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Chatham, New York 12037
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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

EDITOR, PUBLISHER, CIRCULATION, etc.

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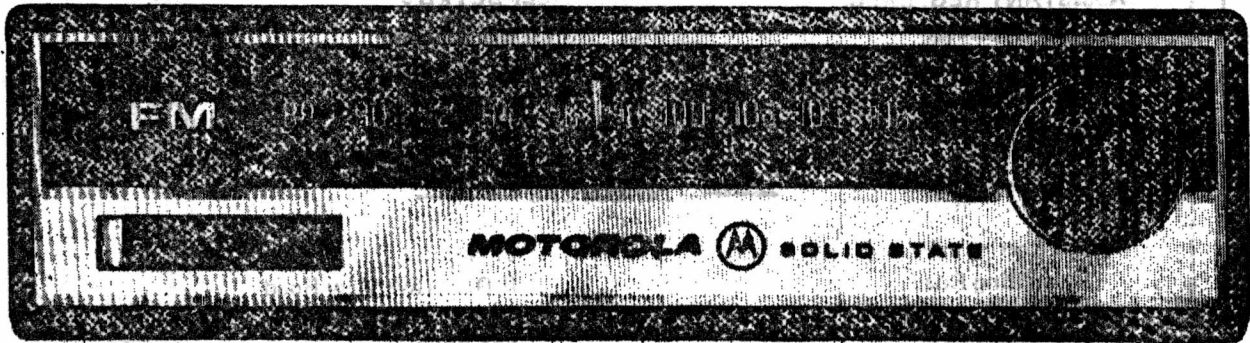
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The May Membership meeting of the Mohawk-Hudson Region, SCCA was called to order May 7, 1975 by H. Farnsworth, R.E. at 8:30.

This was Guest Night and Hap presented a brief introduction to SCCA and what Mo-Hud's activities are. Hap then introduced the officers.

Secretary's Report was added to and corrected to read the Beau-regard's have written Quaker State. The Explorer Rally School has been postponed until Fall.

Treasurer reported a balance of \$6662.63.

Activities Director has the entry forms for June 28th Autosprint. He also has a new listing for local events.

Competition Director gave the results of May 3rd Regional Race.

Gene Birdsey our Area 11 representative gave a summary of the recent meeting held in Syracuse. They went over the Governors possible proposals for an up-coming Governors meeting. Gene has the NYSRRC Schedule.

John Stim proposed that the NY Regional Race held in April be eliminated from the NARRC Series, due to an oversight Area 11 and Area 2 drivers did not receive entry forms.

Hap spoke of Mo-Hud's goals in tune to race drivers. We are trying to give Drivers at our Regional Race, a break by again keeping our entry fees down.

Hap then turned the meeting over to the Guest Night Speakers. Howard Geer spoke on Rallying, Craig Robertson on race workers, Art Frederick on Autoslalom and Toni Scotti of the School of High Performance gave an interesting talk on what his school teaches on defensive driving.

Respectfully submitted.
Marie Corrin, Secretary.



from the editor . . .

WOW!! TERRIFIC!!! THAT'S REALLY GREAT!!!

This is how ecstatic your Editor is. The recent response from the members on articles for the Knock-Off has been fantastic.

For instance, last month right after Connie McIntrye got back from the Timers School she wrote her experiences at the school. Art Frederick put on the great Autoslalom School. The next day he had the results to me and the article about it. (aside: I must say what a fine job Art did in organizing this school - the flyers were clever, the instructions in detail and he thought of every detail for the event. Well done Art!). Craig Robertson, our race reporter? has written up the first three races of the year. This is all current happenings.

I've also asked various speciality chiefs to write articles about their "thing" and the articles are there the month promised.

Then I was so pleased to get in the mail this week Norm DeCarteret's article. Norm is just a great ralliest. He was NEDiv champion this past year among other titles. He also put on two of our "Big Time" rallies. His report on the Alabama HOD rally gives us an incite on the higher level of rallying.

Of course I won't overlook our regular contributors, Phil & Terri, Howard & Hap - a Big Thanks to all these people.

Goodness if this keeps up I won't have to plagiarize articles. (another aside: I probably will continue to search for articles from other papers that I feel is of interest and helpful to our members, after all you wouldn't see it otherwise). So I say spread the word.

I think and hope the KO is better. Enough so that non-members might still want to get the KO sent each month to not only read these great articles but to keep tuned to what's going on in the area. So for \$3.00 per year you can continue to receive the Knock Off.

THIS WILL BE THE LAST ISSUE OF THE KNOCK-OFF SENT TO PEOPLE WHO ARE NO LONGER 1975 CARD CARRYING MEMBERS OF MOHAWK HUDSON REGION SCCA. IF YOU WANT TO RECEIVE THE KO FILL OUT THE SUBSCRIPTION FORM BELOW.

Please send me one year of the Knock Off

Send to: Name _____

Street _____ City _____

State _____ Zip Code _____

Please make checks payable to Mohawk Hudson SCCA and mail to Jack Fantelli, Damask Dr., Elnora, New York 12065

AUTOSPRINT is Mohawk-Hudson Region's annual Solo II event at Lime Rock Park. By Solo II we mean that anyone with a valid driver's license can enter. You need no competition license or specially prepared car - just come as you are for a day of excitement, discovery, and competition at Lime Rock Park, The Road Racing Center of the East.

There will be classes for all types of cars: there will be a rigorous technical inspection of all entries. In addition to safety equipment (seat belts and helmets - the latter will be available on loan if you don't have your own) there will be a muffler test: Connecticut law limits exhaust noise to 86 dbA at 1000 rpm below red line. All entries will be tested and those who cannot comply may not compete. Also all swing-axle cars except Porsches must be de-cambered or equiped with camber compensators in the interest of safety.

In addition to the entry fee there is a track insurance fee of \$1.00. This fee is paid when you get to the track - do not include it with your entry fee.

There is an entry limit of 100 cars, so pre-register if you want to be sure of a guaranteed starting spot.

Registration will open at 7:30 a.m. on June 28; technical inspection begins at 8; and mandatory practice will begin at 9. There will be small instruction groups assigned to experienced Lime Rock competitors to assist you in learning Lime Rock's demanding mile and a half.

Lime Rock Park is located in the northwest corner of Conn.

Entry Form - AUTOSPRINT 75 - June 28, 1975 at Lime Rock Park.

Name _____

Street _____ City _____

State _____ Zip Code _____

Car Make _____ Model _____ Displacement _____

Registration # _____ Club Affiliation _____

Car # desired: 1st choice _____ 2nd Choice _____

Entry fee: \$ 9.00 SCCA Members
\$10.00 members of other car clubs
\$12.00 anyone who isn't a car club member
\$1.00 insurance fee to be paid at the track - DO NOT include with entry fee.

Your entry will be confirmed by return mail if received by June 20. Make checks payable to Mohawk-Hudson Region SCCA. Mail entry form, check or money order to: Mrs. Marilyn Heacox
Berne, New York 12023

The Group W. Bench presents

THE SECOND
MOHAWK-HUDSON REGION
AUTOSLALOM

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JUNE 1, 1975

STATE PERIPHERAL PARKING LOT - WASHINGTON AVE., ALBANY

REGISTRATION 12:00

FIRST CAR OFF 1:00

FEES: \$3.00 S.C.C.A. MEMBERS \$3.50 OTHER CLUB MEMBERS \$4.00 NON-CLUB MEMBERS

ONCE AGAIN,

AGAINST ITS BETTER JUDGEMENT, MO-HUD HAS THROWN THE GROUP-W BENCH
LOOSE WITH A BUNCH OF PYLONS AND A PARKING LOT! COME ENJOY THEIR MISTAKE.

GYMSCHOOL '75

Complain, complain, complain....that's all I heard all day.
"Why did you make it so windy"
"Why didn't you make it warmer?"
"Where's the sun?"

Quit your griping, gang - at least I kept the rain and snow away. And if we have to live with a little 50-knot wind for a few hours, well, we can cope.

Aside from that, though, we did get a very good turnout for the April 27th running of Gymschool 75. Altogether, 60 cars entered, although not all were novices, as well you might expect. However, we did manage to keep the instruction portions confined to novices pretty well because most everyone else was instructing. That's one way to keep all the hot shoes from getting extra practice.

Even though instruction on course was scheduled for a total of two hours, it actually lasted closer to three hours. But it seemed to be working well, so that didn't present any tremendous problem. The solution to the time problem rested simply in eliminating the two 360° turns on the lower part of the course - that allowed us to start a car approximately every 70 seconds, and two runs were made easily. Not to mention the added happiness factor evident in most drivers when this change was announced.

Most things went pretty much as planned; but the Class G entry surprised everyone. We ended up with 19 in Class G and 4 in LG. Capris and Pintos abounded, but we saw a little of everything there. Maybe we need to do something with the classifications so that this class doesn't become overloaded throughout the year.

Here's a quick recap of the day's schedule for those who weren't there (why weren't you there?). Instruction in four groups began at 12:20 with each group concentrating on a particular problem. For instance, Group 1 worked on an irregular bent slalom while Group 2 played around with figure eights and 360° turns as they lost oil pressure and shoulders from their tires; Group 3 worked on a decreasing radius turn that was a little faster than most people thought it was, and Group 4 did the offset gates which were offset both ways from the center line and were calculatedly irregular in spacing. Well, what the hell - might as well start out with the hard stuff, right?

After some familiarization, groups 1 and 2 exchanged places, as did 3 and 4. Then 1 and 2 combined to run both phases consecutively, and 3 and 4 did the same. Following that, the same thing on the other half of the parking lot. It totaled, quite a bit of instruction.

The gymkhana/autoslalom/autocross (take your choice) then occupied the rest of the afternoon. This went as planned except for the funny little thing that Sandy Fisher did to us.

Continued.....

Gymschool '75 continued....

Sandy apparently has come up with a real secret weapon for his Camaro this year - except that he got it backwards. He's been working all winter on the ignition system, Donna told us, and it's a real bear. All he does is pull up to the starting line and the timer automatically starts.

This is a fantastic concept that offers all sorts of possibilities. Just imagine being able to control the timer simply by switching your engine off and on. But, gee, Sandy, wouldn't it be better if the timer stayed OFF until you got out of range? I just don't understand your thinking in this matter.

Anyway, that was about all the excitement (we couldn't stand much more by that time anyway). But it will be interesting to see what L.F. comes up with for the next event.

And for all of you people who put in a long, hard, cold day on a windy parking lot, all of my thanks for a job well done!

Art Frederick

RESULTS - GYMSCHOOL 75

April 27, 1975

Class & No.	Driver	Best time	Pos.
A59	Bill Hoffert, Formcar FV	DNF	-
872	Art Frederick, Lotus Elan	56.01	1
89	Lee Beauregard, Lotus 7	56.02	2
C24	Gary Tanner, Porsche 911T	56.32	1*
C52	Arnie Wylie, Corvette	57.42	2
CA7	Wally Tracinski, Corvette	58.49	3
C51	Lloyd Shatkin, Italia	60.35	4
C53	Jim Dowie, Corvette	61.15	5*
D42	Richard Drake, TVR	58.90	1*
D48	Alex Roberts, 240Z	60.40	2*
D39	Val Stagemoen, 260Z	60.82	3
D37	Normal Schimmel, 240Z	62.68	4
D57	C. Treadwell, Porsche 912	DNS	-
E36	Jeff Gorss, Corvair	57.43	1
E46	Tom Beaudoir, Honda Civic	58.30	2
E58	Dieter Ward, MGB	59.47	3*
E13	Craig Robertson, BMW	60.71	4
E10	Lee Beauregard, Alfa	62.57	5
E15	Robert Berry, MGB	63.30	6*
E7	Powel South, MGB-GT	63.81	7*
E54	Thom O'Connor, Jr., MGB	64.48	8

GYMSCHOOL RESULTS CONTINUED

F2	Jack Hanifan, Fiat	59.78	1
F31	William Freley, Fiat X1-9	63.53	2*
F20	Jim Leonard, Saab	63.55	3
F27	Carl Alferano, Fiat X1-9	63.72	4*
F22	Mark Leonard, Saab	63.77	5
G28	Jim Bishop, Fiat 128	58.66	1
G30	Jeff Nudi, Pinto	58.80	2
G26	Clayton Sumner, Pinto	58.89	3
G33	Dave Luck, Opel	59.70	4*
G3	Jim Corbett, Capri	60.86	5
G55	Gary Palmer, Pinto	61.03	6
G12	Phil Knobel, Datsun 510	61.18	7*
G19	Robert Sapel, Jr., Capri	61.75	8*
G1	John Doum, Capri	62.37	9
G40	Joe Erkes, Fiat 124	62.45	10
G32	Carl Corrin, Datsun 510	63.43	11
G56	Glenn Palmer, Pinto	63.56	12
G44	Paul Gifford, Toyota	63.74	13
G8	William Corbett, Maverick	64.62	14
G38	Stephen Magee, Capri	65.16	15
G4	Len Keeler, Pinto	66.20	16
G21	Larry Reed, Olds Starfire	67.39	17
G18	Michael Tobin, Pinto	68.63	18
G5	Ton Sponable, Pinto	DNS	-
H17	Sandy Fisher, Camaro	58.60	1
H35	John Deans, Camaro	60.25	2
H23	Donna Fisher, Camaro	60.88	3
H6	Peter Lombardi, Buick	62.99	4*
H14	Peter Prata, Gremlin	63.42	5*
H25	Jon Griffin, Dodge Dart	67.46	6

Class L - Scored on handicap relative to men's class performance

Class & No.	Driver & Car	Best Time	H'cap	Pos.
LB16	Judy Beauregard, Lotus 7	59.77	106.7	1
LF29	Cherly Fischer, Volvo 1800	66.49	107.842	2*
LE49	Susan Charette, Honda Civic	63.39	109.54	3*
LG50	Candy Schaf, Opel	64.81	110.3524	4
LE45	Peggy Gores, Corvair	65.30	112.84	5*
LG34	Terraloe Luck, Opel	66.51	113.247	6
LD43	Barbara Drake, TVR	68.82	115.37	7
LG41	Marie Erkes, Fiat	72.51	123.4633	8
LG11	Evelyn Galante, Pinto	DNS	*****	-

Note: Asterisks following positions denotes trophies awarded, for which novices only were eligible. All entrants received points for Mo-Hud championship.

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NARRC AFTER THREE

.....By Craig Robertson

The Regional Race at Lime Rock, May 3rd was the third in the North Atlantic Road Racing Championship for 1975. The series has had light to moderate drivers attendance, a trend which may continue all year.

The opening NARRC race was held at Bridgehampton April 19 by NNJ. Three Mo-Hud drivers competed. Jon Van de Car won the F-Vee race in his Caldwell D-13. Eleanor Morris was first in DSR. Charles Olsen, from Blauvelt, N.Y., finished third in E-Prod. with a MGB. This was the first time Mr. Olsen's name has come to my attention as a Mo-Hud driver. These were the only results received for the first race.

New York Region put on the second NARRC race, April 26 at Lime Rock. There were 92 entries, 78 raced, a poor turn out for a Lime Rock event. It was cold and windy which tended to slow the lap times somewhat and made spectating uncomfortable. Race one started twelve cars in G and H Production, Showroom Stock Sedan and DSR. Bob Wanta lapped the rest of the field in 15 laps to win GP in his Spitfire. Don Arns won H Prod and finished second, finishing fifth with the only DSR, after a well driven race was Mo-Hud's Eleanor Morris. A new car with very high potential made its debut in SSS at this race. Jon McKnight brought his Rabbit home sixth overall to beat out Paul Hacker's Colt for the SSS honors. Race two for D, E and F Prod started thirteen cars. Don Valenti from Pittsfield, drove his Porsche 914-4 to second place in EP and second overall behind the MGB of Elliot Brown. Don had a slow start but was challenging for the lead for the last 4 or 5 laps. DP was won by Richard Weader in a Lotus Super 7. There were no FP cars that finished.

A, B, and C Prod, A and B Sedan, and A and BSR made up the big bore field of 20 cars. Several IMSA cars were running in a tune up for the May Race. Jeff Jones had the pole with his Mk 3 McLaren. Next to him was Tom Ciccone with his Ford Escort running as a BSR. Jones took the race easily. Ciccone won BSR and his partner P.L. Newman led B. Sedan easily with his Datsun 510. Lou D'Amico finished first in AP. Dave Weinroth won AS. There were no BP cars. Race four was for FV. Three Mo-Hud members were entered in the field of 15. Jon Van de Car won the race to make it two in a row for him. Paul Grieger and Dick Carron finished around tenth fighting each other for position.

Race five was for F-SCCA. Former Mo-Hud member and Mo-Hud's 1974 Driver of the Year won the race easily in his new car, a BT 29 F.B. Brabham. There were eight starters.

Race six, the final one for the day was for Formula Ford. Mo-Hud driver Peter Klein was leading a large pack of cars in sixth place when he was hit from behind entering big bend. He lost a couple of positions but was not involved in the accident behind him which claimed three or four cars.

Continued.....

NARRC continued.

New England region put on Round three of the NARRC series. The weather at Lime Rock, May 3rd, was excellent. The entry was about 165 cars, only a moderate turn out.

Race 1 was for F-SCCA. Ted Wenz had the pole while Phil Raeder (or Reader if you believe NE) had the top FC time. There was also a FA car, for Bob DeNunzio from Sun Racing (Howdy Holmes sponser), and one Super Vee. Ted Wenz held the lead until the last quarter mile when he got tangled in lapped cars and Gerald Lieberg passed him for the win. Phil Raeder won Formula C finishing seventh overall.

Race 2 brought on the Formula Fords. Bill Pront led from the start to the finish. Peter Klein finished 20th. Formula Vees were the third race of the day. Jon Van de Car, running on a lower power engine this week, took the lead from John Rumeau on lap 11 and held on to win. This makes three wins in three weeks for Jon. He said he plans on running Nationals and hopes to go to Atlanta. He has already assured that he will finish well in the NARRC series.

Race 4 was the Big Bore bash. Jeff Jones was on the pole again and won easily. P.L. Newman was driving the Ford Escort this week and finished second overall, first in BSR. Norm Fisher finished a solid fourth, first in AS. Finishing first in AP and sixth overall was Peter Cieba. There were no BP cars again. Ray Bowlay drove his Lotus Elan to the CP win. The BS trophy went to Al Cropley and his Datsun 510.

The fifth race was for D, E, and FP and CSR. Peter Olinola, driving Ted Wenz's old CSR, won easily. Alan Howes finished second and won EP. Don Zahoruiko won DP and finished third overall. Don Valenti finished sixth and second in EP. Charles Olsen finished fourth in EP and 13th overall. Gerry Plante won FP in a MGA. Race 6 was the small bore race. Twenty six G & HP, CS & SSS. Bob Wanta again lapped the field to win GP. Don Arns again finished second & first in HP. A real duel developed between Don Sherman in the Car & Driver Opel and Paul Hacker's Colt. On lap 9 Paul went by Sherman on the straight. Sherman attempted to go deeper than Paul into the big bend and found out you can't out brake the last of the late brakere. Sherman ended up out in the dirt but finished second in SSS. Jim Behan from Slingerlands finished sixteenth overall and seventh in SSS. There was also a consi for FF won by Gordon Mendinica.

After three rounds, NARRC is developing slowly. The entries are definitely down and only time will tell if they will pick up. Mo-Hud drivers are in good shape in several classes. Jon Van de Car is leading FV with a perfect three out of three, Don Valenti has two second places and Charles Olsen has a third and fourth in EP. Paul Hacker has one first and sone second in SSS. More of our drivers should be competing later in the year. There will be more reports as the season progresses.



**Technical
Data Sheet**

DS-147 V

PRODUCT: Vortex Octane-Plus

PART NUMBER: V7450

PHYSICAL STATE: Liquid

SPECIFIC GRAVITY: 1.08

CAUTIONS: Flammable, Poisonous "B"

CONTAINER: Rectangular Quart Can (.95 liter)
Safety Cap & Plug

SHIPPING: U.P.S. & Common Carrier Compliance

PACKAGING: DOT/12A49 Approval

SHELF LIFE: Unopened 36 to 60 mo.
Opened 12 to 24 mo.

STORAGE: Cool, dry, ventilated area.
Keep well sealed & upright.

COMPONENTS: Concentrated Anti-Knock Formula
Corrosion Inhibitor
Anti-Oxidant
Valve Seat Lubricant Extender
Combustion Catalysts
Neutralizing Agents
Anti-Fouling Compounds
Surface Ignition Suppressants
Anti-Deposit Dispersants
Inert Dye

RECOMMENDED MIXTURE: 1 qt. V.O.P. to 20 gallons
premium gasoline (1.25%)

SUGGESTED BASE FUEL: Sunoco 260

MAXIMUM CONCENTRATION: 2 qt. V.O.P. to 20 gallons gasoline (2.5%)

BLENDING METHOD: 10% Master Batch Technique
1 qt. V.O.P. to 2 gal. gasoline (mix well).
Add mixture to 18 additional gallons gasoline.
Agitate and use.

BLENDING DATA:

Concentration	c.c. V.O.P. per Gallon Gas	Qt. V.O.P. per 20 Gallons Gas
.5%	18.9	.40
.75%	28.4	.60
1.0%	37.9	.80
1.25%	47.3	1.0
1.50%	56.8	1.2
1.75%	66.2	1.4
2.00%	75.7	1.6
2.25%	85.2	1.8
2.50%	94.6	2.0

OCTANE DATA:

V.O.P. Concentration	Research Octane	Motor Octane	Pump Octane	Specific Gravity	API Gravity
0% (Sunoco "260")	101.9	93.5	97.7	.7412	59.40
.75%	104.2	93.8	99.0	.7437	58.76
1.25% (recommended)	106.9	95.9	101.4	.7454	58.33
2.0%	109.0	97.8	103.4	.7478	57.72
2.5% (Maximum)	109.6	98.4	104.0	.7495	57.29

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TUNED EXHAUST

.....By Terri Novonty

Hello Everbody. The racing and bitching season has begun, with the usual misunderstandings between race drivers and tech crews. Admittedly, there were a lot of trainee tech people at the NER race at Lime Rock - perhaps more than the experience staff could supervise. But it's a good sign for the future manning of the next races - When they learn.

Let me say at the outset, that all of the "bad calls" were discussed with the chief tech and resolved, so this is not our way to "get back". No, the intention of this piece of writing is to plead for reasonableness and consistency - above all, consistency, in tech. Among all regions.

We certainly hope that an apparent trend to find something, anything, to write about in the car log book isn't really true. And we would really appreciate not having anything written in the log WITHOUT discussing it with the driver or crew chief first.

NER decided that they wished to check the operation of the master switch and therefore required that all cars be started, and then turned off by the master switch, operated by a NER staff person only. Upon our objection (the temp was 40°F), we were first threatened with being refused tech, then reassured that NER would enter it into the log and we would never have to do it again. When we asked if NNJ or Glen would respect this entry, we were told "we have nothing to do with them. That's up to their tech crew".

We submit that an overt-entered in the log book - approval of a safety element by one region MUST constitute approval by all regions.

We agree that assurance of a functioning master switch is probably a good idea, especially since not every car constructor is a master electrician. This item should be checked when the log book is issued, as was ours, and our roll bar and other permanent installations.

Starting our car, then turning it off without turning off the fuel pump first, would flood the engine, foul all the plugs, wash a cylinder or two and generally make a mess. When these implications were made clear to the chief tech, those cars subject to such damage were not required to start their engines - the wiring was traced instead. Then, when our log was returned to us, some one (trainee, probably) had written in "needs more roll bar padding before next race". This determination was made, and entered, without our knowledge, without the body work on, or the driver in the car. A protest to the chief tech resulted in eliminating the entry as "ridiculous". Apart from being vague (more padding than what?) the entry was poorly conceived, because with the body work on and the driver in the car, the only part of the roll bar the driver can contact is the horizontal brace - and it is neatly and appropriately padded; per the required 1½ inch of non-crush padding.

We are fallible human beings, occasionally may miss a point in a

Continued.....

TUNED EXHAUST.....Cont.

driver's newsletter, might even make a mistake. But one thing we do know more about than any tech inspector is our car. We appreciate the concession made in not making us start it.

We would like to see an end to special "cause celebre" on an individual region basis.

We would very much like to be consulted before anything is written into the log. Maybe it would save everybody a lot of trouble.

Now, as a result of all this, we have an entry in our log that says the master switch is O.K. We do not plan to demonstrate it - either at tech or on the track - at any future time. If the NER entry in our log book is not satisfactory to other regions, then Denver better get on the stick.

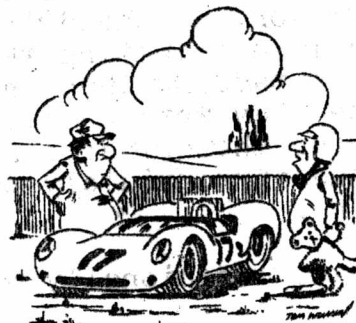
Tech doesn't need to be an unpleasant experience if it is conducted sanely, and recognizing that the driver (or crew chief) might know the car. I would be interested to know how many non-functioning master switches the NER survey turned up?

They missed at least 23 formula cars whose running lights did not meet current specifications. We agonized through finding the obscure parts necessary to meet the re-written bulb number requirements and increased our racing costs to meet the standards established by Denver. Did tech miss that newsletter? Or aren't running light specs taken seriously? Rules should apply to everybody, across all regions and from the rules makers, to the rules checkers, and the rules obeyers.

The great Gugga Mugga blessed NER with perfect racing weather, the few administrative foul ups that we noticed were generally due to trainees, or to old timers just not paying attention. There were enough checkered flags for each class winner to take a checker lap, which was nice (Phil almost dropped his from the novelty of it).

VERY INTERESTING OBSERVATION - The entries in formula car classes (Formulas Vee, Ford, SCCA and S Vee) out numbered the entries in all of the production car and sports racing classes combined.

Hmmmmmmmmmmmmmmmm!!!



"Either he goes, or I don't!"

NUTS AND BOLTS

.....George Dennis

Brakes

If you have ever had your brakes fail while driving a street car, you know what real fear is. Try to imagine not finding any brakes when you are approaching a hard turn at over 100 mph. Nobody ever should have to face that situation in a race car. All it takes to prevent a crisis brake failure is careful preparation and the selection of proper components. A few years back the technology did not exist to insure braking systems to be 100%. Many modern advances have been made in engineering and devices. Using the available knowledge should eliminate brake failure as a variable in your racing.

We started a few months back building a production car into a race car. The first thing to throw away is the rusted brake lines. Replace all the lines with new steel lines of an equivalent size as the original. Brake systems on the newer cars will have a dual system set-up. If your car doesn't have a dual set-up, you will want to switch to one. The main safety advantage with a dual set-up is that should you loose the rear half, the fronts will still work, and you will have half a chance of stopping, or at least slowing down to reduce the impact.

The length of flexible rubber hose that terminate the brake lines at each wheel should be replaced. The rubber lines will expand under extreme braking conditions. This balloon effect reduces your ability to "feel" the brakes, and your control is reduced. Replace these flexible lines with teflon-lined stainless steel covered aeroquip type hose. These are available in a ready to install form from Earl's Supply in California for about \$25. A nice feature would be to use this type of hose wherever your brake lines have a lot of bends or are exposed to damage. Some people run the whole system with teflon hose. That is expensive and of questionable value. When running the steel lines, use double flared connections when you are making up a joint. This requires a little button thing that costs about \$2.50. It works with a standard flaring tool in making up double flares. Don't use compression fittings.

In stock form, most brake systems are biased toward the front far too much, causing the front wheels to lock up first. The ideal condition is to have all four wheels applying equal braking force. The adjustment of the brake bias can be achieved in a number of ways. Changing the wheel cylinder sizes, caliper sizes (when legal), master cylinder sizes, proportioning valves, bias bar, and even pad or brake shoe material will affect the brake bias. Brakes are a good area to see what other competitors are using, and then pick the best points from each. You probably won't want to play with the wheel cylinder or caliper sizes to start with. That will come later. Installing a proportioning valve in rear systems is one of the simpler ways to achieve adjustability in the bias. When

Continued.....

Nuts and Bolts....Cont.

installing a proportioning valve, it is very convenient to position the valve control where it is handy to the drivers seat. This way the bias can be adjusted for changing conditions and various tracks. When you are first starting to race, adjustment under motion is not something to play with. Your own driving will be inconsistent enough without worrying about the bias. If you have a flat paved area with a little running room, you will be able to set the bias close enough to start with. Put some old race tires or street tires on the car so you don't "flat-spot" your good tires. Drive the car with someone watching you. Get up a little speed and hit the brakes. Make your adjustment with the valve until all four wheels lock up at the same time - or maybe have the rears slightly ahead of the fronts. At racing speed the car's weight shift will place more load on the front than you will be able to do in your driveway. The best way is, of course, to check the bias at racing speeds.

The bias bar method of adjusting the brake proportioning was what I used last year and I was quite happy with it. The setup required two separate master cylinders and a connecting bar with an adjustable pedal connection. I ended up using a larger bore master cylinder for the front brakes. The position where the pedal attaches is adjustable side to side to bias toward the front or rear. The reason I chose this over the proportioning valve was simply because it was a mechanical device that I could see and touch. With an adjustable valve, if the internal workings of the valve are worn, or ready to fail, you can't see it. If you use the bias bar setup, you will find the brake pedal pressure required to operate the units is extremely high. This can be compensated by lengthening the pedal lever arms or changing the pivot point of the pedal.

The brake fluid you use is very important. Use a fluid with a high boiling temperature. Delco, Dow, Autolite, and Castrol are only a few of the manufacturers who market a high boiling fluid. Some manufacturers market a silicone fluid. This stuff causes the pedal pressure to go up as the air temperature goes down. I know a couple of guys who have tried it and didn't like it. The idea behind brake fluid is that the fluid is an incompressible liquid that transmits your pedal pressure to the wheels. If there is air in the fluid, it is no longer incompressible. The result of air is a spongy pedal. All brake fluids are hygroscopic. This means that they readily absorb water from the air. This water will lower the boiling point. Some guys, particularly the Trans-Am drivers, will bleed the brakes routinely each and every time before they go on the track. You should, at the minimum, change your fluid at least every 90 days to eliminate the water.

Brake linings and pads are a whole ball game in themselves. I have used stock linings in the rear with Ferodo D5-11 front pads. These have proven satisfactory to me in both performance and longevity. Raybestos 19M is reported to work well in warmer weather, but not in cooler weather. You may have heard of "Velvetouch" linings. I have never tried them. I have talked to people that have, and

Continued.....

Nuts and Bolts.....Cont.

generally they don't like them. The only people who I have found that like "Velvetouch" are the salesmen selling them.

When you install new pads or linings, they require some "bedding-in" before you will want to race on them. There is this thing called "Green Fade". The net result of "green fade" is no brakes. When brakes are new, the pad material has some stuff in the bonding material that must be boiled out. You do this by repeated application of moderate pedal pressure, bringing the pad temperature up high enough to drive out those bad things. Sort of an exorcism. When pads are bedded in properly, they will have a greyish brown layer on the surface about 3/16" thick. It may take a couple of times on the track to break in the linings properly. A visual inspection after each time you go out will tell you how your are doing.

On some of the larger cars, the disc brake rotors are something that needs constant attention. A rotor that isn't running true will cause erratic braking. This is another thing some of the Trans-Am guys check very often. So, you know it's important.

At the track, the fluid level in the master cylinders should be checked each and every time before you go out on the track. Good brakes are one of the keys to fast lap times. I think much of the effect is mental. If you are confident that your brakes will work for you, or that yours are a little better than the other guys, you will find yourself going deeper and deeper into the corners. If you don't have confidence in them, you will find yourself always pulling up short and getting passed. You can't win if you get passed.

Taken from Finger Lakes-Top End



HAPPINESS IS a hole in your muffler!

1975



EVENTS SCHEDULE

- | | | |
|----|---------------|---------------|
| A. | MAY 24-25 | NELSON LEDGES |
| B. | MAY 31-1 JUNE | WATKINS GLEN |
| C. | AUG. 2 | LIME ROCK |
| D. | AUG. 23-24 | WATKINS GLEN |
| E. | OCT. 18-19 | WATKINS GLEN |
| F. | OCT. 25-26 | NELSON LEDGES |
| G. | NOV. 29 | TBA (BANQUET) |

**TO ENCOURAGE ROAD-RACING
& AROUND NEW YORK STATE AND TO RECOGNIZE THE ACHIEVEMENTS
OF DRIVERS COMPETING PRIMARILY AT THE REGIONAL LEVEL**

ELIGIBILITY

ANY DRIVER THAT COMPETES IN, AND FINISHES, A RACE OF TEN LAPS OR FIFTEEN MINUTES DURATION AT EACH OF TWO SEPARATE EVENTS SHALL BE ELIGIBLE TO BE NAMED NYSRRC CHAMPION. ALL RACES AT MULTIPLE-RACE EVENTS ARE ELIGIBLE.

POINT SYSTEM

POINTS WILL BE AWARDED AS PER THE 1975 GCR, APPENDIX B. IN ADDITION, EACH DRIVER WILL ACCRUE ONE (1) POINT FOR FINISHING (GCR 3.5.10) EACH ELIGIBLE RACE.

AWARDS

THE CHAMPIONS IN EACH RECOGNIZED SCCA CLASS, AS DETERMINED BY THEIR NYSRRC POINT-STANDING AT THE END OF THE RACING SEASON, WILL BE SUITABLY AWARDED AT THE THIRD ANNUAL NYSRRC AWARDS BANQUET.

ADD'L. INFO.

QUESTIONS? SUGGESTIONS? OPINIONS? POINT STANDINGS.
CONTACT: BOB SPEAR, 637 STINARD AVENUE, SECAUCUS, N.J. PH: 201-994-0001.

A NOTE ON TECH INSPECTION

.....BY DAN EGY

I was approached awhile back with the request to write up a blurb on tech for the KNOCK-OFF for the benefit of prospective new scrutineers and possibly, for new drivers. I'd like to extend the object of this piece to all of the region's tech people (both prospective and experienced) and drivers.

In favor of tech as a choice of specialization for race workers, I can only reiterate the usual stuff about getting close to and examining, in detail, the race cars. That, in itself, is enjoyable for any car buff (particularly if said buff is contemplating a race car himself). Furthermore, the actual racing happens when tech is over and, as a result, most of the tech duties are over in time to let the scrutineers play at being spectators for the rest of the day.

To be a scrutineer, one need not be a mechanical whiz since mostly all of what a scrutineer needs to know is easily learned on the job. The characteristics which are needed for scrutineers are sizable doses of common sense and courtesy and enough sitzfleisch to put up with considerable milling around in the sun during lulls in the tech line (a great way to get a tan). All in all, tech is a nice way to get into the race organization and can be rewarding. Of course, it is not all perfect (is anything?). Frequently, the scrutineer is faced with a case on which he would love to turn his back, such as when a car is not legal, for instance, but is obviously raceworthy and safe. One must decide at what point one wishes to cease letting rule replace common sense and that decision (which constitutes discretion) is what inevitably leaves the tech person wide open to criticism.

But what of the other side of tech? How about the competitors themselves? The tech guy is one of the first officials with whom the competitor must deal. What happens in the tech line may well determine the mood of the rest of the competitor's day. One must bear in mind that this guy with his car is the object of the whole game. He's got baskets of money in his car, lots of time, and a fifty dollar (or so) entry fee expended by the time he sees the tech line. This guy, particularly the club racer, is a sort of endangered (by costs that is) species and, as such, should be treated with utmost care. He doesn't deserve a hassle whether his car is legal or not and he's entitled to efficiency on the part of the tech organization as a whole. This is not to say that tech is for appearances only. It is perfectly possible to reject a man's car without doing in his self-respect. In most cases, whatever shortcoming manifests itself in a car, it can be corrected (and usually is) in time for the racing fun.

I should point out that I feel that racers are a class unto themselves. The group is, for the most part, devoid of petulant and unreasonable people and is, without doubt, long on those characteristics which make nice people nice. Complaints are mostly made in the spirit of constructive criticism and should be taken seriously. Only rarely will an individual be encountered who seems to complain just to be a nuisance. Fortunately this sort is rare, indeed, and

(Continued.....)

TECH INSPECTION.....cont...

certainly does not constitute any reason to be discouraged about race working in general. The tech person should, however, always consider any piece of criticism. I recall one case where tech performance was maligned ad nauseum and in a somewhat creative manner. In spite of the profuse amount of bovine excrement which permeated this particular critique, I was able to wade through it and discover a couple of useful points. As a result, some procedural changes will be made this year which should render tech slightly less troublesome for everyone involved.

Now, for the benefit of the region's drivers, both experienced and new, I'd like to make a few suggestions. In order for a car to make it through tech its gotta conform to the GCR rules reflected on the tech sheets. One sure-fire way to get through the line as fast as possible is to make your car obviously legal. Don't cobb up your battery terminal insulators, for instance. Also, where graded bolts are required (the seat belt mounts, for example) it might be nice (inspite of the short run inconvenience of it) to use grade five SAE bolts. Please don't get me wrong, I don't object to non SAE graded bolts or grades higher than what is required. What I am saying is that if the legality of your car "jumps out" at the tech people along the line, things can go more smoothly. It is just that any tech line possesses people of varying degrees of experience and if you can make life easy on them, they will definitely reciprocate. Get it?

Another suggestion is that you, the competitor, shouldn't worry about those items on which the people on line might mark your off. These various stations are told to question anything that might be doubtful. Arguing with the people on the line is not only aggravating for both parties, it is fruitless. The final say as to whether a car passes or not is made at the end of the line and almost all misunderstandings can be cleared up by the chief in almost no time at all. I recall one fellow who was literally foaming at the mouth because a line person questioned the end-play in his rear wheel bearings. I checked his car at the end of the line and with the corroboration of Bill Morris (acting that day as an observer) determined that the end-play was well within reasonable limits. The driver, had he been just slightly more patient, would have had a painless tech that day.

One last suggestion should be made (to both new drivers and experienced ones) at the risk of being offensive. When you come through the tech line, do it with a legal car. I'm amazed at the number of cars which fail to have insulated battery terminals or which display malfunctioning lighting. I realize that time is short (particularly at LRP when it all happens on Saturday) but a brief check (and I mean brief) can save so much aggravation. And PLEASE don't expect to get through a line without a battery. One guy, I recall, came through the line without his battery and ended up holding up an entire line of cars while his "crew" ran off to his paddock area to get the battery. What can I say? A guy like that is bound to have trouble and, after all, whose fault is it if it happens? Not mine, brother.

In closing, I need tech people and I welcome anyone onto the staff crew who wants to become involved. I'll make the effort to provide painless inspections for the people for whom we exist....the drivers.

Slings and Arrows Styx and Stones

I ken it's been a bit since I wrote to you lads and lassies, but old Angus Mackenzie had me rebuilding his aluminum XK120M, and I couldn't break away from that project for anything less than money. And not a body offered me any of that.

by **Burn
Bum**

WOOD

While thinking of the past in this Bi-Centennial year, remember the energy crisis. Drive small cars! And look at those tankers stacked up outside New York Harbor.

The 1975 Solo II classes have been posted for sometime now, and there's been awfully little complaining about the classifications. That seems very fishy; people not complaining means either that we've reached perfection or that we're really gonna get took by a few rule maximizers. Want to place any bets on which will happen? Maybe it's a good thing that money is tight this year - I know a few guys that have some great ideas that only require a liberal application of funds to make them go.

Aside from the unforgivable fact that he's a Welchman, I do enjoy the writings of one Eoin Young in AUTOWEEK and that other shiny paper rag. But why do they use a photo of Bill Morris to head the columns?

Rumor has it that the next Porsche will have a front engine and rear drive and will be water-cooled. Hell, why not call it a Ferrari? After all, it's going to cost as much as one. Speaking of costing like Ferraris, how about that \$12,000. Lotus Elite that landed at 14½ Kilobucks and promptly bounced to 16? That would buy a lot of 7A kit cars. And the new Cadillac Seville, which is built on a NOVA (Nova, Omega, Ventura, Apollo) platform (thereby filling out the family and making it NOVAS or SNOVA) will begin at a cool dozen big ones.

Cont.....

Sling and Arrows Styx and Stones Continued.

CONTEST OF THE MONTH:

Announcing the Great Knock Off Mercedes Benz Lookalike Contest for automobile manufacturers. This contest is based on the fantastically successful CAR & DRIVER Readers' Choice Poll, in which one can decide that the year's best whatever category car should get a Tiffany trophy even though the readers can't buy the cars yet.

You, the ever-faithful and unflinching discerning reader of the "Knock Off", can vote for whatever make and model car you feel is the world's best copy of a Mercedes 280, or any part thereof (front end of Ford Granada, trunk latch of Chevy Monte Carlo, etc). The winning manufacturer will receive the "Knock Off" for a year whether he wants it or not.

But that's not all! That reader who comes closest to guessing the finishing order of the top five winners will receive three used Pylons from the first autoslalom and a Guide Michelin listing of all the European cities that have American cars named for them.

Send your entries to Mrs. Marie Corrin, 27 Hunting Road, Paducah, Kentucky 54321.

Scared you, didn't I, Marie?

* * * * *

FLASH: Although the news isn't out yet, we've managed to spring a leak in the mighty CAR & DRIVER secrecy dike through our man at the Red Ball Garage. He tells us that the next C&D Project Car will be a Subaru 360 with L-Jetronic Fuel Injection and Fajay Turbocharger. It's being put together right now by Smokey Yunick to take advantage of a little-known loophole in the USAC Sprint Car rules. Drivers will be Brock Yates assisted by Peter Sherman and God (that's the order listed on the C&D bulletin board). Though why Yates should need help at doing ANYTHING, I can't conceive.

* * * * *

Want to race cheap? Buy half my Stanguellini Formula Junior, share half the costs, drive half the races, keep half the winnings. Take your pick of the right or left half.

* * * * *

The word this year is RALLY (E). We've got rallyists coming out of our ears this year - even more than we have entry forms for. Or, to be more grammatically precise, "even more than for which we have entry forms for them." Back to the WMTR?

If you're not ancient enough to remember WMTR, it was Mo-Hud's pristine attempt to work up toward a National Rally. And we almost made it, but not by the back door. We did it ourselves

Cont.....

Slings etc. continues.

(for the most part) and had one Helluva time. It might have become something big, but a few short sighted merchants in Windham weren't making enough dough out of it and withdrew their (already skimpy) support and co-operation. Ah, Well....

* * * * *

NOTES, NEWS AND NONSENSE (MOSTLY):

Rushettis are on the move to Kinderhook, Columbia County. I wonder if it was, as rumored, really because Bill was a bad influence on all those people at the shrine?

Ted Sloper should be the father (and Martha the Mother) of a new Sloper by the time you read this. Congratulations and welcome to the Society of Stayhomes.

Congratulations are in order for Hal Cameron, Paul Hacker, Lee Beauregard and any other ice racing types that I may have omitted unintentionally for their awards at the recent presentation at the Silo.

Our snitch (that's a good "Police Story" term) tells us that there's a growing faction in the region that want a new and more reliable timer for Solo II Events. They feel that the old one just can't hack it much longer and that we can afford a new one that can be depended upon (there I go ending a sentence again a preposition with). And that we should no longer take advantage of Bill Morris' good nature to get the job done.

CONJECTURE: Howard Geer will have his Lotus running this year but it may strangely resemble a Spitfire.

What is it with Lotuses anyway? They seem to take an awful long time to repair, as we've seen from the previous examples in the region.

SCOOP: Volkswagen, who once hit the jackpot with its rear engine/rear drive Bug and is now looking for rejuvenation with the front engine/front drive Rabbit, will soon announce a mid-engine four wheel-drive vehicle called Bugs Bunny.

OK, I'll quit!

Love,
Bernie

WANTED FOR SALE DO YOU HAVE? SOLD I'LL BUY

Want to clean out garage.

1098 Engine Parts (basket case)

1098 Transmission (basket case)

2 Datsun P-V Tires

Call: Connie Mc Intyre 1-587-0431

For Sale:

1 set (4) Alfa Wheels - 15x6 in (make offer)

1 Holley electric full pump (new) with regulator (6-14 psi) great for injected Alfa or race car. Cost new \$50. asking \$30.00

1 set (4) styled steel wheels for Mustang (pre 1970) 14x6 (make offer)

1 used Alfa 1300 crank shaft - needs some machining (make offer)

Call Mike Rossi - 439-2828

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 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 autoslalom or cycle, or race. Perfect.

Call Phil Raeder - 768-2486 eves.

Want your car to be superclean?

I'll make it that way. I'll wash, wax polish, shine, vacuum and make your car something to talk about; make your friends envious. If you prefer to work on your car yourself I can mow lawns, wash windows, clean basements, scrub floors or anything else you have to do.

Call Pearce Raeder - 768-2486

For Sale:

1965 B. Prod. Corvette.

Fully prepared for National Competition. 1975 legal, many extras. Very reliable -

Glen Short track - 1:26 - Lime Rock 1:03

Won 3 out of 3 races in 1974. Competitor at 1973 ARRC.

\$3900.00 - Call Dick Walters, South Bay Rd., Clay, NY

Phone 1-315-699-5626.

WHAT IS A RACE TRACK?

A race track is a road that leads to nowhere. Not only does this road go round and round in a lop-sided figure, but sometimes it slips out from under the cars. People say it even sometimes turns upside down for some cars leaving the sky underneath the car and the track on top. But this isn't any fun at all.

One thing about a race track is that it's cheaper to be a spectator than a driver, and besides, spectators get to drink beer up on the hill. There are all kinds of folk running around the track in funny uniforms waving pretty flags at the cars and hollering at the drivers in the pits. Sometimes there are girls running around in very little funny clothes and the drivers holler at these people.

There is a place called the Grid in the middle of a straight part of the road where the cars wait to race. I guess they call it a grid because the cars sit there and cook and smoke before the race.

People come from all over to watch other people who come from all over. When they are not watching each other, they get in the funny little noisy cars and go round and round again until everyone either blows up or runs out of gas. If there are any cars left, one of the men in funny uniforms who hollers at the drivers jumps up and down with a silly flag that looks like he wants the drivers to come in and play checkers.

Before a race, when the cars are cooking on the grid, some more funny men in convict shirts run up and down among the race cars looking inI guess they want to see if there is a driver in each car or something.

These cars have funny signs and things on them, and I only guess what they mean: like CP for Can't Pass, AP for Ain't Pushing, FV for Future Victory, SS for Stop Shoving, and things like that. It looks really funny to see these cars arrive at the race track pushing great big station wagons and trucks. But I guess it saves gas.

And that's what a race track seems like to me. Only I wonder why all the funny cars without numbers go so much faster on the road on their way back home.

Reprinted from December, 1965 Knock Off by Mickey LeVan.

REGIONAL RALLY ROUNDUP

Last month we held our second rally of the year, Helderberg Hassle II, which was also the opening event in the Northern Appalachian Rally Series. As the results were published last month I won't go into who did what but we had an amazing turnout of fifty cars on what started out to be a less than ideal day weather-wise; like snow in the morning? The only problem with the route was a hill that was covered with snow and ice which many of the later cars had considerable problems with. I think Hap threw that in just to prove he isn't the only person who has trouble with those kinds of road conditions. (You see there was this Snowflake one year.....) The rallymaster also thought it might be fun to have different route instructions for every other car which took them opposite ways around a five mile or so loop. I understand that this caused some strange looks as cars were passing each other going in different directions - as if drivers and navigators don't have enough to fight about. All in all it was an outstanding event though, and everyone enjoyed the hospitality of the Abbey afterwards. It also looks like the NARS is going to be a terrific success as the EMSC rally the following week drew 62 cars. If you missed these first two, there still are five more rallies in the series (your best four count) to be run. So come on out and join the fun.

The new item in the way of upcoming events is June 20, on which date we will host a rally which will be part of the New England Region championship. Harry Whitton has agreed to be chairman of the event which will be a full days rally starting tentatively in Columbia and Rensselaer Counties in the morning, a lunch break, and finishing with an afternoon on the west side of the river. We will need all the support we can get for this event and if you have that date free we need checkpoint workers and what have you. Get in touch with Harry, Hap or myself if you are interested.

Have you though about entering a rally but are unsure of what's involved and what kind of equipment you need. Well Class C or, more commonly called, Seat of the Pants, may be for you. The only items needed, and some people I know don't even use them, are a watch and a pencil. When you enter, the odometer part of your speedometer will be covered over so you don't know how far you've traveled. The game then is to follow the route instructions and try to maintain the average speeds posted in the directions. No calculations, muss, fuss, or bother. You then have an opportunity to drive your car over some of the more interesting roads (rallymasters have a knack for finding "interesting" roads) in the area at speeds that are moderate to brisk. Not really fast, mind you, as rallies of this type are not speed events. It's really a fun way to spend a few hours and you have a good a chance at bringing home a trophy for the mantle as everyone else in your class. Try it - you might like it.

Howard Geer

RALLYING, ALABAMA STYLE

.....by Norm DeCarteret

The Heart of Dixie National Rally has traditionally been one of the toughest trap rallies in the country...and one of the best. Now it's not exactly in vogue to advertise your event as being tough (see THE DEMISE OF T.S.D. RALLYING in SPORTS CAR this spring), but rallymaster Clark Thorp specifically addressed the question of trap versus zero-hero events in HOD's flyer this year. Probably because the author of SPORTS CAR's article had used past HOD's as most of the "flagrant" examples, and Clark was rising to the bait.

In my own view, Clark could have better raised the point that an event should be what it advertises, thus hopefully encouraging those to enter who are interested in what that particular event offers. In any case, the 1975 Heart of Dixie was properly spelled out as the "transgressor" in the above article's examples, challenging one and all to come on down and see for themselves. And some 86 cars from all over...California to Maine and all points between... did just that. The overall reaction was high, at least as high as in '73 when the HOD won the Gervais award as the best National of the year.

Tennessee Valley Region did its usual job of superb hospitality, and then some. There were hosted parties Thursday, Friday, and Saturday nights. And golf tournaments scheduled for Thursday and Friday over one of the more challenging courses I've ever seen. The headquarters was the Lake Guntersville Lodge, owned and operated by Alabama, and located in the northeast corner of the state. This lodge, and the recreational facilities in general, is new and excellently run, the architecture is contemporary and dramatic...up to anything Eero Saarinen may have conceived...and yet the room rates were very reasonable (\$19 per twosome with a deck overlooking the lake). TVR, recognizing that the facilities were received by the contestants beyond even their own expectations, has already signed up the lodge for the 1976 HOD. I recommend Lake Guntersville Lodge to anyone.... worth, as Michelin Guide puts it, a detour...for a weekend or vacation.

Ah yes, the rally. Typically HOD, the rally used "variable main road" rules; that is, the traditional main road rules could be varied in priority such that protection by stop or yield signs might be the highest (of a maximum of three) rule one time, left at t another time, and so forth. This can make for interesting circumstances, to understate it somewhat. For example, at one point the contestant was confronted with an "instant overload" situation: a checkpoint straight ahead at a crossroad with route 19 going left and right, and about four separate items telling him to go variously left or right on route 19. The result? Route 19 was protected in both directions by stop signs, and as the highest main road rule at that time was protection by stop or yield signs the contestant was supposed to go straight into the checkpoint; naturally the rallymaster had "looped" turning in either direction so that the contestant would reach the checkpoint....albeit off time. Perhaps the best trap was saved for the end. Working on a special instructions which specified to go

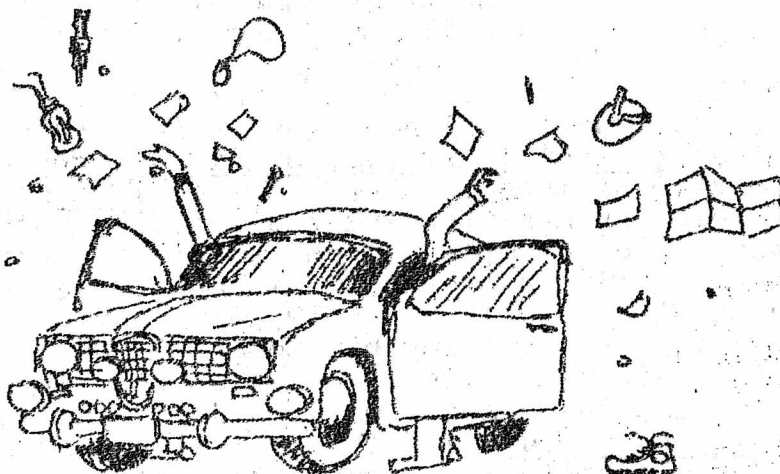
Continued.....

Rallying, Alabama Style...Cont.

left at T at a certain mileage, you suddenly encounter a checkpoint line just before a T at the proper mileage with the timing table in sight to the left. Simple enough, except special instructions were cancelled automatically at the timing line of each checkpoint, and if you realized it, you used a low priority main road rule to go right, and found a different timing table out of sight up the other road.

Perhaps the only incongruous note was the final results: when all cars had over 1000 points (200 point maximum scoring penalty), the first four overall cars were all within 150 points of each other. The team of Westburg and Forbes from Minnesota were 1st Class A and 1st Overall by less than 70 points over Bruce Gezon (six time National Champion and reigning Class A champ) and Dave Teter, from Pennsylvania and Delaware. In turn the 1st Class B team of Ken Johnson and Roger Bergstein (from Connecticut and New York) trailed by some 50 points, while Paul Smith and myself settled for second by 15 points more. I assure you, when you lose by 1% of your score, you can think of innumerable "silly" points which were the difference.

To sum it, the '75 HOD with all of it's accoutrement was beautifully conceived and executed, and should be the Gervais winner this year. To demonstrate it's clean-ness....with 86 cars, nearly 30 checkpoints, and at least one trap on every leg, there was one "claim" (allowed) and one leg tossed by the rallymaster (due to darkness obscuring a clue for late-running cars). If Heart of Dixie doesn't put the hurt on some of the cries of trap rallies hurting the sport, I don't know what will. What hurts the sport is incompetent course execution, deceitful advertising by the rally committee, and/or lack of choice to run the type of event you like.



WHADDYA MEAN YOU CAN'T FIND THAT LITTLE CARD WITH THE WRITING ON IT? RR

E.N.S.C. PRESENTS

JUNE BUG II

A PICNIC RALLYE - GIMMICK - FUN

WHERE: Robert Hall Parking Lot - Routes 20 & 155
3 miles west of Albany

WHEN: Sunday, June 8, 1975 Registration 10:30 am
Novice meeting 11:30 am First car Off - Noon

HOW MUCH: EMSC - \$2.50 Other clubs - \$3.00
No affiliation \$3.50 (all rates are per car)

TROPHIES GALORE - At least 1st, 2nd, 3rd in each class
Master class Novice class (never won a trophy)

FREE BEER - To all Participants over 18 at end.
Bring your Picnic lunch, food, Hibachi, Softball, Swimsuit

EMSC challenges ANYBODY to a soft ball game.

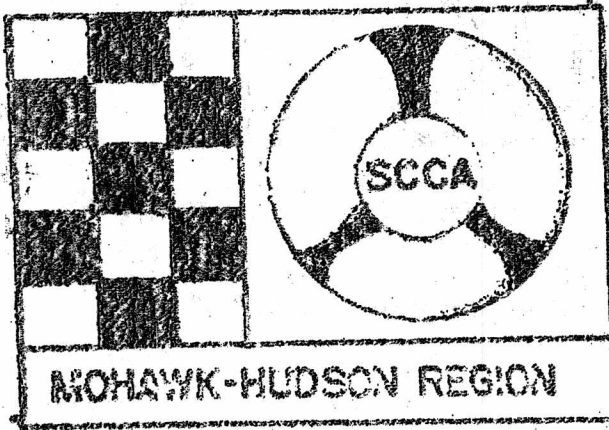
We Promise you:

1. Good roads
2. You will not have to drive at 10 mph looking for mailboxes.
3. A short, challenging rallye
4. Hound & Hares (A Few)

Results will be announced at finish but because of the uniqueness and individualization of trophies they will be awarded at the Monthly Meeting of EMSC - June 17, 1975 - Center Inn.

For Info: Call Jack 438-3754

BERKSHIRE WEST RALLY



RALLY



6/21

The BERKSHIRE WEST RALLY will be co-hosted by Mo-Hud Region of SCCA and New England Region of SCCA. The rally will be 170 miles of TSD in the New York State Capitol District just west of the Berkshire Mountains. The BERKSHIRE WEST RALLY will be the 7th event in the NEW ENGLAND RALLY CHAMPIONSHIP. For information or to register contact the Rallymaster: Harry Whitton

6 Barney Road, Elnora, N.Y. 12065
Phone: (518) 371-4503



NEW ENGLAND RALLY CHAMPIONSHIP

Driver: _____ Member: NERC _____ SCCA _____
 Address: _____ Local Club _____
 Navigator: _____ Member: NERC _____ SCCA _____
 Address: _____ Local Club _____
 Rally Class: (A) _____ (B) _____ (C) _____
 Marque: _____ Year: _____ Color: _____ Reg. No.: _____ State: _____
 Accessories: _____ Tires: _____ Gas: _____ Oil: _____ Additive: _____

ENTRY FEE: Member \$5.00 -- Non-members \$7.00 -- Other Car Clubs \$6.00

Make check payable to SCCA.

In signing this form I agree to abide by all regulations and decisions of the committee.

Driver: _____ Navigator: _____

looking back...

The year 1965....

Officers for 1965 were: RE Mickey LeVan, Asst. RE Mac McClumpha, Treas. Bernie Burns, Secretary Sharon Leonard, Act. Director Dick Leonard, Membership Harry Palmer, Directors Irma McClumpha and Hank VanDeusen, Editor KO Mary Schongar.

March, 1965 the K.O. was singled out for honors at the National SCCA convention.

Some finishers at the 1965 Rallye of the Snowflake:

3rd Art Frederick & Mac Townsend 6th Robert Claffie
12th Phil Henderson 13th Fred Carl 14th Roly Heacox

Mo-Hud has 5 licensed F & C workers - Irma & Mac McClumpha, Terri Novotny, Mac Townsend & Connie Birdsey (Isn't it interesting ten years later we still have about 5 flaggers and two of the above still flag - Connie & Terri)

A new member from Loudonville with a MGB and XK-120 Jag is Joe Corbett.

August 1965 Gymkhana with 81 entrants finds A. Frederick 2nd in Class 2 in a Porsche, Jack Collins 3rd., Bob Claffie in a '62 Vette takes a 3rd in Class 4, Class 7 - 1st B. Galinsky, Class 8 Marge Corbett, Class 9 - 1st is Phil Raeder in a 64 MG Midget w/alfa engine.

Art Simmers buying an old F-1 Masaratti, the Holeva's play choo-choo (?) Harold Cameron buying a Mustang GT, Gene Birdsey is 2nd in EP in INEC road race Championship.

Thompson National in Sept, 1965 - Bob Bailey in his Porsche packed it up after practice. B. Galinsky had his MGA out for the first time this year but the car did not run at all over 5500 rpm. Phil the Flyer was there in his Elan doing real good until another car brushed Phil's right rear causing the tire to go flat. George Frey in his Porsche finished 3rd.

Terri Novotny takes over as Editor of Knock Off.

October 1965 has results from an indoor gymkhana. Among the winners 5th Barney & Lorry Galinsky, 7th L. Hacker, 8th Gene Birdsey 10th H. Palmer. (Maybe some of the entrants can tell the editor how an indoor gymkhana works)

Toys for Tots Gymkana - Class A 2nd H. Cameron Class B 1st J. Collins Class C 1st R. Claffie, Class E 1st B. Sciarra, 2nd H. Flebbe Class F 1st M. Corbett.

INEC Gymkhana results: Class II 2nd H. Cameron, Class II 2nd Stan Bubar, 7th Art Frederick, 8th Joe Corbett, 12th Al Duval in an Alpine, Class IV 6th R. Claffie, Class VI 1st B. Sciarra, Class VII 2nd B. Galinsky, 6th E. Holeva, Class VII T. Novotny, 4th - Jody Bubar 6th and Connie Birdsey 8th.

Results of Four Club rally - 1st Lilly & Claffie, 2nd Hopkins & Hopkins, 3rd Chi & Peterson, 5th Heacox & Heacox, 18th Hathaway & Hathaway, 40th and last buy not.....Holeva & Holeva.

The Annual Banquet was held at the Circle Inn - Roast Beef - \$3.75 and Turkey \$2.75.

And that's the way it was in 1965.....

what's happening?

May 18	EMSC Solo II Event	NYS peripheral Parking Lot	-Albany
May 24-25	Regional Race	Nelson Ledges	Western NY
May 24, 25, 26	Regional/National	Bryar	New England
May 27	Mo-hud Executive Meeting		Farnsworths
May 31/June 1	Regional	Watkins Glen	Glen
	Drivers School	Nelson Ledges	Mahoning Valley
	National Rally	March Lion	S. Jersey
	Divisional Rally	Sea Lion	S. Jersey
June 1	MO-HUD SOLO II EVENT	NYS PERIPHERAL LOT	(see flyer)
June 4	MO-HUD REGION SCCA MONTHLY MEETING		CENTER INN
June 8	EMSC Rally	June Bug	(see flyer)
June 8	Amev Auto cross	Albany-Saratoga	Malta, NY
June 7-8	Cumberland National	Nelson Ledges	Steel Cities
	Regional	Bridgehampton	New York
	Drivers School	Bryar	New England
June 14-15	Drivers School	Watkins Glen	Glen
	Regional	Thompson	NER
June 21-22	National	Summit Point	DC
	Regional	Bridgehampton	NNJ
June 21	MO-HUD SCCA with NER RALLY	BERKSHIRE WEST	
	for details see H. Whitton - 371-4503		
June 22	NER Autoslalom	call 617-393-8907	
June 28-29	Regional	Thompson	NER
	National Rally	Appalachian	Phil.
	Solo I - Time Trials	- Watkins Glen	Glen
June 28	MO-HUD SCCA - AUTOSPRINT	- LIME ROCK	(see flyer)
June 29	EMSC Solo II Event	Peripheral Parking Lot	- ALBANY
June 30	Mo-Hud Executive Meeting		Phil Panos*
July 2	Mo-Hud Region SCCA	Monthly Meeting	Center Inn

R. E. REGIONAL RAMBLINGS

History repeats itself! Art Frederick's famous Autoslalom school was another Mo-Hud super event. There were over 60 cars entered and among them were lots of newcomers. We are very happy to see all you new people and hope to see lots more of you during the coming Autoslalom series. We hope you'll enjoy yourself so much that you'll want to become active members of SCCA along with all the rest of us good guys!

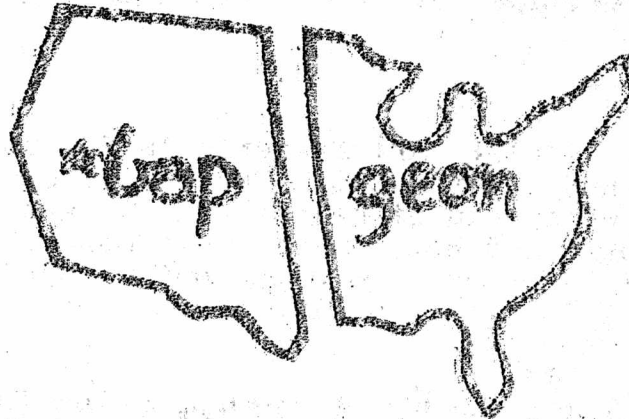
As most of you know, Mo-Hud has a reputation for keeping the best interests of it's racing drivers in mind. We have tried to run events to assist drivers in doing their thing with as little hassle as is possible at the lowest cost. This year we will try to continue that legacy. To do so we've set out to maximize the entries at all events this year through extensive use of handbills, suburban journals, and radio spots. So far, we've been singularly successful. The rallies and autoslalom events have been profitable. Through a major effort by our Trophy Chairperson, Candy Schaf, (along with some helpers) we've been able to carve over \$1000. out of our trophy costs this year. I've also recommended that we keep any profit from our regional race to a minimum to cover our overhead by perhaps returning some of the entry fee to the drivers. Every effort will be made to see that this is done.

The next big dates for us to remember are June 1st for an autoslalom at the NYS Peripheral Lot and the Berkshire West rally being co-hosted by Mo-Hud and New England Region as part of the New England Rally Series. This will be an all day Saturday affair. For those of you who would like to see what Divisional (almost) type competition is like, be sure to enter this one. The date for Berkshire West is June 21st. Harry Whitton will be our organizer. We'll need some checkpoint help so please volunteer your services for this one. And it isn't too soon to start thinking about pre-registering for Autosprint on June 28th at Lime Rock. We'll have to limit the entry to 100 cars so don't get left behind. The weather man has made us a promise this year.

Remember that directional signals should be telling the other guy what you are going to do, not what you're already doing.

Hap Parnsworth, R.E.

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