is switchable back and forth so that you can revert to the stock coil set up. Nice feature, but I think that you can get along with a pretty much stock configuration if it is in good shape.

You will, of course, want to use a new set of points and condenser. Echlin (NAPA) makes a good set up. Just ask for the "gold plated" set. Echlin also makes a better coil. I have run this for two years with no failures. Check your distributor out by a machine. This will tell you if your advance weights, springs and bearings are o.k. That's a good thing to do before each race weekend.

If you put your electrics on your car in a professional manner, the reliability and appearance are enhanced.

The most important thing to remember when thinking about the fuel system is safety. Many stock gas tanks are mounted with just a couple of flimsy straps or bolted into sheet metal. If that "mutha" breaks loose, the first time you hit something you may get to test how well your Nomex works.

A fuel cell will probably be mandatory shortly so you might as well do it right the first time. Mount the cell as low as possible, but not so low that it will get hit when you're off course. A full load of fuel is a lot of weight. Keeping the center of gravity as low as possible is part of making the whole thing handle.

You will find your cell has two connections on it. One is a vent. Run the vent line to a point as high as reasonable and vent to the atmosphere. Use a check valve in the line to let air into the

Nuts & Bolts Cont..

tank and to keep the fuel in. If the valve is spring loaded, remove the spring so the tank can let air out. If the tank can't breathe when the car sits in the sun, you will blow your cell up like a balloon.

The fuel pick-up lines should be near the bottom of the tank. It is common to find the pick-up in a new cell only stuck half way down. Check it to be sure. Take-off the access cover and feel it with your hand to see if it is as low as possible.

If you mount your cell to sheet metal, use fender washers to spread the load out as far as possible. If your bolts go inside the cell container, protect the cell from rubbing against them with rubber or foam taped in place.

The cell connections will be "AN" fittings. Aeroquip hose, 1/16" larger in diameter than stock, is a good idea for the fuel line. This year, with the rules changes, if you run this type of hose the line can run inside the car. That will keep rocks and flying objects from hitting it. Wherever a line passes through sheet metal, use a bulkhead fitting.

Mount the fuel pump away from where it is going to get hit. Don't forget about that fender that could get bashed inward and hit the pump.

If you decide to use steel tubing and rubber hose instead of Aeroquip, be sure all connections have clamps on them and the steel line is secured in rubber to prevent chaffing.

Run the fuel line through an adjustable fuel pressure regulator to prevent fluctuations in pressure and supply. The lines to each carburetor should be separate, coming from a distribution block to insure equal supply. The distribution block is a good place to tap in for the fuel pressure gauge. The fuel pressure gauge is a good diagnostic tool. For example, if you are cutting out at high RPM, a probable cause is fuel starvation. But if your pressure is up and you can see that it is o.k., you can start looking other places than the fuel supply system. It's only a time saver, but that could make the difference. Where ever you run the fuel lines, keep them away from heat. Especially the headers and exhaust pipe.

Make sure all connections are absolutely leak proof. Turn on the fuel pump and let it run for a while. It is a good idea to run that test before each weekend. Nelson Ledges is the only track I have ever been asked to turn on the pump. If you are a tech inspector reading this, why don't you put that in your bag of tricks?

Nuts & Bolts was reprinted from Finger Lakes Top End.

Ignitions with Voltmeters and Ohmmeters

The trend with gasoline engine manufacturers is to electronic ignition. Here's how to troubleshoot an electronic ignition system with a voltmeter and an ohmmeter.

After checking battery and battery connections, remove the distributor cap and check the air gap between the reluctor and the pick-up coil (Figure A). To set the air gap, loosen the pick-up coil hold-down screw. Insert an .008-inch nonmagnetic feeler gauge between the reluctor tooth and the pick-up coil. Adjust the pick-up coil so the gauge is snug. Tighten hold down screw.

Visually inspect for cracks and tightness all secondary cables at the coil, distributor and spark plugs. Check primary wires at the ignition coil and ballast resistor or tightness. If these checks do not determine the problem, the following steps will determine if component is faulty.

Remove the multi-wiring

connector from the control unit (Figure B). The connector cavities are 1, 2, 3, 4, 5. Turn the ignition switch on. Connect negative lead of the voltmeter to a good ground. Connect the positive lead of the voltmeter to the wiring harness connector cavity 1 (Figure C). Available voltage at cavity 1 should be within 1 volt of battery voltage with all accessories off. If there is more than 1 volt difference, the heavy outlined circuit shown must be checked. If you have a service manual these circuits will be color-coded.

Connect the positive lead of the voltmeter to the wiring harness connector cavity 2 (Figure D). The voltage here should be within 1 volt of battery voltage with all accessories off. If there is more than 1 volt difference, check the heavy outlined circuit shown.

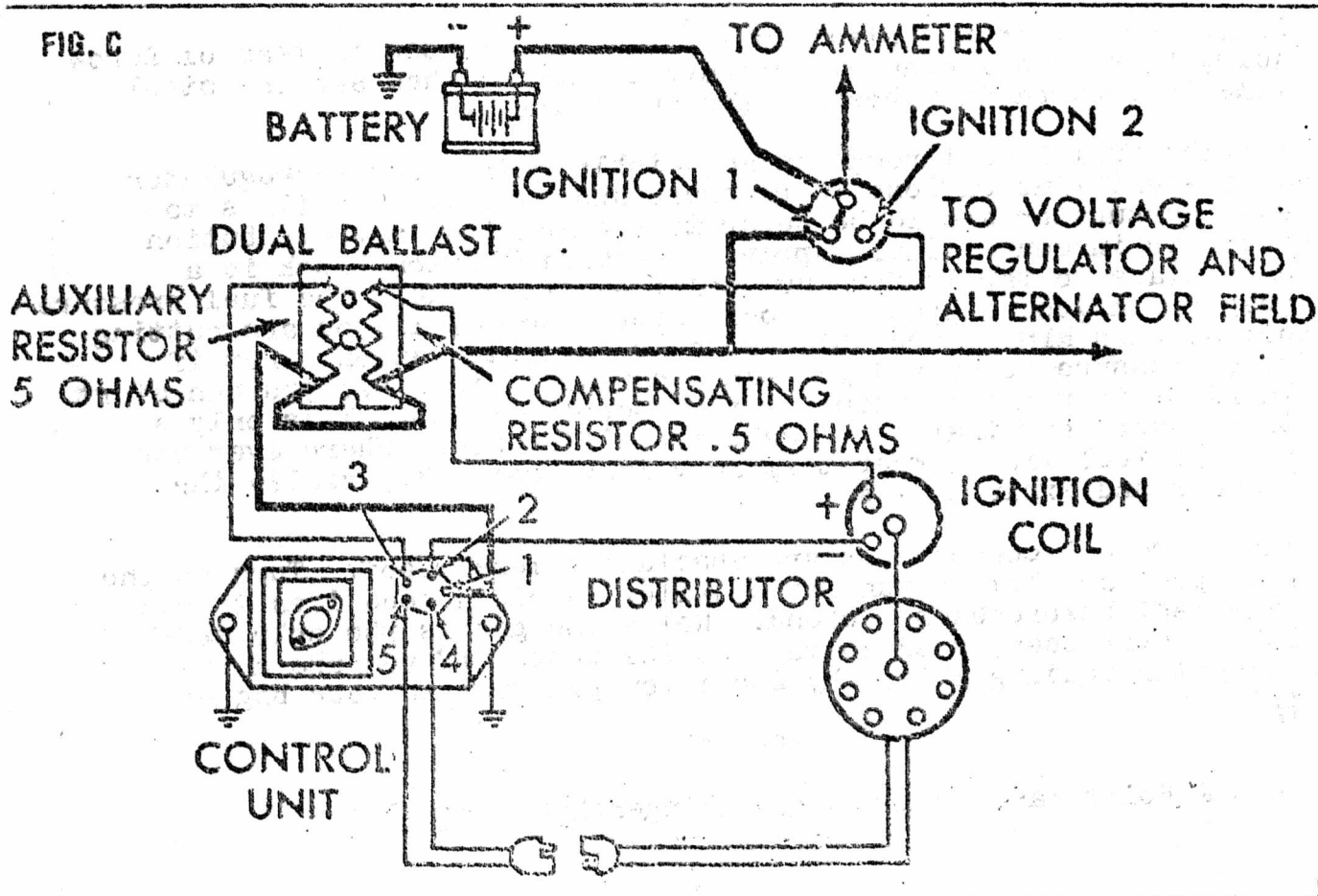
Connect the positive lead of the voltmeter to the wiring harness

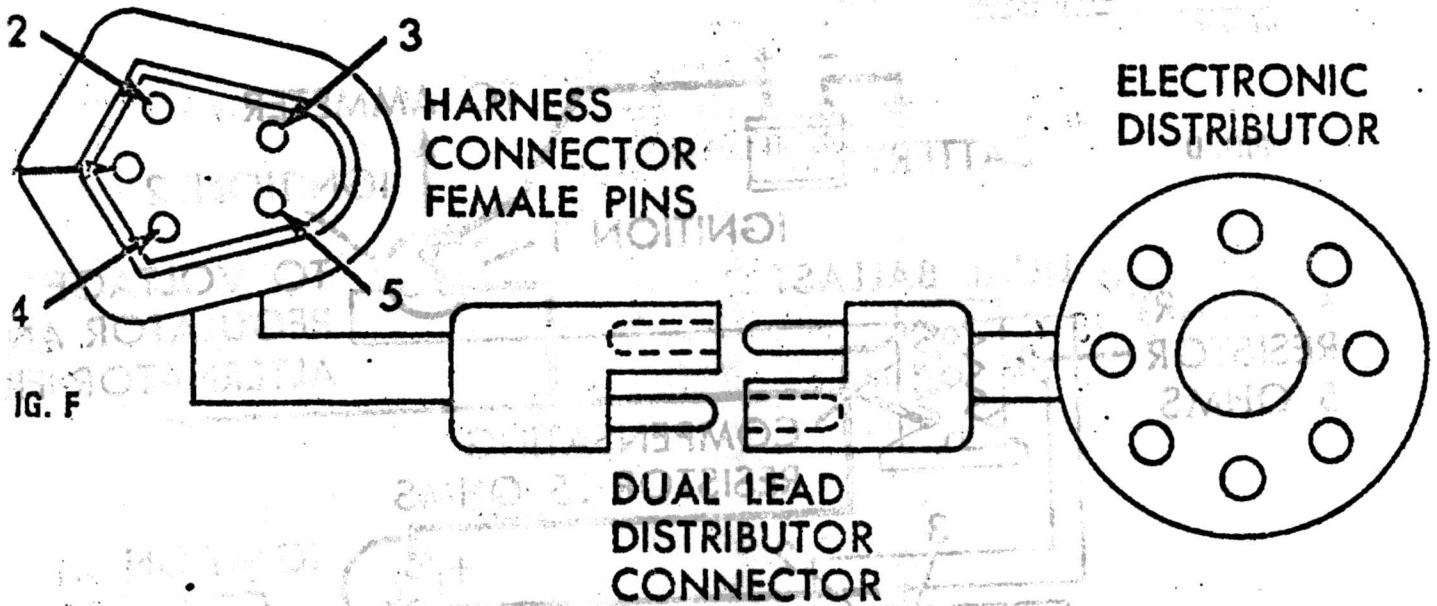
connector cavity 3 (Figure E). Voltage here should be within 1 volt of battery voltage, with all accessories off. If there is more than 1 volt difference, check the heavy outlined circuit shown. Turn ignition switch off. If trouble persists, use the ohmmeter as follows:

Connect ohmmeter to wiring harness connector cavities 4 and 5. The ohmmeter resistance reading should be between 350 and 550 ohms. If the reading is higher or lower than specified, disconnect the dual connector coming from the distributor (Figure F).

If the reading is not between 350 and 550 ohms, replace the pick-up coil assembly in the distributor. If the reading is within specifications, check the wiring harness from the dual lead connector back to the control unit. Connect one ohmmeter lead to a good ground and the other

continued





to either dual lead connector of the distributor harness. ohmmeter should show an circuit. If it shows continuity the pick-up coil in the distributor must be replaced. With the ohmmeter still connected to a good ground (Figure connect the other lead to control unit connector pin 5. The meter should show continuity between ground and distributor pin. If continuity does exist, tighten the bolts on the control unit. Then check. If continuity does not exist, the control unit must be replaced. Reconnect wiring harness

at control unit and distributor.

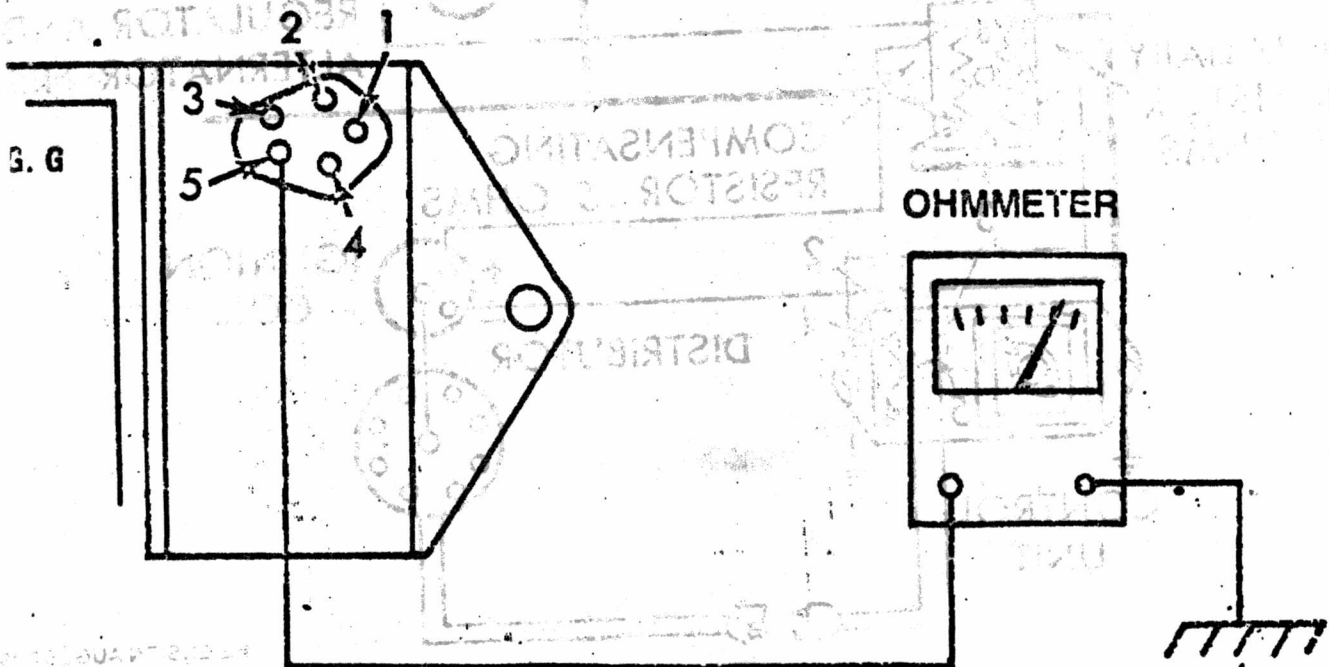
Note: When removing or installing the wiring harness connector at the control unit, the ignition switch must be off. Otherwise the control unit could be damaged

Ignition coil check: If you suspect the ignition coil, remove the high-voltage lead from the center of the distributor. Hold the cable end a short distance from a ground, about 1/2-inch. Have someone turn the engine over. You should get a big fat arc that snaps at you. You'll get no arc if the coil is dead (which means it

must be replaced).

If a problem does not show up when making these checks, it means the control unit or ignition coil is bad. It's very unlikely that both units would fail at the same time. Try a new control unit or an ignition coil to see which one restores secondary voltage.

The information and illustrations for this article were provided through the courtesy of Robert Scharnell, Marine Products Operations, Chrysler Corporation, PO Box 2641, Detroit, MI 48231.



Engine Room

continued

FIG. D

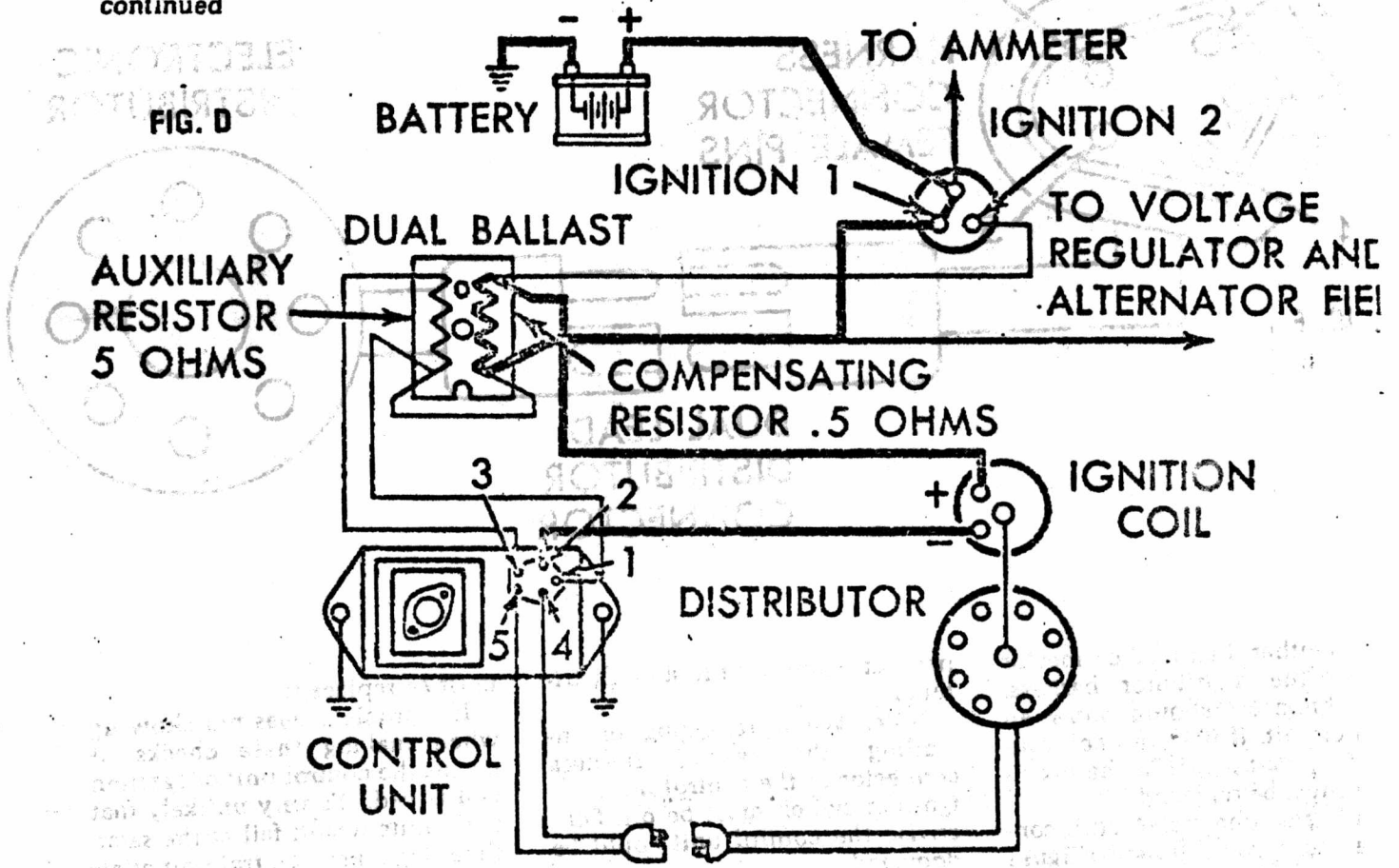
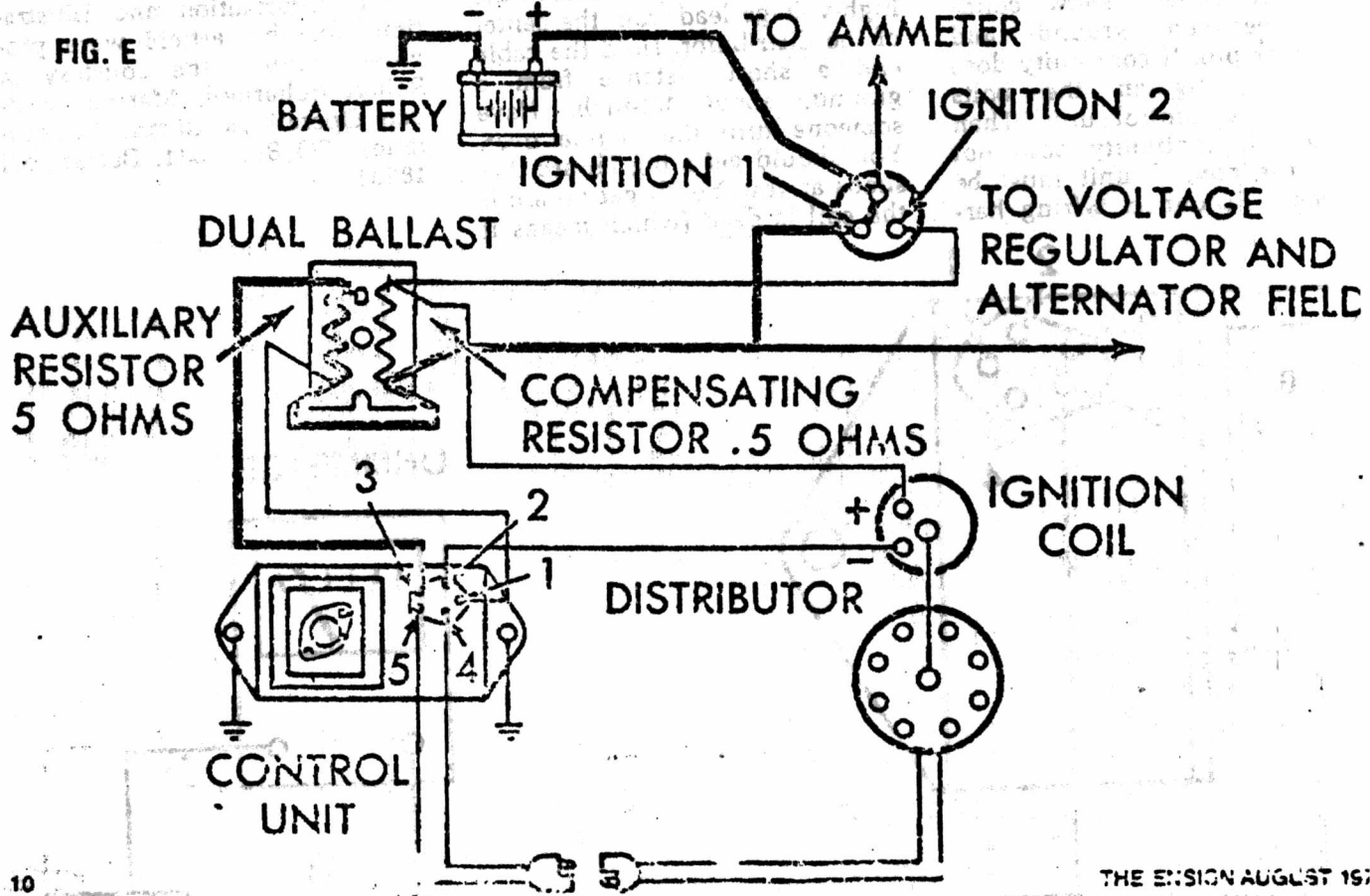


FIG. E



OVERSTEER

OR

UNDERSTEER?

This can be very helpful if you are autocrossing or racing.

Understeer - If your car "plows" too much, or if the front end feels as though it is sliding out from under you, ADD "oversteer".

Oversteer - If the tail end of your car feels loose (hangs out) or tries to break away too early, ADD understeer.

CHASSIS FEATURE

FOR MORE UNDERSTEER

FOR MORE OVERSTEER

Front tire pressure	lower	higher
Rear tire pressure	higher	lower
Front tire section	smaller	larger
Rear tire section	larger	narrower
Front wheel camber	more positive	more negative
Rear wheel camber	more negative	more positive
Front springs	stiffer	softer
Rear springs	softer	stiffer
Front anti-roll bars	thicker	thinner
Rear anti-roll bars	thinner	thicker
Front roll center	higher	lower
Front track	narrower	wider
Rear track	wider	narrower
Weight distribution	more forward	more rearward
Rear deck spoiler	higher	lower

If everyone else fails you call . . .

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TIMMING, WHO ME????????????????

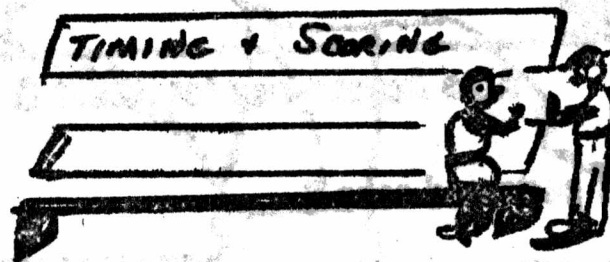
Jean Fantelli

Have you always wondered how those people sitting around you at races always seem to know who is winning while you're left scratching your head? Have stop watches left you with a feeling of insecurity? Let us solve those problems and many more - just stop in, give us a hand at the timing tower and we'll teach you all about it. We'll show you how those watches work and how to do a lap chart so you know who's winning. Better than that, you'll be one of the first to know who won and how all the other cars came in.

As you sit in the tower watching the cars wizz by, you'll find out just why it's so important for drivers to have legible numbers. One can note how the metallic numbers just glimmer in the sun you can tell nothing more about them except that they are metallic.

If we can't convince you that everybody can time, then come below and join us in the results area. People are always welcome to help with the grid sheets and typing of results. It takes a half hour after results are posted till they become official. During that half hour, any protests must be lodged, and then after that is settled, it's another half hour until they are official. So, the more assistance, the sooner we get those results out - and the sooner everyone gets to the beer parties.

So, if the next time you're at the races you find you'd really like to know a little more about it, come and see us and we'll be glad to put you to work and teach you what it's all about.



"How many cars did you say you could time?"

Stropus Timers School

.....Connie McIntyre

Judith V. Stropus' Timers School was held at Thompson in conjunction with the Skip Barbar Performance School. Saturday dawned with a light snow falling (reminiscent of the Fun One) and the temp. in the 20's. Our class was held at the raceway restaurant with 14 students. Most were wives of guys attending Skips school and were to be timers for their own racing teams. The school was geared to this type person, not SCCA official timing. These people were SERIOUS, however, I was the only one with any previous SCCA official timers experience. The rest were involved in one way or another with big time people in Trans-Am and IMSA racing. Most all sideline conversations wound around Daytona, Sebring, Ontario, and Phoenix. One had previous experience timing for USAC and he talked about the differences in SCCA, USAC & IMSA scoring systems.

First we were introduced to our timers. We used Pro I and Pro II and Zetrachron timers. All were digital and operated by a remote finger operated button. They were FANTASTIC and retail around \$200.

Next we went over subtraction of time, anticipating your car and estimating time. Estimating is used when you must get times for a group of 5 or more cars. In using this system you stop your timers on the 1st, 3rd 5th etc. car. The in between cars are "estimated". After some practice at subtracting we went down to the track and timed the cars in the school. Then Judy collected all our time sheets and marked them while the rest of us had lunch. After lunch we went over our errors and found out how to avoid them.

The afternoon was spent on Lap Charts. Judy Stropus prepares these charts without the use of "Tapes". She firmly believes tapes take too much time and that errors can be made on them. (After all, she makes her living getting results out FAST). We started out handling 40 cars on the chart, when we failed at accurately recording laps on them she cut it down to 10 cars. She then gave us a grid to record. Then she would read off her own car numbers at varying speeds to simulate cars crossing the start line. We had to remember the car numbers and get them in the right lap across the chart. We spent hours doing this and going over charts and charts and charts. We were also not allowed to look at the chart constantly (you can't concentrate on the start line when your looking at the chart). We also learned how to mark pit stops and time them on the chart (also on time sheets). How to mark the progress of cars and find "lost" cars. How and when to provide information on your teams position both for your team and spectators. How to make use of "friendly" people to help with the task of the information board. Miss Stropus firmest rule, "don't let people bug you" not even the team manager. Ignore everyone until you have time to answer them. Your concentration is the utmost importance. Other tips-to talk to yourself when timing etc., it helps remember

Cont.....

Timers School cont.

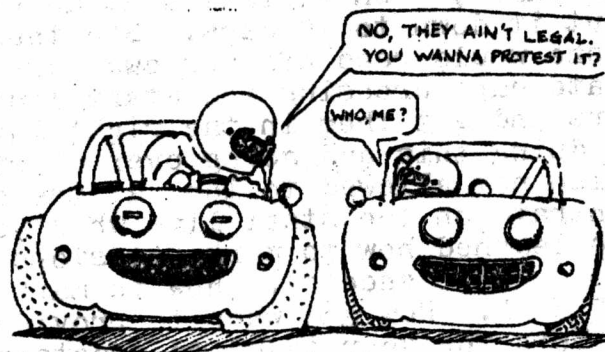
things. Don't get flustered; something goes wrong keep cool and correct it. We were taught how to mark a chart for an endurance race and how to use official results and information. Always use friendly, reliable persons to gather this info for you.

Judy's school was accompanied by actual race charts and time sheets from races she has worked. Most were on George Follmer, Peter Gregg, Hurley Haywood and Mark Donahue. Slides also went along with her talk.

Timers and watches were also discussed, giving the points and counter-points of each kind.

Late in the afternoon, on a snow soaked track, a fun race was held (much to the chagrin of the local men in blue) for the benefit of the timers school. We were to chart this "race" consisting of 13 cars (a couple of capris, a Fiat, a Toyota (mine) a Mustang, Porsche, VW, Datsun, BMW, and a Falcon Wagon) Some of the cars were asked to stop off the course (the timers didn't know this) to test our number recall. Since these cars were all street cars many had small kids strapped in (mine included) yelling at their Dads not to let that car pass them. They had a ball and we timers got good experience double checking our charts and marking the missing cars for that lap. We were tempted to get the slowest lap record. After this race it was back to the restaurant and out of the snow to go over any errors made on our charts.

This school was excellently presented and highly informative. Much, much more was discussed. I look forward to the next Stropus school which will be either later this year or early next season at Lime Rock. I sincerely hope more Mo-Hud people go. It's well worth the trip.



OLD MUFFLERS NEVER DIE, THEY JUST GET EXHAUSTED.

A DRIVERS SCHOOL IS:

- A chairman searching for officials, and coming up with a new sports car enthusiast for Race Physician.
- The Chief Flag Marshal worrying about getting enough flaggers.
- The Chief Timer worrying about getting enough timers.
- The Chief Grid Marshall not worrying because he has some secret for getting out a full crew.
- Finding out that Atlas tires are not approved for racing, and then trying to find 14" racing tires.
- Everyone worrying about the weather, and scheduling a downpour for the lunch break, or vice versa.
- Being able to drive on the new, smooth paving, before the Trans-Am boys get to tear it up.
- Ducking as you go under the bridge for the first time.
- Watching the A Sports Racer scare the ---- out of everybody except himself.
- Finally finding the apex of the lefthander in the Esses, and clipping it smartly.
- Exchanging nervous hesitation for determination, driving smoothly and going faster all the time.
- Sitting down the escape road, having realized that the 100 ft. marker is beyond your shutoff point for that turn.
- Satisfying the apparent requirement of a spin in the Esses, if you're driving a Formula Vee.
- Watching a Formula C threading his way through a swarm of Vees, and realizing that is why they shouldn't be on the track at the same time.
- Coasting onto the infield because the resistor for your ignition coil went kaput.
- Cleaning the grass and mud out of the nose spening of a new FF ("The car felt like it was plowing.")
- The crew for a red Sprite trying to figure out how the dents got in the tops of the fenders, and what are those marks on the roll bar?
- The nervous looks on the students as they line up for their first grid start.
- Running out of gas in the last session.
- Drivers anxiously awaiting the return of their log books, like

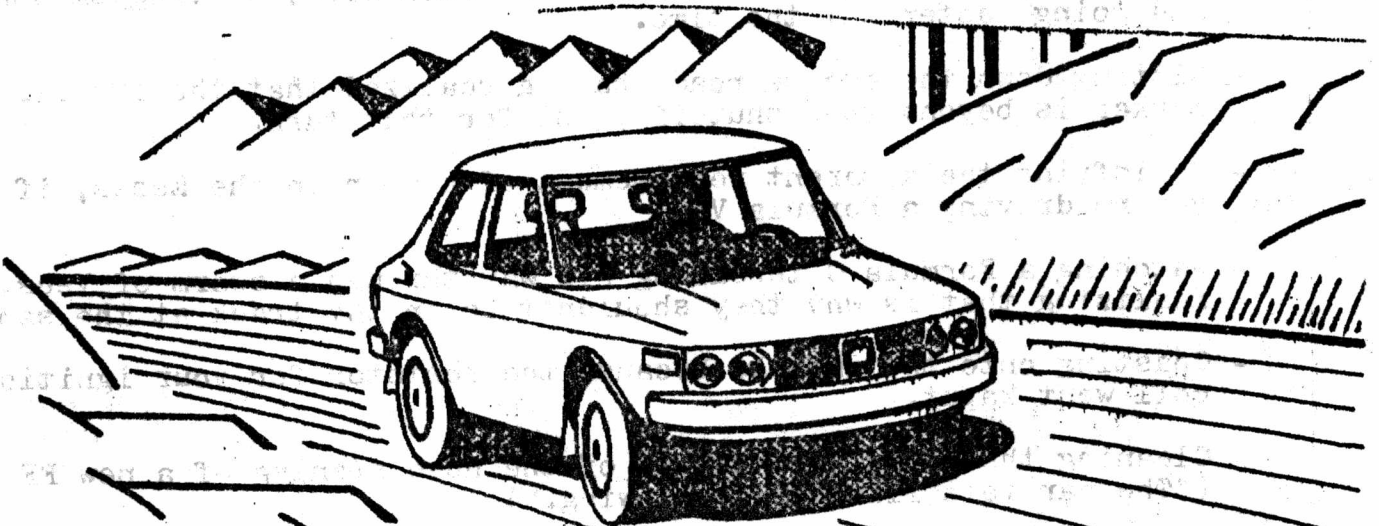
Cont.....

A Drivers School Is: (Cont.)

school children receiving their report cards.

- Referring to the calendar of events to locate the next school, or for some, their first regional race.
- Wiping somebody else's oil off of your new bright red paint job
- Observing a peculiar series of events which is later explained as a driver getting a charlie horse in his leg, driving off and stopping at the nearest flag station to have them help him massage it out.
- The spontaneous debriefing sessions at the Stage Coach Hill.

A Drivers School Is: was reprinted from the June 1969 Knock-Off and written by Bill Morris.



SAAB

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SPECIAL DISCOUNT TO SCCA MEMBERS SEE Roly Hecox Parts manag

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and SHOTPEEN CRANKSHAFTS

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with HEAD PLATES

BLOCK ALIGN BORING

COMPLETE ENGINE BLUEPRINTING

SHOTPEEN, POLISH, MAGNAFLUX,
and RESIZE RODS



I WAS JUST WONDERING.....

Kimberly Barton

Why it appears that what is supposed to be an enjoyable afternoon can and sometimes does turn out to be an aggravating experience?

Getting involved in SCCA events has proved to be an enlightening and fun way to spend time. And I doubt if I'll ever forget that first Autocross.

Why suddenly however do things change? Why is it that what was fun in the beginning becomes negatively competitive? I'd hate to think that people are only friendly until you start beating their times.

Don't get me wrong - I'm not knocking honest competition. I enjoy it - I believe that competition enhances the challenge of motor sports. After all, it's a nice feeling to have worked to improve both your car's performance and your own driving performance. It's a nice sight too when you look on the score sheet and see that your time has improved. And yes, let's admit it. If Charlie has most often won your class you do feel good when you've had a better run.

But let's do it honestly, OK? I really don't want to think that we're all so concerned about winning that we'd resort to not playing it straight. For example, what's the point of having time keepers for an event if someone else always has to be looking over their shoulders? That's bad for the sport, and on a more direct level can be awfully discouraging to people who may be interested in joining and participating in this club.

Perhaps this is a controversial article for a new member to write, and yet I felt that it was an important one. I like this club and I want the MO-HUD Region to continue to be respected as well as enjoyed by people.

A club of any sort is for people to work and have fun together - let's do that - work together that is. Working against one another can only be demeaning.

WELCOME TO MO-HUD

Duane Mapejka a transfer from Western New York Region.

WANTED

FOR SALE

DO YOU HAVE?

SOLD

I'LL BUY

1098 Engine plus parts of 1098 Transmission

Body of an early 1974 Sprite

will haggle on price - trying to find space in garage

Call C. McIntyre, 10 Michael Drive, Saratoga Springs, Phone 1-587-0431

Sell - Slide in camper, sleeps four, with stove, sink and ice box. Perfect condition. Built especially for small import type trucks, and is light weight (575 lbs.) Seven feet long, and fits Datsun, Toyota, Mazda or Courier.

Odds and ends garage sale -

1 box Champion racing plugs, N60R

Valvoline SAE 50 racing oil (will trade for Valvoline 20-50 racing oil)

1 pair Armstrong shocks, for rear of formula car, with adjustable spring platforms and shock rates. Used 7 races, perfect.

1 pair new Firestones, 9 x 22, B43 compound, plain tread. The last of the English built tyres, and the serious goods for the rear of FB, BC BSR or CSR. Needs 9 to 12 inch rims.

1 set Firestone YB24, slightly used, 8.6 x 21 front and 11.3 x 23 rear, R125 intermediate tread pattern. Not the latest or the quickest, but plenty durable and good for all weather. Should have minimum 9 and 12 rims, up to 11 and 15 x 13. Plenty cheap, especially if you have only one set of rims.

1 Bell Magnum helmet, 7 1/8 size, 1970 sticker, with visor. Not the full coverage kind, but great for autocross or cycle, or race. Perfect.

Call Phil Raeder - 768 2486 eves.

Editors note: Carl's car is still for sale. Won't someone please buy it?? If you don't he's liable to go racing again. Please call 869-6948.

Please!

CHATTER

ROAD RUNNER CLUB . . . Dan Ege of Guilderland won the nine-mile running races sponsored by the Hudson-Mohawk Road Runners Club at Albany State University. Dan is active in Mo-Hud events as tech inspector and also takes great pride in his immaculate MGB. Good luck in future races! ! !

B. F. GOODRICH RADIAL CHALLENGE . . . Our own Bruce Carghill travelled to Sebring during March to compete in his newly prepared Dodge Colt. His times were slower than the competition and found him starting 37th on the grid. When the green flag went Bruce maneuvered his way through the pack to finish in 5th position. Bruce had Fred Stevenson for a co-driver . . . this finish puts Bruce 7th in the championship point standings.

PRO RALLY CHAMPIONSHIP . . . John Stim of Mo-Hud competed in the pro series. Very little information was available to the "Chatter" column but we did discover that John was 21st in the Championship. How about an article or explanation?

MORE RALLYING . . . N & L
Rally championship Final Point Standings find Mike Cirello — 18th in Class A and Dick Hobol — 22nd in Class A. . . while Norm De Carteret finished 3rd in Class B

HELP . . . we need to know more about our members and what they intend to do this season. Will Howard Geer get his Lotus ready for autocrosses like he promises? Will Carl Corrin end up running his Sprite again this season? How's John Waterhouse's vette coming? What will Tony Hilferty drive at the autocrosses this year — his BMW has passed on!

THIS IS YOUR PUBLICATION — WE NEED TO KNOW WHAT YOU'RE DOING
All "tidbits, chatter, idle gossop" will be appreciated

KNOCK-OFF STAFF — Jean, Marie, Judy

Mr. Hap Farnsworth
885 Birchwood Lane
Schenectady, New York 12309

18 Mar 75

Dear Mr. Farnsworth,

I have just finished reading your publication, The Knock Off, and must say that I was very impressed. I have been in two other Regions over the years including being the R.E. of Gulf Coast Region in Florida and neither one had more than a two page newsletter.

Since I am living way up in the North Country (Plattsburgh Area) and find it a little difficult to get to your meetings, I thought I would write this letter to introduce myself and my wife.

We have just returned from a four year Air Force tour in Germany where I ran in the German National Championship with a Formula Ford for 3 Years, 1971, 1972 and 1973, finishing #2 in 1971 and 1972 and #5 in 1973. In 1972 I represented Germany in the Formula Ford World Cup Race and finished 20th (handling problems). In 1973 I also ran in the European Formula Ford Championship finishing 11th overall in the series after missing the last three races due to military commitments. My wife also drove a Formula Ford in the German Championship in 1973 and finished 17th overall.

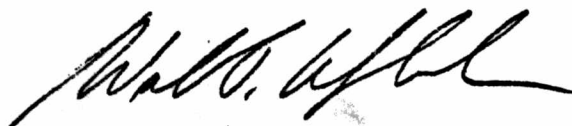
Upon returning to the States we had to sell one car and it looks like we will be sharing the one we presently have with my wife driving in Regionals and I will drive the Nationals.

I desperately need information about Formula Ford stateside preparation since we did not use Racing tires and all our starts were of the standing variety; gear ratio information on the various Northeast tracks would be extremely helpful, if someone would divulge them.

For Phil Baeder, I would like to congratulate you on your well written article and how true it is worldwide, I could add many more instances and even throw in a Language barrier as I Raced in 6 Countries in Europe. Luckily, I am fluent in German and with a few choice swear words inserted at strategic points I managed to always (well almost) come out on top.

I am still looking for a Sponsor but since I am new in the area and most of the people around Plattsburgh associate Racing only with Stock cars, I have not had any luck, Any Leads????

Hoping to meet most of you during the coming year,



Walter O. Wurzbach
Rd. 1, Box 132
Keeseville, New York, 12944
(518) 834-7127

LAMENT OF A TYPEWRITER

I bid Mo-Hud a fond farwell. It seems I've done my best and now its back to the shop for reconditioning and at last a real good clean-up.

It all started a few years ago, September, 1969 if my memory serves me right, in Alan & Jack Peck's Business Machine place on Dunnsville Rd., Schenectady. Seems Mo-Hud had a monthly paper called the Knock-Off with its new Editors, Don & Nancy Rexford and they needed a typewriter to get this paper to press. So being good SCCA members the Peck's (good) boys loaned me out to Mo-Hud.

I can remember articles entitled - Parsimonious Racing, Group W Bench and all their boys sending in articles, Tuned Exhaust, Cleveland Correspondence, Geer Box, Pit Talk, amongst others. I even got used to type us entry forms for Regional Races and Autosprints at Lime Rock. I just loved being useful.

After the Rexfords I got passed to the O'Keefes then to Pat Smullens (did they really get the Harry Palmer award?) then to the capable hands of Greg Rickes.

I enjoyed being used for results. It was great to see improvements in drivers, rallyests and Gymkhana people. Its been great, folks, but this new editor finds out I'm too difficult to use so she goes out and buys a new typewriter, boy did I feel bad the day Marie bought my replacement home. (I hear she makes just as many mistakes on that one as she did on me).

Well as you read this (?) I'm back at Peck Machines getting an overhaul. Remember Peck Business Machines who have used adding machines and Typewriters and does repairs on all office machines (you see their FV run and for sure they can fix typewriters too).

They are located at 152 Barrett St., Schenectady - Phone 374-0372.

(aside - Mohawk Hudson Region would like to thank the Pecks for the use of the typewriter and supplies for all these years).

NATIONAL OFFICE STAFF

In order to aid our membership in addressing correspondence or telephoning the proper staff member for information, the following is a list of individuals at the National office and the areas in which they can be of service to members:

- Cameron R. Argetsinger - Executive Director and Director of Professional Racing.
Juanita Beeney - Printer.
Dinah Chapman - National Press Officer, Liaison Editor of SPORTS CAR, and Printing Coordinator. Responsible for editorial copy and SCCA advertising in SC. Handles corporate memberships.
Mary Hess - Licensing Clerk. In charge of national and regional licensing, minor licensing, and ordering all race materials.
Doug Jones - Mail Clerk.
Janet Ivey - Rally and Solo Events Secretary. All matters pertaining to Rally or Solo Events including licenses.
Marmee McCloud - Professional Racing Secretary. Contact regarding professional race schedules and results, and to order recognition forms.
Marilyn Mason - Finance Officer and Office Manager. Contact regarding all financial and procedural matters.
Rosie Nigh - Receptionist. Contact regarding the SCCA film library, ordering of Directories, and SCCA Properties and merchandise (including decals, patches, rule books, etc.).
Del Owens - Public Relations Director. National and Regional Public Relations/ Publicity Activities, Energy/Environment information, and Membership Recruitment assistance.
Peggy Rose - Public Relations Secretary. Contact regarding Regional Press Card, sponsorship kits (\$1.50 ea.), changes in Regional officers, Regional directory, and press mailing lists.
Diane Smith - Administrative Assistant. Club race schedules, sanction letters, appeal reports, and general club racing information.
John Timanus - Assistant Director of Professional Racing and Technical Administrator. Contact regarding technical matters pertaining to racing, professional racing event schedules, organization contracts, permanent car numbers, and professional racing questions in general.
Suzanne Timanus - Membership and Data Processing Supervisor. Issues membership cards and answers membership inquiries. Contact for all matters pertaining to membership, Regional or address changes, and label orders.
Dick Wessman - Director of Rallying and Solo Events.
Ron Zimmermann - Director of Club Racing.
Nicki Zugschwerdt - Assistant to the Finance Officer. Member services, member indebtedness, and Regional services.

MEMBERSHIP CORRESPONDENCE

The National membership department requires all correspondence from members and Regions include membership numbers. This includes Regional transfers, membership renewals, address changes, and all other correspondence to the membership department.

Looking Back

This month we will be taking a look at our membership and the length some of us have been members of SCCA.

Since 1950

Fred Nemith	2/51	Francis Mc Clumpha	5/57
S. Morrow Decker	7/52	Henry Van Deusen	5/57
H. Desormeau	8/53	Gene Birdsey	2/58
Jack Harrison	2/54	Roly Heacox	2/58
Phil Raeder	4/56	Bruce Cargill	5/58
Art Frederick	4/57	Irma Mc Clumpha	10/58

1960

Dave Mc Clumpha	9/60	Marilyn Heacox	9/67
Barney Galinsky	4/61	Charles Wood	12/67
Phil Groggins	9/61	Tom Pelkey	1/68
Bob Bailey	10/62	Norm De Carteret	1/68
Bobbie Decker	12/62	R. Wurzbach	5/68
Howard Geer	11/63	Don Rexford	6/68
Nancy Geer	1/64	Bob Bunce	8/68
Hal Cameron	3/64	Ted Wenz	10/68
Loren Solnick	3/64	Greg Rickes	11/68
Teri Novotny	7/64	Hal Wood	11/68
Peter Fullam	9/64	George Smith	1/69
Ed Holeva	10/65	Lloyd Fisher	2/69
Karl Danneil	10/65	Diane Mc Clumpha	2/69
Art Simmers	10/65	Alan Peck	3/69
Eleanor Morris	2/66	Robert Claffie	3/69
Bill Morris	4/66	Dave Hathaway	3/69
Hap Farnsworth	5/66	Pete Callaghan	4/69
Ron Polimeni	7/66	Dan Egy	5/69
W. Wurzbach	1/67	Alex Neff	5/69
Connie Birdsey	2/67	Don Mc Kay	7/69
Carl Corrin	5/67	Donna Fisher	10/69
Dave Wachtel	9/67		

And those who are coming up on five years with SCCA

Bill Getz	3/70	Walter Thomas	9/70
John Bottiroli	5/70	Walter Tracinski	11/70
Al Anderson	9/70	Ken Buzzard	12/70
James Keller	9/70		

Many more are members from the 1970's. These people together with the "ole timers" help to make our club grow. Next month we will continue our series of looking back into the Knock's Off's of years ago. Be sure to see if you were taking part in gymkhanas, rallies or racing back in the 1960's.... when we will be looking back.

FOR DRIVERS ONLY

Rather than reprint the revised schedule for the Northeast Division please note the few changes.

The Regional on April 19-20 has been changed to Bridgehampton put on by Northern New Jersey.

The Regional on April 26-27 has been changed to Lime Rock put on by New York Region.

There have been three Regionals added by the New England Region.

June 14-15 at Thompson
July 12-13 at Thompson
August 9-10 at Bryar

If you need a complete schedule please contact the Editor, Marie Corrin.

Looking ahead the CSPRRC is October 26 - November 2, 1975.

If you are going to purchase a new Bell helmet check the inside of the helmet for a legal Snell approval sticker. Many of the new Bell helmets are coming through with a D.O.T. sticker and this helmet is not legal for SCCA racing. Bell got behind in their Snell approved helmets. The SCCA is not granting a waiver of the requirements on helmet approval due to the other manufacturers that have Snell approved helmets available.

If you have purchased one of the D.O.T. approved helmet take it back and get your money back or trade it in on a helmet that will let you go racing.



What's happening!

APRIL

Apr. 19-20	Regional Race	Bridgehampton	NNJ
Apr 19-20	Regional Race	Summit Point	DC Region
April 20	BMSC Gymkhana	Taconic H.S., Valentine Rd.	Pittsfield, MA
Apr 26	BMSC Rally	Big N, Rt. 20	Pittsfield
April 26-27	Regional Race	Lime Rock	New York
Apr 26-27	Solo I	Gold Mine Hillclimb	Susquehanna
Apr. 27	MO-HUD SOLO II SCHOOL & EVENT - NYS Peripheral Lot Washington Ave., Albany		
April 28	MO-HUD Executive Meeting - 8:00	Bill Morris	

MAY

May 2-3	Regional Race	Lime Rock	New England
May 4	BMSC Solo II	Taconic H.S.	Pittsfield
May 4	EMSC Fun Rally	Lee Beauregard, Rallymaster	
May 7	MO-HUD MONTHLY MEETING - 8:00	Center Inn	
May 10-11	Regional	Summit Point	DC
May 11	AMEC Autocross	Albany-Saratoga Speedway-	Malta
May 17-18	National Race	Bridgehampton	New York
	Drivers School	Nelson Ledges	Steel Cities
	Drivers School	Pocono	Tri-Regions
	National Rally	Virginia Reel	DC
May 18	EMSC Solo II Event - NYS Peripheral Lot Washington Ave.		
May 24-25	Regional Race	Nelson Ledges	Western NY
May 24,25,26	Regional/National	Bryar	New England
May 27	MO-HUD EXECUTIVE MEETING 8:00	Farnsworth's	
May 31/June 1	Regional Race	Watkins Glen	Glen
	Drivers School	Nelson Ledges	Mahoning Val.
	Solo 1/Solo 1 School	Summit Point	DC
	National Rally	March Lion	South Jersey
	Divisional Rally	Sea Lion	South Jersey

R. E. GIONAL RAMBLINGS

Your Regional Exec. rambled off last month, but I'll bet you didn't notice the absence of this column. As mother always said, "If you don't have anything nice to say, don't say anything", so I didn't!

But this month there's lots to say. By the time you read this, Mo-Hud will have completed its first two events - The Snowflake and Helderberg Hassle II rallies. Under the brilliant leadership of your rally chairman, Howard Geer, we've embarked on an ambitious rally program this year. The Helderberg Hassle II and John Stim's "Everything's Coming Up Roses" for EMSC are the first two events in the new Northern Appalachian Rally Series. The Explorer's Rally School, scheduled for May 10th, is in the works as part of our public service effort. Bill Hoffert will chair this event again this year.

The next big date on your calendar should be April 27th. The Mo-Hud Autoslalom School has always been one of our premier events. Art Frederick's touch with this event is legend. Get out your "iron" and scrape some of the winter's rust off both it and yourself at this opportunity. If you're already too good, instruct. If you're good, but can improve, enter!

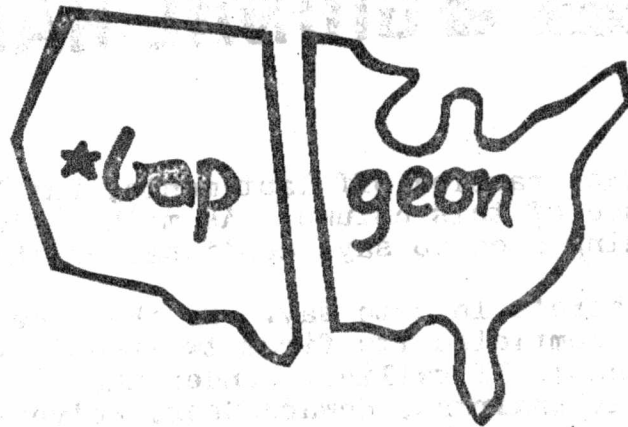
I've been talking about events so far, so now I'll turn to non-events. The NEDiv Roundtable in Gettysburg was attended by no less than ten of Mo-Hud's members. We outnumbered any region in attendance. We may be little, but we're loud and concerned. Frankly, the formal meetings produced little, but much was accomplished in the "smoke-filled rooms". We will continue as an active participant in both the NYSRRC and NARRC series again this year, and I urge all members to support both these series to the very best of their abilities. Both series are good for us and we have much to offer both of them.

Back to big, upcoming events. May 7th, is slated as our annual guest night. We've an exciting program planned. So go find a friend, if you can, and bring them. We'll try to show them what we're all about. To stay strong, and offer the program of racing, rallying, and autoslaloms which we do, we need to continue to build our membership base. This club is a group of people who like what they're doing, or else it wouldn't exist. If every one brings just one guest, we'll have a great affair. You are our best ambassador!

Remember to engage brain prior to clutch!

Hap Farnsworth, RE

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