

Published Monthly by SCCA - Mohawk Hudson Region

the knock-off



SCCA SUMMER PICNIC

AT THE
FREDERICK'S

August 31, 1975



AUGUST 1975

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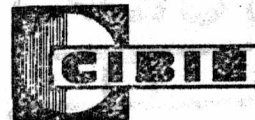
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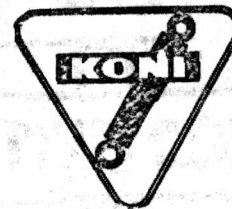
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872-2362

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.

JEAN HACKER

45 Point View Drive
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SOMETHING ELSE in sound on wheels

ONE MINUTE !!

The August membership meeting of the Mohawk Hudson Region SCCA was called to order 8/6/75 at 8:34 pm by R.E. Hap Farnsworth.

Secretary's report was approved as read.

Treasurer's report was read and accepted.

Membership chairwoman reported 137 members. Dues are now half price. \$12.50 plus \$5.00 regional dues.

Competition Director, Bill Morris reported two M-H members have finished their requirements for a Regional License, Bob Wright and Tony Hilferty.

NNJ is having a Drivers School Aug 22 and we should all help.

Activities Director listed upcoming events. There will be a Solo II Championship in October with EMSC & SCCA, rules and regulations are up coming.

K.O. Editor read a letter Terri Novotny received from the National Office

Old Business:

Hap read a letter to Bob Perry, Area Gov. (It will appear in the KO)
Craig Robertson reported the race turned out very well. There was a lighter entry and all receipts or bills aren't in, but we should make about \$1200.

New Business:

Hap said he had a request from Jim Haynes to move our annual date for Autosprint to June 12th, due to a conflict with another club.
Hap read points from the National Newsletter.
At the next board meeting a nominating Committee will be set up

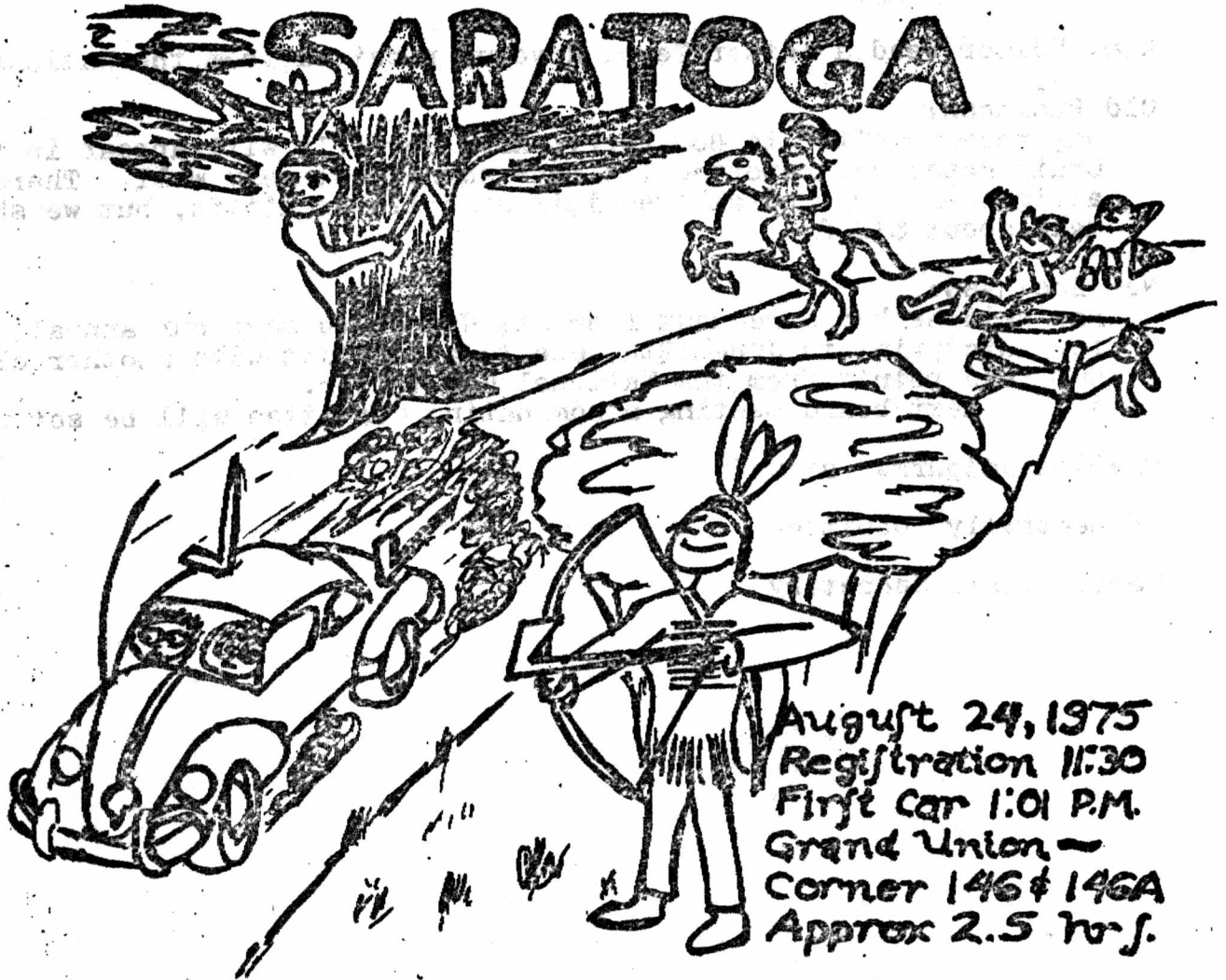
Meeting adjourned at 9:28

Respectfully submitted

Marie Corrin Secretary

a part
of the Northern Appalachian Rally Series
Sponsored by A.M.E.C. ...
A Rally through Historic
Saratoga County on Authentic
Indian trails and Revolutionary
Routes of March

THE BATTLE OF SARATOGA



August 24, 1975
Registration 11:30
First Car 1:01 P.M.
Grand Union ~
Corner 146 & 146A
Approx 2.5 hrs.

Don't bother to wash your car....



885 Birchwood Lane
Schenectady, NY 12309

July 24, 1975

Dear Bob:

As RE, I have been asked, by a formal resolution of the membership of the Region, to request that minutes of the Board of Governors meetings be made available to the Region. In turn, we have been committed to reproducing these minutes for all members. If you are not provided with a copy, or feel it inappropriate for you to supply us with a copy, perhaps you could forward our request to the club Secretary or to Alex.

It is my belief that the members wish to know how certain decisions are reached by the BOG and what the voting record is, assuming this information is provided in the minutes. I doubt if there is anything personal in this request. It appears to be an honest question, posed by a membership whose mind is occasionally boggled by some of the decisions which are made and, therefore, would like to know how they were arrived at. There are very few ways for the electorate to judge the performance of their elected representatives, but perhaps this is one of them.

One change which has been made concerns the revised definition of a finisher. The five minute interval after the checkered flag may be reasonable at Lime Rock, but there are some road courses at which five minutes would be considered competitive for some classes. If you'd like to comment on this one we'd be glad to hear from you.

We would like to make it possible for you to fulfill one of your campaign promises by inviting you to either our September 3rd or October 1st membership meeting. The Nov. 5th would be fine also but comes awfully close to the BOG meeting for you. If you'd like to spend the night with us we'd be happy to have you.

We look forward to seeing you at Lime Rock.

Sincerely,

Hap Farnsworth

SOLO II

Foreign Auto Parts, 352 Central Ave., Albany, N.Y. Presents the -
FIRST ANNUAL FAP SOLO II CHAMPIONSHIP

- WHO?? Kevin Smith and all the good people at Foreign Auto Parts in co operation with Empire Motor Sports Club and Mohawk-Hudson Region, SCCA.
- WHERE?? N.Y.S. Peripheral Parking Lot on Washington Ave., in Albany
- WHEN?? October 26, 1975 - Sunday Afternoon
Registration and Tech. Inspection start at 10:30 AM with the first car off at 12 Noon.
- WHY?? A Good Time, A Lot of Laughs and Trophies - Many Trophies!!! In addition to the trophies for the First Place Winners in each class, Foreign Auto Parts has introduced a Perpetual Trophy for the person who sets Fastest Time of the Day. Besides that, this event is a regular SCCA event - Points and Trophies will be awarded to the First three places in every class, dependent upon number of entrants.
- RULES - 1. You must have attended ONE (1) SCCA and ONE (1) EMSC club event during the 1975 Solo II season.
2. The 1975 Mo-Hud SCCA Solo II Rules will be followed.

Anyone may participate - Male or Female and Everyone still has time to enter. EMSC will have one more event on Sept 21st. and Mo-Hud will have two more events - Sept 14th and October 12th. All events are at the Washington Ave. Peripheral Parking Lot.

REMEMBER You cannot use the runoff day on October 26, 1975 as one of your qualifying events.

There are classes for every car and everyone.

OH, YEAH, It's only going to cost you \$3.00 if you are an EMSC or SCCA member and \$4.00 if you are not.

DON'T FORGET TO SUPPORT OUR SUPPORTERS. - FOREIGN AUTO PARTS.

For further information contact Phil Panos (Activities Director, Mo-Hud)

Call - work - 463-9077 Home - 462-1689

PRESENTING.....

The One & Only Original Annual Unforgettable Mohawk-Hudson **SEPTEMBERFEST**

SUBTITLED: "You Ain't Hardly Gonna Get No Solo II Events, So Why Not Come
Down And Mess Around in Frederick's Field?"

Come to Mo-Hud's annual picnic, field trials, beer blast, motocross, flea market, wiener roast, basketball game, Australian pursuits, softball game, family outing, and general good-time day.

Do all these things or your choice thereof in one single idyllic (at least, it used to be) setting.

Bring out your spouse and/or friend of the opposite gender for a change!
Or bring a friend of the same gender if that's what turns you on.

But be sure to come. All members, family, and friends of Mohawk-Hudson Region are invited. The admission charge is minimal, beer, soda, hamburgers, hot dogs included.

What's happening ?

- *** Watch Greg Rickes break bones on his new bike.
- *** Join the annual continuation of the Great Massachusetts - New York Challenge Softball Game.
- *** See Lee Beauregard try to outdrive his host!
- *** Bring unwanted or excess parts, accessories, etc. for the Flea Market.
- *** Find out what Hep Farnsworth is really like.
- *** Eat a whole bunch of good stuff including Marie Corrin's fabulous Jello cake (are you reading this, Marie?).
- *** Special "Back to nature" facilities for gentlemen.
- *** Enlist a crew for basketball on the new, improved court.
- *** Drink beer.
- *** Sometimes help put out car fires, too!

→ P.S. - If we're lucky, we'll also hear the peace tree sermon!

Now that you're all excited about this event, you're probably wondering where, when and why. To find out about the first two, please turn the page...

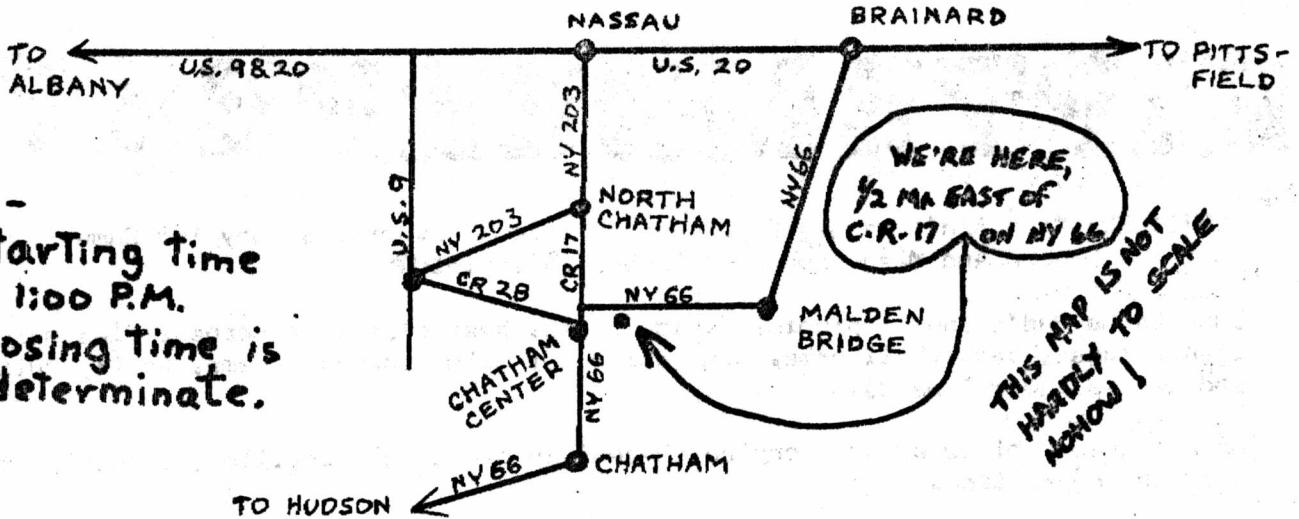
OVER

WHEN: Sunday, September 0 (otherwise known as August 31), 1975. Just the right time to fill up the day of inactivity at the LRP Nationals.

WHERE: Jane & Art Frederick's olde familie homestead, N.Y. Route 66, Chatham Center, N.Y. See map below for further information.

WHY: Don't ask me, I just work here. It's what we've both been asking ourselves for years: Why, oh why did we volunteer for this thing?

P.S.-
Starting time is 1:00 P.M.
Closing time is indeterminate.



____ Yes, I'll be there along with ____ guests.

____ Of course I'll bring a ____ salad or a ____ dessert.

Please insert type _____

OR JUST CALL US AT 392-4287. It's easier that way.

Jane & Art Frederick
RD 2, Box 14
Valatie, N.Y. 12184

COST ?

\$1.00 PER PERSON

.50 PER UNDER 12

PLEASE either send us the form or call so that we'll have some idea of the number of people who are coming.

This is, in case you can't recognize it, a stylized arrow drawing your attention to this REQUEST.

The National Newsletter

Sports Car Club of America, Inc. P.O. Box 22476, Denver, Colo. 80222 (303) 751-4900



BYLAWS BALLOT

All members of SCCA will receive a ballot in approximately one week to vote on three proposed amendments to the Sports Car Club of America Bylaws. The ballot must be returned to the SCCA's auditors no later than September 5, 1975.

The first proposal is to reduce the size of the Board of Governors from 17 to not less than 11 nor more than 13 members over a three-year span, and to reduce the number of Areas from 11 to 10 by combining existing Areas 8 and 9.

The second proposal is to prescribe the residence requirements for governors.

The third proposal is to establish the SCCA Operations Manual as the official operating guide for all areas of SCCA administration.

These proposals, all approved by the Board of Governors, will be described in detail on an enclosure accompanying the ballot.

Results of the balloting will be announced on Monday, September 8.

ELECTION FOR 1976-1978 BOARD OF GOVERNORS MEMBERS

If the bylaws amendment to reduce the size of the Board of Governors and combine Areas 8 and 9 is approved, elections for Area governors will be held in October in Areas 4 and 10, two governors for each Area. (Area 9 Governor Jack Rowe will serve as the governor for combined Areas 8 and 9 if the amendment is approved.)

If the amendment is defeated, the elections will be held in Areas 4, 8 and 10, Areas 4 and 10 electing two governors each and Area 8 electing one.

Election procedures will be conducted in the previously established manner, regardless of the outcome of the bylaws balloting. Any 20 regular members of an Area may nominate a regular member of that Area to be a candidate for election to the Board of Governors for that Area. All nominations are to be made in writing, signed by the members initiating the nomination, and delivered to the SCCA National Office (to the attention of Cameron R. Argetsinger) no later than October 1, 1975.

Ballots will be mailed on or before October 15 and must be received by the SCCA's auditors on or before November 15. Results will be announced on November 17.

We urge all those interested in nominating a candidate not to wait until the October 1 deadline to submit petitions. Send them as early as possible.

1976 NATIONAL CONVENTION

Plans for the 1976 SCCA National Convention, January 28-February 1, are in full swing. To celebrate the nation's bicentennial, the Philadelphia Region will host the three-day conclave at the Sheraton Philadelphia Hotel. Already scheduled are informational seminars dealing with all aspects of SCCA activity, a fashion show for the ladies and the traditional Driver's Recognition Dinner, the Rally Luncheon and the Annual Awards Banquet.

A special convention registration package, including all functions and meals, has been established by the Philadelphia Region. Single convention registration price is \$41, but send your registration together with your spouse's or a friend and the two of you can register for a total of \$76. Convention registrations, with payment, should be sent to Lillian Hanna, SCCA National Convention Registrar, 160 So. Shadelands Ave. - #502, Drexel Hill, Pa. 19026.

Hotel room reservations should be sent to Bill Chambres, SCCA National Convention Chairman, c/o Sheraton Philadelphia Hotel, 1725 John F. Kennedy Blvd., Philadelphia, Pa. 19103. Single accommodations range from \$27.00 to \$37.00 per night, with doubles (2 persons, 1 bed) and twin rooms (2 persons, 2 beds) ranging from \$35.00 to \$44.00. For further information on hotel accommodations and rates, contact Bill Chambres at the above address.

1976 MEMBERSHIP PROCEDURES

Preparations are underway for the 1976 membership year. Procedures will primarily be the same as in 1975. Most of the "kinks" have been removed and we anticipate very few problems in processing renewals and new members for next year.

Regional Executives and Regional Membership Chairmen will find enclosed a form to be completed by one or both and returned to Marge Palmer, Membership Supervisor, no later than September 19, 1975. The information requested is the amount of each Region's 1976 dues and who the 1976 Regional Membership Chairman will be. The September 19 deadline is necessary to prepare dues renewal billings.

We ask that only one person be listed as the membership contact for each Region in 1976 to facilitate smoother, more prompt operation. This person will receive all listings of membership renewals and new members, the Regional dues checks, as well as letters of membership inquiry processed by the National Office. We are relying on this one membership contact to forward any data and checks to the proper Regional official.

National Regular member dues for 1976 will remain at \$25.00; Junior is \$10.00 and Spouse member is \$5.00. Details of the procedures will be mailed to the Regional Executive and Regional Membership Chairman before the 1976 renewal notices are mailed.

ATTENTION EXECUTIVE STEWARDS

All Executive Stewards are reminded that nominations for the Castrol SCCA Rookie of the Year Award must be received in the National Office no later than November 15, 1975, for distribution to the Competition Board, which annually selects the rookie. Nominations should be based on competition driver(s) in your Division, demonstrating the greatest driving ability during this, their first year of National racing competition.



Sports Car Club of America, Inc. P.O. Box 22476, Denver, Colo. 80222 (303) 751-4900

July 30, 1975

Terri Novotny
One Squethaw Creek Road
Box 161
Feura Bush, N.Y. 12067

Dear Terri:

Please accept my hearty congratulations for your very fine Tuned Exhaust column in the July issue of THE KNOCK-OFF.

Feel you have captured the essence of SCCA and its contemporary problems while illustrating them in a manner which will, hopefully, bring about some solutions.

Agree with you totally that attitude and competence are something which we must all strive to better. Yours is one of very few presentations which detail the situation and places the subject squarely on the table for all to consider.

I will pass the column on to Dinah Chapman, SCCA's National Press Officer and Liason Editor to SPORTS CAR, for consideration of possible inclusion in SPORTS CAR. I'm certain Dinah will be in contact with you in the very near future.

Again, thank you for your observations and for taking the time to put them in print.

Sincerely yours,

Del Owens
Public Relations Director

DO:pr

cc: Jean Hacker, Editor
THE KNOCK-OFF
Mohawk-Hudson Region, SCCA
Dinah Chapman

Editor

In response to Terri Novotny's letter in the July Issue of the KO:

Although I am not a flagger, I find I must agree with Terri's comments. Not only from the point of a speciality license holder myself, but from the point of being a relatively new driver. I too, at some of the Drivers Schools I attended wondered about the effectiveness of some of the instructors and their sincerity. Sometimes I thought they were there just because they were pressured into it or to get some kind of "brownie" points for being a school instructor, I even had one instructor so bent on his ego trip as to tell his students that he had won such and such races. Well come to find out, on my own curiosity, no one in any class (he drove a Sprite also) had ever heard of him at all, let alone winning!

I must also voice agreement with her comments that perhaps instructors should not be allowed to drive a students car. I went to one school where I watched it happen. The instructor goes out there and wants to show how "good" he is, the next thing we all knew next lap around, was how good he could crash the students car.

I also agree that perhaps too many of SCCA members of the "in crowd" (to use Terri's term) have allowed themselves to become "callous and arrogant".

I would like to see a lot more people connected with racing come down off their "high horse" and become license carrying members of the Tech crew, Timing crew and Flagging crews. We all need reminding it seems, of exactly what this is all about.

Terri, keep writing and convince PR to write his article about the school.

(S) Connie McIntyre

Editor:

Please allow me to use this media to extend my thanks and appreciation to all of those who helped me through a day I won't soon forget, for this was my first Autosprint.

Thank you all.

Marie Corrin, Marilyn Heacox, Jean Fantelli, Peggy Gorss, Jeff Gorss, Helen Farnsworth, Connie & Pete Lombardi, Sue Nolan, Bob (sorry I forgot your last name), my husband Tim and Al Anderson for the use of his watches. A special thanks to Wendy Farnsworth for keeping my Terry out of my hair!

I look forward to seeing these most able persons Aug. 2 as part of the timing team.

Most Sincerely,
(s) Connie McIntyre

from the editor . . .

Mercy, Mercy, guess the race made everyone so busy no one had time to write an article for the K.O. I guess making sure the race was a success is more important. I had hoped this would be one of our better issues seeing it is going out to all the drivers who entered our race, sorry fellows.

I'd like to thank all the drivers who entered our race. You ALL did a great job considering the extreme heat, seemed everyone was in good spirits - no problems or protests.

In case you didn't get a chance to pick up the results of your race or maybe you wondered how that 'vette that pitted next to you made out, we have printed the results for your info. Sorry, also, that there is no story to go along with this as most of our writers were behind the scenes working at some phase of the race.

Thanks for coming to Mo-Hud's Race!

Thanks also to the Workers. Those people who were out in the hot sun all day - That is above and beyond the call of duty. Almost think the Fun One's snow and cold is better. The flaggers, the Grid people, the pit and paddock workers (understand they really got hot watching a "fall out") the starter, even the Chief Steward was standing in the hot sun, the timers had some shade, - Jack, can't feel too sorry for the medical-safety crew, you have that big shade tree. And the "Go-Fors" that's a tough job in the heat. Thanks to all for a job well-done!

A Big thanks to Jim Haynes who let everyone use the "ole" Swimming Hole" - anything to cool off.

On to other bits & pieces -

I've had quite a few people tell me they were going to write an article for the K.O., but so far I haven't heard from: Ed Holeva, Harold Cameron, Dave Hathaway

Also our series on workers in racing we have to hear from Jack Fantelli on Medical Safety, Roly Heacox on Stewards and Art Frederick about Starters. I'm waiting.

Marie

July 26, 1975 Regional Race

.....Marie Corrin

Mohawk Hudson sent a few eager drivers down to Lime Rock to New England's race. There was a turn out of about 185 entrants which is good of late for a regional. I do believe the economy has hit the racing scene, or is it lack of enthusiasm? The weather was ideal, not too hot and no rain. Registration was a little slow but it seems someone had opened the barrier to the road that leads to the registration shack and the registrar, Jan Poor, had a difficult time getting thru.

We were luckie once we got down to the paddock, we immediately got the car off the trailer and into the tech line. Seems if you did get there later it took 2 hours to get thru tech. We were able to make an early practice session also. Later the lines.... Samatha (she's bewitched) made it thru practice without doing her usual blow. We gridded 17th amongst 32 other cars. We were satisfied as it was our first race after being a student for awhile.

On to race results - First race was for F-SCCA - no M-H entered - 1st in FB was Bob Reen, 1st in FC Peter Brower. Second race was DP, EP, FP & C/SR. 1st over all and 1st in EP was Don Valenti from Mohawk-Hudson, who did a great job in his Porsche. 1st in CSR-Bob Perron, 1st in DP-Don Zahoruiko, 1st in FP-John Travers. Mo-Hudders who race in the 2nd race; Bob Wright finished 7th in DP (in his first race after Drivers School), Bruce Rolleston (good to see you at the last membership meeting) DNF after 4 laps. Third Race was the shh-SSS our Paul Hacker did his usual 1st, Toni Hillferty, also his first race, did a respectable 4th, Don Cook-6th, Jon Waterhouse in Bruce Cargill's old Colt-9th. Fourth Race for GP, HP, D/SR & CS - 1st CP Bob Wants, 1st CS Stephen White, 1st HP-Don Arms. Jack Fantelli took "Harry" out to his first win of the season in as many starts. The clutch did give him problems. But Hark! What's that cheer from the pits?? Why its only the crew from Carl Corrin cheering because "Sam" finished. Let me tell you it's been a long struggle. He was 15th after an 'excursion' and a lost exhaust system, but it's a finish. After him in 16th was Connie McIntyre.

Race Five was F.V. - 1st was Wallace Reetz, 2nd was M-H Jon Van De Car. Alan Peck again had bad luck and the car decided not to run (no reason) so it was DNF after 4 laps. In this race Jon set a new track record for Lime Rock for FV a 102.3. Continued success Jon!

Race 6 was the Big Guys. Sorry I don't know who finished 1st in AP and OA (I watched this race, really) but for most, it was this vette and Bernie DeGraff (m-h) tail to nose almost all the way. Bernie just couldn't find the open door and finished 1st in BP, 2nd OA. The last race was FF. No one from our region entered and the results weren't finished until close to 6:00 and by that time we were up at the Barn, but I'm sure there was a finisher.

RACE RESULTS
SCCA MOHAWK-HUDSON REGION
LIME ROCK PARK
AUGUST 2, 1975

O/A Pos.	Class Pos.	Car No.	Class	Laps	Driver	Car	Reg.
<u>RACE #1 FORMULA V</u>							
1		78		15	Wallace Reetz	Autody.	nyr
2		17		15	Arthur Becker	Caldwell	nnj
3		14		15	Walt Menzinger	Apache	nyr
4		47		15	Roberta Knickerbocker	Phoenix	nyr
5		16		15	Ed Triolo	Rabbit	nnj
6		40		15	Henry Rumeau	H&J Special	nyr
7		77		15	Tom Collins	Autody.	ner
8		41		15	Walt Schlauch	Autody.	nnj
9		05		14	James Fleischman	Beech	ner
10		49		14	Richard Caron	Novee	m-h
11		13		14	James Patton	Beach	nnj
12		11		14	Thomas Dickman	Zeitler	nyr
13		56		14	Earle Bower	Lily	nyr
14		8		13	Steven Costello	Caldwell	ner
15		1		13	Peter Bevis	MacNamara	susq.
16		3		12	Bill Kekrigan	Caldwell	ner
17		71		11	John Phillips	Autody.	cny
18		35		9	Jon Van de Car	Autody.	m-h
DNF		10		5	Dexter Wert	Zink	ner
DNF		07		1	Alan Peck	Kellrex	m-h
DNF		42		0	John DeCaro	Novee	ner
DNF		2		0	George Bussman	Maldwarf	ner
DNF		7		0	Robert Nelson	Beech	nnj

RACE #2 F.G.HP - CS - D/SR

1	1	37	GP	15	Bob Wanta	Spitfire	ner
2	1	16	FP	15	Philip Gaudette	Healey	ner
3	2	43	FP	15	Harold Cameron	Midget	m-h
4	1	72	CS	15	William Frey	Datsun	ner
5	2	79	CS	15	Stephen White	Cooper	nnj
6	1	6	HP	15	Charles Morton	Sprite	ner
7	2	19	HP	15	Mike Lewis	Sprite	ner
8	3	17	CS	15	Harry Andersen	Datsun	ner
9	2	84	GP	15	Dick Barlow	Spitfire	ner
10	3	11	FP	14	David Reynolds	MGA	cny
11	4	97	FP	14	Bruce Rolleston	Lotus	m-h
12	3	9	HP	14	Leslie Rimback	Sprite	sjr
13	4	92	HP	14	Bruce Goldman	Sprite	ner
14	5	76	HP	14	Bob Kraus	Sprite	nnj
15	3	5	GP	13	Richard Abbate	Alpha	ner
16	6	81	HP	9	Steven Harris	Sprite	nyr
DNF		1	D/SR	6	Eleanor Morris	NTM	m-h
DNF		71	HP	5	Michael Kirkland	Sprite	glen
DNF		8	HP	2	Ron Bartell	Sprite	mer

M-H RACE RESULTS CONTINUED

RACE #3 FORMULA F

1	87	15	Bill Sucher	Lola	nyr
2	64	15	Whit Beals	Crossle	ner
3	91	15	Rolf Stutz	Merlyn	ner
4	1	15	John Downing	Lola	ner
5	14	15	Robert Kawash	Tecno	ner
6	88	15	Mark Lefebvre	Elven	ner
7	49	15	Richard Viglione	Caldwell	nyr
8	41	15	Walter Wurzbach	Royale	m-h
9	18	14	Charles Crocco	Lotus	nyr
10	50	14	Ray Gorski	Titan	ner
11	43	14	Sheldon Sadwin	Caldwell	ner
12	34	14	Robert Carollo	Crossle	nyr
13	42	14	Jim Underwood	Lotus	ner
14	0	14	Dan Griffin	Zink	ner
15	27	14	Anthony Altomare	Lola	nnj
16	97	14	Mark Northrup	Lotus	flr
17	25	14	M. Patrick Clare	Crossle	ner
18	15	14	Bill Pedersen	Winkleman	ner
19	17	14	Stuart Andrews	Lola	wash.
20	32	13	Thomas Schroeder	Alexis	ner
21	57	13	Peter Becker	Alexis	
22	94	12	Patrick Howley	Cldwell	ner
23	71	10	G.B. Hollerith, Jr.	Titan	nyr
DNF	23	4	John Williams	Autody.	ner
DNF	73	4	Matthew Digorgi	Winkleman	nyr
DNF	48	3	Steven Meyer	Lola	nyr
DNF	76	2	Bob Koveleski	Vandeman	nepa
DNF	72	2	John Higgins	Merlyn	nnj
DNF	46	2	Peter Earle	Crossle	cny
DNF	39	2	John Loda	Lotus	m-h
DNF	4	1	Joseph Jamros	Macon	nnj
DNF	45	1	Peter Hauser	Lotus	nyr
DNF	9	0	Paul Tavilla	Lola	ner

RACE # 6 FORMULA A,B,C, FSV

1	1	22	FB	15	Paul Corazzo	Brabham	ner
2	2	1	FB	15	Allen Costa	March	ner
3	3	87	FB	15	Giovanni Distasio	Brabham	nnj
4	1	14	FC	14	Richard Powell	Brabham	ner
5	4	00	FF	13	John Melican	Caldwell	nyr
6	2	55	FC	13	Wally Binger	Brabham	nyr
7	5	86	FB	12	Carmello Crisafulli	Brabham	nyr
8	6	78	FB	9	Robert Belkin	Chevron	nyr

M-H RACE RESULTS CONTINUED

RACE #4 DP. EP. BS. C/SR

1	1	65	EP	15	Alan Howes	Porsche	ner
2	1	62	BS	15	Ken Fullerton	BMW	ner
3	2	14	EP	15	Elliot Brown	MGB	nyr
4	1	5	DP	15	Doug Lutz	Lotus	nyr
5	2	66	DP	15	Ken Wasil	Lotus	ner
6	3	50	EP	15	Howard Roberts	MGB	nnj
7	2	53	BS	15	Peter Regna	Pinto	nnj
8	3	38	BS	15	Dennis Stefura	Datsun	ner
9	4	27	EP	15	Scott Holmes	MGB	ner
10	1	74	C/SR	15	Robert Perron	Edge	ner
11	5	84	EP	14	Richard Traiser	Porsche	ner
12	3	24	DP	14	David Groh	TR 4	flr
13	4	15	DP	14	Bill Mogensen	TR 4	ner
14	2	3	CSR	14	Charles Collins	LeGrand	pa
15	5	77	DP	14	James Hughes	Lotus	cny
16	4	97	BS	14	Patricia Enzman	Volvo	bl.mt.
17	5	94	BS	14	Roger Wiley	Datsun	nnj
18	6	32	EP	14	Paul Schulte	MGB	cny
19	6	48	BS	14	Rick Valnoski	BMW	nnj
20	6	58	DP	13	Bob Wright	TR 4	m-h
21	3	61	CSR	12	Peter Olivola	Elva	nnj
22	7	6	EP	12	Lynn Tumenas	Turner	ner
23	7	43	BS	11	Marc Brossmer	Datsun	ner
DNF		7	BS	6	Garry Garrig	Volvo	
DNF		18	BS	2	Robert Dyson	Datsun	ner
DNF		51	DP	1	Mark Bodnick	TR 250	ner

RACE #5 SSS. SSSC

1	1	00	SSS	15	Paul Hacker	Colt	m-h
2	2	88	SSS	15	Stephen Cairns	Opel	ner
3	1	95	SSC	15	Lester Blum	Fiat	nepa
4	2	11	SSC	15	Thomas Kosasa	Porsche	ner
5	3	91	SSS	15	Jim Behan	Pinto	n-h
6	4	41	SSS	15	Jay Wright	Rabbit	nnj
7	5	99	SSS	15	Tony Hilferty	Opel	m-h
8	6	15	SSS	15	Dana Brooks	Pinto	wny
9	7	64	SSS	15	Jon Waterhouse	Colt	m-h
10	8	17	SSS	15	Bob Bridgens	Rabbit	nnj
11	9	12	SSS	15	Tim Oei	Rabbit	nyr
12	10	59	SSS	14	Doug March	Toyota	sny
13	11	8	SSS	13	Phil Henderson	Rabbit	wny
DNF		80	SSS	5	Eric Morrow	Pinto	ner

RACE #7 A,B,CP, AS, ASR, BSR

1	1	72	ASR	15	Jeff Jones	McLaren	ner
2	1	67	BP	14	Bernie DeGraff	Corvette	m-h
3	1	11	AP	14	Vernon Twombly	Pantera	ner
4	1	47	CP	14	Edwin Sanborn	Porsche 914	ner
5	2	22	BP	14	Gary Shaw	Corvette	glen
6	2	26	AP	13	David Kicak	Corvette	cny
7	2	69	CP	13	Mark Saviet	Datsun	ner
8	1	31	AS	13	Bob Young	Camaro	cny
9	2	91	AS	10	Richard Weiss	Javelin	ner

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RACEY NEWS

Watkins Glen Nationals were held August 9 & 10. The course is expected to be redone in time for the Grand Prix. However, some of the Armco was removed during the weekend a little ahead of time. It delayed things to the extent that the last race for the big bore on Sunday never started until 8:00 PM.

The results of the Mohawk-Hudson people:
 (these are as reported to me, I might have left someone out)
 Jon Van de Car took a second. **FLASH!!** After a protest Jon finished John Stim (the Peppermint Kid) also a second. **first!!**
 His partner, Doug Jones, blew an engine.
 Paul Hacker a second.
 Bob Bunce & Eleanor Morris were there but I didn't hear there outcome.
 Bernie DeGraff blew on Saturday.
 Al Anderson finished 3rd.

Speaking of Al, he has been traveling all over. The Trans Am at the Glen, Al & co-driver, Ray Anton finished 5th. In that race the 2nd & 4th place drivers were found to be using illegal rocker arms in their engines, but alas, they were only fined \$100. with no loss of place or prize money. On the 26th of July Al went to Nelson Ledges where he blew a motor. He got back to Schenectady with not a useable motor around, remembered a new Chevy dragster 350 engine he just built for a guy so... he put that in in time for the Nationals in Charlotte, NC. In Charlotte there almost wasn't a class for BP until a local showed up with a Shelby Mustang who had problems and only lasted a few laps with Al going on to win.

The National point standings for the NEDiv as of August 6, 1975:

BP	4th	Al Anderson
BP	11th	Bernie DeGraff
EP	7th	Don Valenti
FP	10th	Harold Cameron
CS	3rd	John Stim
CS	5th	Doug Jones
DSR	5th	Karl Danneil
FC	7th	Phil Raeder
FV	9th	Jon Van de Car

No standings from the NARRC series or NYSRRC still!

On the 16 & 17 of August several of our Autoslalom people are going to the Solo II Runoffs at Watkins Glen. So far there will be Sandy Fisher & wife Donna, Craig Robertson, Toni Hilferty, Steve Magee, Jeff Nudi, Ken Juen, Ron Smaldone, and new M-H member Dale Brodsky. This is a tough job, the best in the NE will be there. Good Luck Gang and bring home all the trophies.
 (Write it up for the next K.O. Eh Sandy??)

Bob Perry, our Area 11 Governor expects to be at our September 3, 1975 membership meeting at the Center Inn. Plan to be there if you have any questions to ask him.

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Dear Timing & Scoring Workers:

I wish to use this time to thank each & every
one of you for working our race on Aug 2. The
great success we had couldn't have been possible
without your help. Thank you sincerely

(s) Connie McIntyre
Chief of Timing & Scoring

P.S.
Some various personal effects were left behind in
the tower call me 518-587-0431

WELCOME TO MOHAWK-HUDSON'S NEWEST MEMBERS

Marian Mieczinowski
John A. Roberts
Dale Brodsky
James Arace

COMPRESSION TESTING

(reprinted from KO 1965)

A compression test of each cylinder of an engine is usually omitted during a tune-up because many people are unaware of its value. Properly taken, with inexpensive instruments, it can diagnose engine faults that cause poor performance.

A compression test is very simple to make, providing you have a compression gauge. These gauges may be economically purchased at any automotive departments at the various discount stores in the Capital District. The gauge consists of a dial indicator that reads pounds per square inch, and a rubber nipple to transmit engine compression pressure from the spark plug hole to the instrument.

To make the test itself, first remove the coil high tension lead (the large black wire that connects the coil to the distributor cap) and all the spark plugs. With all the spark plugs removed, the cylinder that's being checked will receive a full charge of the air, regardless of the throttle position. I find it easier to determine the results of the test by tabulating my readings on a simple chart:

<u>Cyl #</u>	<u>Compression First</u>	<u>Readings Last</u>
1	75	160
2	80	170
3		etc.
4		

Insert the rubber nipple in the spark plug hole of the cylinder to be tested and crank the engine over one compression stroke and note the reading. Now crank the engine over for three more compression strokes, for a total of four compression strokes, and record this reading. The same procedure is used for the remaining cylinders. When the compression test is made, the first compression stroke will show up to seventy-five pounds pressure if the valves, piston, and rings are in good condition. The next three compression strokes will provide the total compression reading.

If the pressure builds up in erratic steps of ten to twenty pounds per stroke, it is indicative of the fuel mixture leaking past the rings or valve seats, and is caused by sticky valve guides or burned valves.

A low compression reading on two adjacent cylinders would indicate a leaky head gasket between them. A low reading of ten pounds or more in any one cylinder would be indicative of faulty pistons, rings or valves. To narrow down the fault, inject a teaspoon of oil on top of the low reading piston and make a second compression test of this cylinder. A scored cylinder or a bad piston or rings would cause this test to read about normal now. If the second reading fails to approach that of the previous ones, a poor valve condition or poorly seating valves would probably be the trouble.

The primary purpose of a compression test is to note differences between the various cylinders and secondary, to give the actual compression in pounds per square inch of each cylinder in relation

Continued.....

Compression Testing.....Cont.

to engine specifications. If the engine shows uniform low readings, it would be indicative of many miles but still serviceable condition.

I hope that the value of a compression test is now more fully realized by the sports car friends I have and that an awareness of the problems that could exist in an engine will now be corrected so that better times in gymkhanas will be turned by all.

what's happening?

AUGUST

16-17	National Race Regional Race Drivers School	Summit Point Nelson Ledges Thompson	Wash DC Misery Bay NER
	Solo II Runoffs	Watkins Glen	Glen
17	BMSC Solo II event	Pittsfield, Mass.	
22-23	Drivers School and Regional Race	Lime Rock	NNJ
23-24	Regional Race ?	Watkins Glen	Glen
24	AMEC Rally (part of NARS) see flyer		
25	Mo-Hud Executive Meeting	at the Corrin's	
31	Mo-Hud Annual Picnic	at the Fredericks	
30 & 9/1	National Race	Lime Rock	NER

SEPTEMBER

3	MO-HUD Monthly Meeting	Center Inn	Glenmont
6	National Rally	Sherman Oaks	NYR
6-7	National Race Regional Race Drivers' School	Pocono Bridgehampton Nelson Ledges	Tri-Reg. NYR WNY
7	AMEC Autocross	Albany-Sar Speedway	Malta
13	Regional Race	Lime Rock	NNJ
14	Mo-Hud Solo II Event	Peripheral Park Lot	Washington Ave.
13-14	National Race	Watkins Glen	FLR
21	EMSC Solo II Event	Peripheral Lot	Washington Ave.

R. E. GIONAL RAMBLINGS

It was 104° and I thought we were at Laguna Seca, but the "Datsun Saves" sign told us otherwise. Registration was a whiz, thanks to Marilyn Heacox and her efficient crew. On the way to the course we noticed that most of the trailers were already on top of the hill. Dan Egy's crew, with some help from Bob Wells of NNJR had tech off to a fast start and an early, and thorough, conclusion.

There were more people in the timing booth than I've ever seen, thanks to the efforts of Connie McIntyre, who gave up an opportunity to race to be Chief of T&S. She was ably assisted by Richard Taylor and some friends from NER & NYR. The track was manned and ready by 9:00 AM so that Roly Heacox, our Chief Steward, could have started on time, if only the fire bottles had been placed in Butch Sciarra's pits on time. Butch put together a great crew from BMSC (and Pittsfield in general) who were all fantastic! Art Frederick, our Starter, called for the cars for practice about 9:10 and Bill Bradshaw, gridder of Grand Prix cars from the Glen Region (with the help of a couple of rallyists and ice-racers) had the first practice session lined up and ready to go. Out on the course, the flag stations were manned by a full compliment, recruited by Ernie Dignan from all our friendly neighboring regions. And we do owe him and them a big "THANK YOU!!". Also, sprinkled around the course, were Uncle Gene Birdsey's high calibre of observers including such nationally known drivers as Phil Raeder, George Morris and John Stim; all of whom gave up a day of racing to help Mo-Hud. Just in case of injury, Jack Fantelli had our loyal Dr. Ahamad, Steve Mera (RE of NNJR) with a host of helpers and NNJR's medical rescue equipment were all at Station Able, together with NNJR's phone equipment. Greg Rickes, our "Professional Announcer" kept the cars moving through the paddock and kept us informed of what was happening. Our Director and Coarse Marshal, Carl Corrin saw to it that the track was safe at any speed. The races went off like clockwork and the results were posted promptly by the ladies in the "cool room" at the base of the tower (the air-conditioning being broken). Phil Panos (and sometime race driver) and Howard Geer (and sometime Rally Chairman) tried, in vain, to cool 25 cases of beer and 6 cases of Cold Duck. The beautiful Trophy Chairperson, Candy Schaf presented some beautiful Revere silver to the well-deserved winners.

All in all, it was a fantastic event, thanks to the tremendous job by our Race Chairman (and sometime Asst. RE) Craig Robertson. With a lot of help from Mo-Hudders and all their friends we did it. We had our Area Governor as Safety Steward and our good friend Henryk Szamota came to see just how we do it. My hat is off to all who participated, be they race driver or worker, it was a job well done! All I ask is that we turn out to help NNJR with their drivers school so that we can partially repay our debt.

See you at the picnic, August 31st. With deep gratitude - Hap

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