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the knock-off

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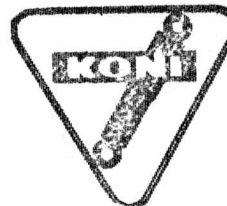
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The Mohawk-Region SCCA membership
meets the first Wednesday of each month
at the Center Inn, Glenmont, at 8:30 p.m.

KNOCK-OFF

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from the editor . . .

First of all the Editor would like to Congratulate the Road Racing Champions of the Mohawk-Hudson Region.

Paul Hacker for going out to Watkins Glen during the Grand Prix Weekend, driving in the Scirocco Challenge in a car sponsored by Colonie Motors and coming in Second (almost and should have been a first). It makes the Region very Proud.

To Al Anderson, John Stim, Jon Van de Car and Karl Danneil for placing high in the Northeast Division of National racing final point standings - all winning berths to Road Atlanta.

The other 'local series' standings are not complete as yet. But in the New York State Road Racing Championship we have Phil Raeder first in FC, Paul Hacker first and Jim Behan 7th in SSS, Rick Walsh 4th and Harold Cameron 5th in FP, and Bernie DeGraff 3rd in BP. There are two races left in this series.

The NARRC Series (does that really exist or) is anyone keeping points on it? If someone comes up with standings I would like to print it.

Speaking of printing - I am always happy to print your results of races you participated in. I overheard that someone also participated in a race but his name didn't show up. This is not intentional. Unfortunately I do not cover all the races, first I never did get a press pass from SCCA to get in free? at SCCA races and truthfully I might not attend them all if I did have such a pass. I do ask around and try to find out who did what. I'd be most happy to hear from individuals who entered and how they finished. You might as well blow your own horn - Don't be proud! Even if you finished 15th in a race no one will know if you told me or if I found out myself.

And then I heard results of a particular rally wasn't in the KO. That always is a chase job trying to get results from our events, but I have got them all and they have appeared in the Knock Off. The one that was being discussed wasn't put on by our club but if I had received a copy of those results I would have printed them.

I am trying to make this a paper you will enjoy reading and put in the things you are interested in.

I am glad to hear Connie Mc Intyre is home? from the hospital and has lost all her weights. Next thing you'll know she will be at a monthly meeting. You can always send a card to her home at: 10 Michael Dr., Saratoga Springs 12866.

Hope the Heacox's had an enjoyable trip to Merry ole England. This trip was awarded to them for selling the most something or other in the country. Did you find a language barrier?

Marie...

ONE MINUTE

The membership meeting of the Mohawk-Hudson Region SCCA was called to order 10/1/75 at 8:30 by RE Hap Farnsworth.

Secretary's report was read and corrected to read 50¢ per car for the NARS Series trophy fund and the new timer cost \$77.82.

Treasurer reported a balance of \$8107.33. Inec has sent a check for \$210. for moneys left from the disbandment of INEC.

Asst RE no report.

Competition Director reported Paul Hacker has a Scirocco courtesy of Colonie Motors and will race at the Grand Prix weekend.

Al Anderson took first in BP in the final NEDiv standings. John Stim is 2nd in C Sedan and Jon Van de Car also placed in the upper standings. It was thought 1st.

The RE is submitting John Stim's name as rookie of the Year and Al Anderson as Driver of the Year in the Northeast Division.

The Activities Director listed upcoming events. The Saratoga Safari had 34 entries. Dave Hathaway will be Rallymaster for the annual Snowflake Rally.

Old Business:

The By Laws Committee has revised the by-laws and they will appear in the October KO. Voting on the new by-laws will take place in November when the ballots are mailed out.

New Business.

The annual banquet was discussed. So far possibilities are the Center Inn and the Holiday Inn on Route 5 near the Northway. Bill Morris moved the banquet be held at the Center Inn seconded by Gene Birdsey. Discussion followed. Vote 9 for, 14 against, defeated.

Art Frederick made a motion the banquet be held at the Holiday Inn seconded by John Petrella. Art withdrew his motion until B. Wright could check the Chatham House.

Gene Birdsey made a motion seconded by J. Petrella to leave the decision up to the committee with consideration of the Chatham location. Vote carried.

The nominating Committee has listed the following slate of officers for 1976.

RE Craig Robertson	Treasurer	Dave McClumpha
Asst RE Paul Hacker		Gene Birdsey
Jack Fantelli		Connie McIntyre
Secretary Marie Corrin	Activities Director	Phil Panos
Candy Schaf		Bob Wright

Directors Carl Corrin
Howard Geer
Bill Morris

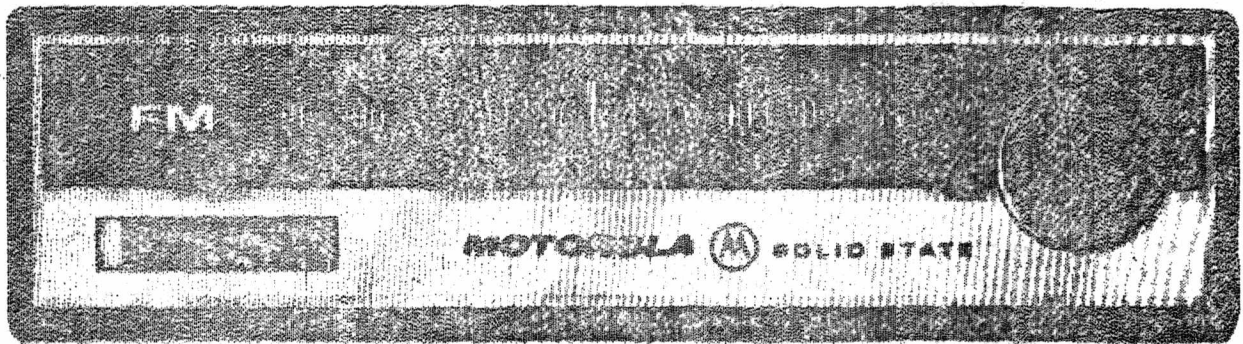
Additional people can be nominated by a petition of 10 members in good standing and signed by the nominee.

Meeting adjourned at 9:40

Respectfully submitted

Marie Corrin, Secretary

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A Walrus views the Kings

The time has come, the walrus said,
to talk of many things,
Of cranks and rods and intake valves,
of pistons and their rings.
And why the drivers rant and rave,
and does our Club need Kings?

In years gone by, our racing scene
on all fronts it was strong.
With sponsors and cars, pro racers came
competing before the throng.
Now CamAm's dead, the Trans Am's weak;
Where have the Kings gone wrong?

Elected Kings, eighteen in all
eleven areas they represent,
To guide the club in all affairs
is what the bylaws meant.
Yet voting records remain concealed,
are they fearful of descent?

There are many other kings, of course,
who also share the blame.
An executive and special boards
make decisions just the same
As would ticket takers at the gate
who've never played the game.

Regions and racers also make
Kings of a special kind,
A race official none too bright
yet made of bacon rind.
The flagger boycotts some events,
has he a child's mind?

A wise King should recognize
the dwindling of his power,
as loyal members vacillate
finding the taste is sour.
While in a meadow rather close
there's a Camel in full flower.

This year a car with threes
ran in the Camel's ring,
A welcome change is what was found
in dealing with but one King.
What about the Group with fours?
Know where they'll be next Spring?

If our capricious Kings continue
to pursue the present course,
It should be quite obvious
They will more defections force.
Until at last our Club is gone,
A demise without remorse.

Anonymous, but with apologies
to the Walrus and the Carpenter,
Tweedledum and Tweedledee,
and Lewis Carroll.

THE ONLY GUY WITH A CHECKERED FLAG.....

or

The Compleat Guide to Being a Starter

by Art Frederick

Oh, yes, you're also the only guy with a red flag. That means stop the whole thing. You don't use it just because you feel like it. You use it when the Chief Steward says to. And he doesn't say it very often.

Sure, the Starter is the guy on the bridge that gives the pack the green flag. Sometimes he wears a lavender suit and jumps a lot.

Sometimes he counts wrong and everybody jumps on him a lot.

But if he's doing it well, he's on top of the action all the time. From the time the first car moves off the false grid until all are back in the pits at the end of the race, the race track belongs to the Starter (under the direction of the Chief Steward). He is responsible for starting the race or sending the field around for another pace lap if they're too ragged. Don't drop the green too soon, or the guys in the back won't see it (they probably won't anyway). Don't drop it too late, or the guys in front won't see it. But, above all, don't drop it when someone's in the process of jumping the grid!

From there until the end of the race, there's nothing to do. Except:

1. Watch from Start/Finish to the next flag station for incidents requiring a yellow flag;
2. Watch the Ambulance Station for vehicles entering the course to necessitate a white flag;
3. Count laps accurately;
4. Know who's leading and who will if the first 3 cars drop out on the last lap (don't laugh - it's happened);
5. Handle the black flag and meatball if instructed; and...
6. Drop the checker on the right car.

Advantages include a guaranteed seat for the race, the incomparable thrill of watching the full grid of Fords enter the first turn, the incomparably greater thrill of watching them all leave the first turn facing forward (a rare occurrence, indeed), and having a piece of the action.

Obviously, a short article cannot possibly acquaint the casual reader with all of the subtle nuances of this avocation, but one is invited to give it a go.

Nuts and Bolts.....

by George Dennis

After talking to a lot of racing people about racing engines, I find surprisingly few differences in the preparation techniques for large and small engines. The major differences seem to be in the amount of detail work that is done. As the size of the engine gets smaller, the detail work increases. This seems reasonable when you think that a 10 hp increase in a 100 horse engine is 10%. Very significant! A 10 hp increase in a 600 horse engine is only about 2%. Not so significant. The amount of detail work is the factor that separates the winners from the backmarkers. The major item to be concerned with, no matter how much money you put into your engine, is reliability. The reliability starts in the bottom end.

The bottom end starts with a good block. A used block is actually better than a new one - provided it is in good shape. The reason for this is that a new block will change its shape the first few times it is warmed up and cooled off. Once the block has been used, the cylinder bores and main bearing webs take a set. When tearing down a used block, inspect the old bearings for wear. Particularly the main bearings. The wear pattern should be even all the way across the bearing face. If the wear is not even, you probably need to have the block line bored to true up the alignment.

As someone said, "Cleanliness is next to Godliness". Strip the block as far as you can in preparation for cleaning. All oil gallery plugs water passage plugs, etc., must come out. Boiling out the block is a job you can't do yourself unless you have special equipment. The best method for boiling out a block is a hot tank process. This process will ruin any bearings pressed in the block. That means new cam bearings are needed. The alternative is a cold cleaning which doesn't ruin the bearings, but is not as effective. The cost for a good cleaning of a block will run about \$10. With a clean block, the next step is to magnaflux it for cracks. Look closely in the main bearing web area. If the engine you are using has never been blown up, you might compromise and not do the block magnaflux.

All of the flashing and roughness inside the block should be removed with a hand grinder or a file. This operation will remove areas where stresses can build up and cause cracks.

The next job on the block is to have the cylinder walls trued up or overbored if you are using oversized pistons. For either of these operations, the machine shop will want the pistons to measure from. For racing you will want a piston-to-cylinder wall clearance of 0.005 to 0.007. The type of piston selected will determine the wall clearance. The type of piston rings you use will determine the surface finish you want on the bores. Use the manufacturers recommendations unless you feel you know a better way.

More about pistons later. To correctly hone or bore a block, the metal has to be stressed as it is when the head is on and torqued down. You simulate this condition by using a head plate torqued

more.....

Nuts and Bolts cont.

into position. This head plate is a 1" or thicker plate with stud holes, and holes slightly larger than the bore dimension. When this is torqued into position, the cylinder walls will deform to the position they will be in when the head is on. The block is honed with this plate in position. When you take the block to be honed, be sure you have the main bearing caps with you. That is how they hold the thing in the honing machine. Some shops have a boring bar for blocks. I don't trust their accuracy. The best machine, I think, is the floor mounted Sunen hone.

Once all the machining operations are done on a block, it should be cleaned again. A cold cleaning will do this time. Just prior to assembly, scrub the block yourself in hot soapy water. Run brushes down all the passages and rinse thoroughly. Change the water and do it again - maybe twice more. Dry the block with lint-free cloth and lightly oil all machined surfaces to prevent corrosion. Keep the block stored in clean newspapers or plastic bags until you are ready to assemble.

The next item to work on in the bottom end is the crank. A properly prepared crank is going to cost you up to \$100. The crank has to be done right or you will blow the first time out. The stock crank should be magnafluxed before you waste any time on it. Using a hand grinder and file, remove all the flashing to get rid of those nasty stress risers. Wrap the journal with a few layers of tape so you don't nick a ground surface. Most stock rod bearing clearances are around 0.001 to 0.0015. You will need 0.0025 to 0.0030 for racing. The proper bearing clearances seem to be a very controversial subject. I am still not satisfied with my bearing life, so let me know some other opinions. Smokey Yulich recommends 0.0025 for small block Chevy's. His engines don't seem to run too bad. Some other successful racers are less generous. Good luck with yours.

If you need more than 0.00075" off the crank journal to get the clearances you want, you will have to grind the crank. The nice thing about grinding the crank is that you will be able to specify any clearances you want. With new bearings torqued into your rods, the inside big end of the rod can be measured and the crank ground and superfinished accordingly.

I have never used a Tufftrided crank, but they come highly recommended.

When you install the crank in the block, it should spin freely. If it doesn't, something is wrong. The end play on cranks is critical. The common tolerance here seems to be 0.004 to 0.006".

When the crank comes back from grinding, wash it in hot soapy water three or four times. Run brushes through all oil passages. Dry it off with lint-free cloth or towels and wrap it in clean newspapers

The next items are the connecting rods. Again, have them magnafluxed before you waste time on them. Grind and file all the flashing off them. Shot peen and polish them to a high finish with a buffing wheel.

more.....

Nuts and Bolts cont.

The small end bore should be fitted to the pin so you have a full floating wrist pin. If the rods you are using were a pressed pin type, a 1/8" to 3/16" hole should be drilled in the top to allow oil to pass onto the pin. The rods should be checked for trueness and the size and shape of the big end bore measured. If the big end bore needs to be resized specify the high side of the tolerance. This may help in obtaining the bearing clearance you want and save the expense of grinding the crank.

New rod bolts and nuts should be used for final assembly. There are a number of types and qualities of rod bolts. I have been using NAS bolts. They carry a ridiculously high psi rating and are very strong in cycle strength.

All brands of engine bearings are not the same. Some have a harder surface than others. The Clevite 77 brand is the most widely recommended. They are available at NAPA stores for most any car. When assembling the bearings in the rods or block be sure the bearing backs and the housings are absolutely clean and dry. There is a little trick of wiping a new bearing face with a "Scotch Brite" pad. I have done this bit - I don't know if it made any difference in bearing life. Some type of pre-lube should be used for final assembly. Vortex pre-lube is available from Phase V Associates.

There are enough types of pistons and ring shapes on the market to fill a book. For the beginner racer, a good stock piston with conventional rings will give adequate performance. If your pistons have two compression rings and two oil rings, the bottom oil ring can be left out. Some builders leave the lower compression ring out also.

If you have increased the compression ratio, a forged piston will increase your reliability. Forged pistons will take the higher combustion chamber temperatures. With a forged piston, the timing can be advanced further without melting the piston top. (BE CAREFUL HERE).

If you switch to a pop-up piston to increase the compression, be sure the piston-to-valve clearance is sufficient (0.100" is safe). To check this dimension, put a blob of modeling clay on top of the piston and put the head and valve train in position. Turn the crank over a few times (take the clay out) and measure the thinnest part. If you change to a different cam, the clearance should be checked again.

The piston pin should be fitted to the piston. This can be done by the people who rebuild your rods. Don't use the pin retaining clips more than once. The most widely recommended type of clip is the "True Arc". If your pistons have some other type, the circle-clip grooves may have to be re-machined to use True Arcs. The end float on the pin is a clearance ignored by many people. If the end is too great, the pin will accelerate and bang against the clip. If the clip gets broken and knocked out, the wrist pin goes into the cylinder wall and good-bye engine. An end float of 0.006" is safe.

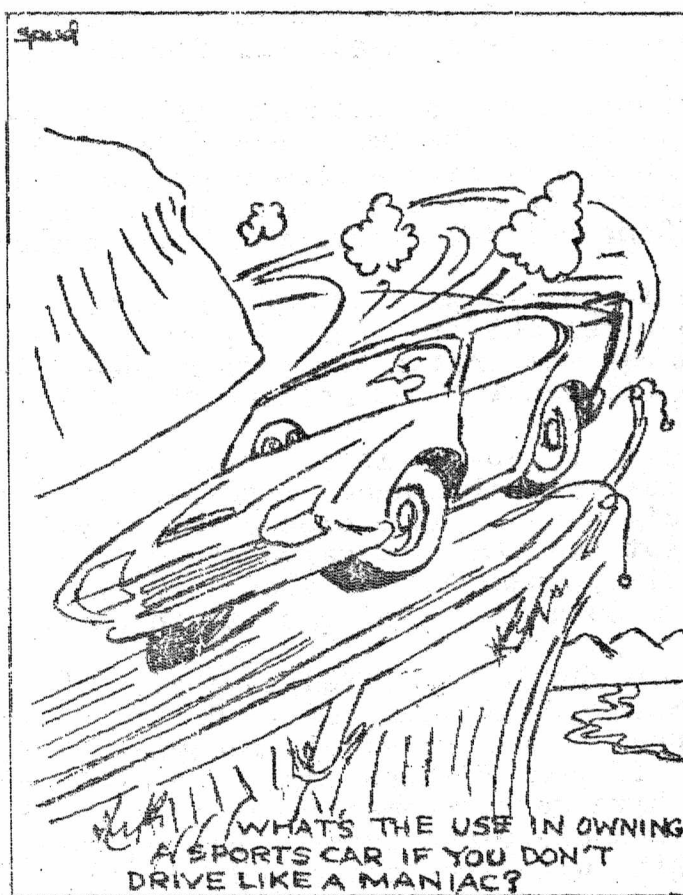
With piston rings, the choice is yours. Everybody has their own

more.....

Nuts and Bolts cont..

ideas as to what is best. Dykes, DeVee's, chrome, modular iron, cast iron, stepped, etc. The list goes on forever. With new rings, the end gap should be checked. Insert each ring by itself into the bore of the block in a level position. With feeler gauges, measure the space between the ends of the ring. The ends can be filed with a point file until you have 0.011" to 0.014" clearance. If you are using used pistons, check the amount of clearance the ring has in the piston groove. The workshop manual for the car will tell you what it should be. If the tolerance limit is exceeded, it is time for new pistons.

When you build your engine, a record of every dimension and component should be kept. Make a record sheet, and be sure you put a date on it. When rebuild time comes, you will have a data base to compare with. This record system will allow you to spot a component that is starting to wear out. After you rebuild a few times, change cams, use different pistons, shave the head a little more, you will be able to know what engine combination worked best. Without good records, you will forget.



REFLECTIONS IN THE REAR VIEW MIRROR

..Dave Hathaway

In a recent article by Phil Raeder in September's issue of the Knock Off, he reflects on retirement from racing as well as his racing career. In today's economy many club racers may well be forced into retirement - for economic reasons.

The cost of competition keeps climbing - fuel, wheels, engines, tyres, special parts, etc. Mandated changes also push up cost. Entry fees keep going up - though New England Region and Mo-Hud have worked to keep costs down. Add this together with travel expenses, gasoline, motels, food and the bills go higher.

In my five year racing career it wouldn't surprise me if total expenditures are near the \$10,000. mark. Think about that if you want to go racing!

Unfortunately, I have no easy answers. But I do have some suggestions. One would be lower entry fees to to the twenty-five dollar level. Award prize money (or return the entry fee). Reduce SCCA membership costs and keep licensing fees low. In short SCCA needs to make better economic decisions. Economic decisions which encourage club racing and help the club racer are needed before we are all forced into retirement.

"Officials and Official-Dumb"

Look-I realize that racing couldn't be conducted without the volunteer help that, in short, makes it all possible. So this article is written in appreciation of pit and grid people, timing and scoring, flag and communication, tech, medical and rescue, registration, and all the other sometimes over-looked support personnel.

Unfortunately, there is a cadre of official "officials" whose claim to fame or infamy is their inability to produce-produce equitable decisions and good over-all race management. These are the ones who peacock around the race course, fail to provide any management training to workers, are indecisive, and in short, cast a shadow on the honest efforts of the line personnel.

For example, the tone of a race weekend is often cast on when the application for a race is received. What do you think when the entry blank is received only hours before the filing deadline? That's my opinion also - shabby! It's impossible for any confirmation of entry to be returned, let alone the assignment of a race number. When you arrive at registration the "points" have already started to mount and it becomes that much easier to get involved in a hassle with registration people unfortunately. These people may not even be aware of your legitimate problem. What aggravates even more is the attitude- we are here to do you a favor, so shape up fellow!

More aggravation takes place in late starting, poorly organized tech lines. Delays in tech-especially when they deal with absurdities of the size of a catch tank or the location of the ID number on a roll bar. These hassles are pretty hard for drivers and crew to take.

more.....

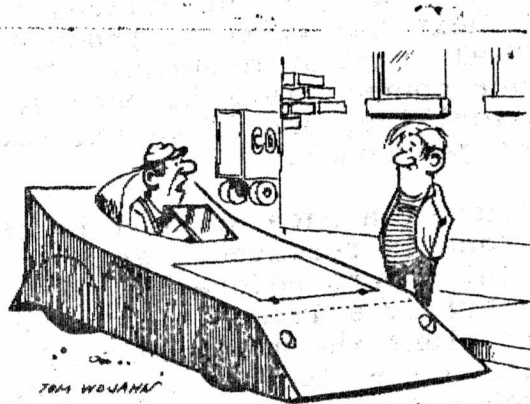
Reflections..continued

What really is bad form is when events are staged without adequate personnel. It's poor management to schedule races that have over-subscribed grids-rely on an "honor" system timing with a prescribed deadline. Some use honor and others use the system to make the grid. When it is evident that honestly fast cars can't make the grid due to official edict, it is pure stupidity to refuse the driver return of an entry fee. I have seen it happen.

Poor decision making also involves gridding faster cars at the rear just because it might cause a bit of work to properly arrange the grid. When an official makes the statement-"if you are as fast as your times say then you will be up front in a couple of laps", it only indicates his inability to understand the reason for gridding faster cars to the front, and to disregard the whole concept of safety. Slow cars, especially when not expertly driven, are always a hazard to those faster ones. Tangles and shunts are not only expensive to equipment but someone can get hurt.

Fortunately there are those entrants that can adjust in a sportsman like and sensible manner-Chuck Staley of NER is one who does realize a dangerous condition and acts to avoid an incident. Isn't it strange that the best drivers are usually from those regions that put on the best events and vica-versa.

Let's do away with "official-dumb".



"IT MAY LOOK LIKE A BONNEVILLE STREAM-LINER... BUT IT HAPPENS TO BE THE LATEST THING IN STREET CLEANERS!"

ANDERSON wins Northeast Division Title

...Craig Robertson

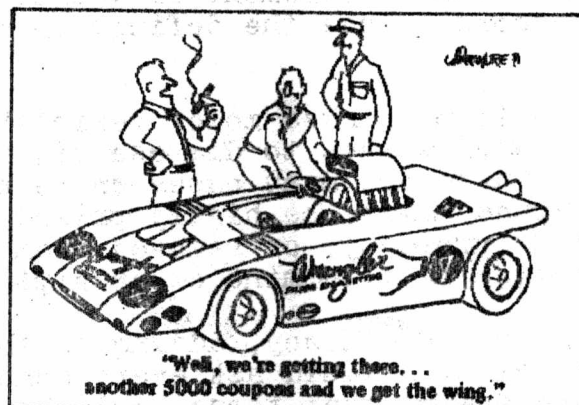
Al Anderson, from Schenectady, is the Northeast Divisional Champion in B Production. Along with his crown he also received an invitation to the Road Race of Champions at Atlanta in November. However, the Yankee Silicones team had a tough come-from-behind fight to reach 1st.

The first three outings for the Corvette this year were unqualified disasters resulting in two destroyed cams and one blown engine. The July 4th Nationals at Lime Rock provided Al with his first finish and also his first win. For a change of pace from the usual 30 minute sprint races, Anderson took the car to the Watkins Glen 6 hour race. He and co-driver Ray Anton finished fifth in class despite a lengthy stop to fix a sick transmission.

Bad luck struck again the next weekend when the Corvette blew another engine at the Nelson Ledges Nationals. Using a borrowed engine the Yankee crew went to Charlotte, NC for the Nationals. Al won the race and set a lap record. Hurrying back up North, the team ran the Watkins Glen Nationals the next weekend and finished third.

Labor day at Lime Rock, Al finished second to Bob Tullius. With two races to go Anderson needed two wins to have any chance for the Championship. Returning to Charlotte Sept. 14, Al won again and lowered his own lap record. The season came down to the final NE Division National at Bridgehampton. If the car could win Al Anderson would beat out Bob Tullius for the championship by one point.

After a slow start Al drove the Corvette into the lead and held on to win despite being hit from behind in a corner by another car. The next order of business is for Al to get the car ready for Atlanta. The race will include the top drivers from all of the SCCA divisions. Week long practice sessions will lead up to the race the first weekend in November.



The following letter appeared in an issue of Stress-Cracks a Lotus' paper forwarded by A. Frederick and should be of interest to all car owners.

Dear Editor:

After hearing and reading many horror stories about enthusiast's cars being towed away and crushed by over-zealous scrap metal dealers throughout the U.S., I was astounded to learn that there are two House Bills being pushed by the Institute of Scrap Metal Processors which should be brought to the attention of all auto hobbyists and taxpayers.

HR 1238 and HR 4211 are identical Bills designed to subsidize the already fat scrap metal industry, at a time when scrap metal prices and industry profits are reaching record levels. Under these bills every new car purchaser would be forced to pay \$5.00 into an Automobile Disposal Trust Fund.

This Fund would be used to reimburse the various States for expenses incurred in carrying out an Abandoned Vehicle Disposal Program which would first be approved by the Secretary of State. In order to qualify for such reimbursement (50% of cost under HR1238, 100% under 4211), the State would be required among other provisions to exempt automobile scrap processing equipment from state ad valorem property taxes, thus throwing an additional tax load on an already overburdened public.

Provision is made for Federal Guaranty of loans and interest up to 90% for purchase of such equipment, with defaulted payments to be made up from appropriated funds. Generous tax deductions are also provided for depreciation of such equipment.

Both of these bills would encourage the violation of property rights of the individual in the procurement of vehicles to be turned over to the scrap processors, since the definition of a junked motor vehicle is:

"(Section 11)...the term "junked motor vehicle" means any motor vehicle which the owner wishes to dispose of, including derelict motor vehicles;" There are many cases on record where "derelict motor vehicles" turned out to be highly prized collectors cars pirated from private property, or removed from the street without any attempt whatsoever to determine ownership!

Rather than subsidize such piracy, adding to the individuals tax burden at the same time, I would ask every concerned citizen to write his Congressman and demand that these bills be defeated.

(s) Dean Price

RESULTS
September 14, 1975 Autoslalom

#	NAME	CAR	Run 1	Run 2	Run 3	Run 4			
CLASS B									
28	Art Frederick	Lotus Elan	46.68	46.61	45.75	45.39	1		
22	Dennis Vallelunga	Meyers Towd	51.73	47.31	46.40	47.79	2		
4	Bill Morris	Lotus Elan	48.50	59.07**	48.61	47.95	3		
12	Gorden Henry	VW Bugatti	55.43	53.16	50.79	DNR	4		
CLASS C									
23	Wilson Wright	Corvette	45.17	44.97	50.55*	54.99**	1		
3	Tim Smith	Porsche 911T	47.48	46.51	46.18	45.87	2		
10	Chuck Sullivan	Corvette	49.71	54.47*	49.39	DNR	3		
9	Bill Schumacher	Corvette	50.29	DNR	DNR	DNR	4		
CLASS D									
47	Ken Juen	Porsche 914/4	o.c.	48.73	53.82*	53.80*	1		
24	Tom Pelkey	Datsun 2000	63.33*	49.46	49.02	55.43*	2		
21	Dale Brodsky	MG Midget	50.33	49.48	49.26	DNR	3		
6	Clark Nicholls	TR Spitfire	51.51	51.97	51.26	52.90	4		
44	Tom Phelan	TR 6	52.75	52.10	51.54	52.12	5		
CLASS E									
15	Dieter Ward	MGB	o.c.	48.28	47.80	48.40	1		
48	Craig Robertson	BMW 2002	48.61	47.96	48.56	48.36	2		
7	Pete Fullam	TR 4	53.67	49.64	48.65	48.91	3		
16	Ron Smaldone	MGB	56.06*	56.93	50.22	51.66	4		
11	Dale Hinterberger	Spitfire	55.20	54.30	54.13	53.92	5		
CLASS F									
27	Butch Sciarra	Saab Sonnet	48.89	48.53	DNF	DNR	1		
55	Jack Hanifan	Fiat 124	50.31	49.73	49.73	56.51	2		
8	Mark Leonard	Saab 96	54.31	54.78	53.87	53.41			
19	Jim Leonard	Saab 96	55.27	54.68	55.45	54.11	4		
CLASS G									
38	Jeff Nudi	Pinto	58.50*	47.34	46.97	46.90	1		
56	Tony Hilferty	Pinto	47.87	66.26	49.86	47.60	2		
25	Tom Morris	Datsun 510	67.72**	50.24	49.59	48.55	3		
5	Bob Bixler	Vega	52.82	50.69	50.53	50.80	4		
14	Dave Shaw	Datsun 510	56.01	o.c.	51.62	50.70	5		
17	Jim Bishop	Fiat 128	56.44*	50.73	60.96*	55.00*	6		
CLASS H									
42	Sandy Fisher	Camaro	48.22	62.62**	46.80	47.11	1		
32	Donna Fisher	Camaro	48.52	49.55	48.90	48.94	2		
52	John Deans	Camaro	65.36	55.57*	54.70*	49.42	3		
1	Sam Barlow	Chevelle	49.59	50.10	DNF	64.69	4		
18	Pat Smullens	Trans Am	50.96	51.64	59.36	DNR	5		
CLASS L									
(g)	13	Candy Schaf	113.4	Opel Rallye	55.87	54.32	54.41	53.56	1
(f)	26	Cheryl Fischer	113.8	Volvo	58.30	57.93	56.31	55.91	2
(b)	2	Judy Beauregard	117.0	Lotus 7	56.50	55.37	53.88	53.69	3
(d)	20	Claire Phelan	120.2	TR 6	65.50	58.73	58.85	57.87	4

* denotes pylon and is already in score.

WANTED

FOR SALE

DO YOU HAVE?

SOLD

FOR SALE:

VW mini - stock rolling chassis
 Benzlowe cage, locked rear, interior sheet metal,
 6 racing tires & wheels, lowered. Body available.
 Bob Hackel says two weeks of concentrated effort
 would have this car on the track. I also know
 of an engine for this car.
 \$600.00, offers or maybe trade.

Call: Greg Riskey - work 457-4957
 home 463-1573

FOR SALE:

MG Midget Parts - stripping car for racing.
 Corvair engine parts, including trans axle.
 Corvair Sigerson Cam.

Call: Dale Brodsky - 885-8293

FOR SALE:

1970 Red Saab
 Original owner. 1973 Mo-Hud Rally Champ
 Konis in front. Uses no oil.
 Ideal winter car
 First \$600. takes it.

Call: Howard Gear - 872-2362

Samantha's for Sale again:

H.P. Bugeye Sprite
 1975 Legal - Fuel Cell, locked rear, mini-lites,
 C.R. Gears, Full competition engine.
 Many spares - includes ship Mate double axle trailer
 \$1000.00 or will consider interesting trades.
 Call: Carl Corrin 518-869-6948 after 6:00 pm

WELCOME TO OUR NEW MO-HUD MEMBERS

Jeff Nudi
 Don Fisher

EMPIRE MOTOR SPORTS CLUB

PRESENTS

A TSD RALLYE

FALL FRUSTRATION



PART OF THE NARS SERIES

SUNDAY OCTOBER 19, 1975

STARTS: OLD ROBERT HALL PARKING LOT
CORNER OF ROUTE 20 & 155, GUILDERLAND

REGISTRATION OPENS AT 11:30 a.m.
DRIVERS' MEETING AT 12:45 p.m.
FIRST CAR OFF AT 1:01 p.m.

No passengers over 12 years old allowed besides the navigator.

THREE CLASSES:

A - Equipped - Anything Goes

B - Limited Equipment - watch, odometer, tables, slide rule, etc.

C - Seat of the Pants - for Novices and fun

ENTRY FEE: \$3.00 Members of EMSC
\$3.50 Members of Another Club
\$4.00 Members of no club

For additional Info CALL:
Ed Hopkins, Rallymaster
518 872 0419

NARS RALLYE POINTS
(as of July, 1975)

Hathaway, Dave	372	C	Tyburski, Dave	213	C
Hathaway, Marth	372	C	Farnsworth, Hap	209	A
Nicholls, Clark	358	B	Farnsworth, Helen	209	A
Comber, Mike	358	B	Varney, Nancy	201	C
Whitton, Harry	355	B	Varney, Jerry	201	C
Hollis, Kent	355	B	Mangan, John	178	C
Wichman, Chas.	338	B	Mangan, Eleanor	178	C
Whichman, Marg.	338	B	Lloyd, Dave	171	C
Fischer, Cheryl	310	C	Sticco, Set	170	C
Kane, Bill	257	B	Smith, Robert	170	C
Podrazik, Norm.	257	B	Mulligan, Julie	165	C
Fisher, John	253	C	Szlachetka Ted	165	C
Smith, Bob	253	C	Knowles, Bob	140	C
Camin, Margaret	245	B	Bishop, Jim	125	C
Camin, Lyn	245	B	Hicks, Harry	123	C
Stegemoen, Val	243	C	Hicks, Shirley	123	C
Weiss, Eric	241	C			

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• TVR

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• FIAT

• JAGUAR
• AUSTIN MARINA

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DEPT.

482-1380

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SPECIAL DISCOUNT TO SCCA MEMBERS SEE Roly Hecox
Parts man

looking back ..

1970 officers are: RE Bill Morris, Asst RE Hap Farnsworth, Secretary Linda Flynn, Treasurer Howard Geer, Activities Director Ed Holeva, Competition Director David McClumpha, Directors Phil Raeder and Art Frederick. KO Editors The Rexfords.

Greg Rickes is building the black Dauphine for the ice.

1970 Parsimonious Racing tells how to modify a car in order to finish in the upper half of your class for \$971.85.

Pete Conrad from Apollo 12, going to the moon, gets a SCCA National Drivers License.

Mo-Hud's balance ending 12/31/69 is \$1575.34.

Results of M-H Icekhana - Class 1 Studded - 1st P. Hacker. Class 2 Front Wheel Drive - 2nd B. Sciarra, 6th B. Morris, 9th Joe Corbett, 10 A. Frederick. Class 3 - Sedans 3rd B. Claffie, 4th H. Geer. Class 4 Sports-2nd G. Rickes, 3rd R. Heacox, 4th R. Waring, 5th Hal Wood. Ladies-1st N. Rexford, 2nd tie M. Corbett & N. Geer.

New column on scene called Pit Talk. (who wrote it?)

Snowflake Rally Results (all one class) 3rd-The Farnsworths, 4th H. Geer & A. Frederick, 11th B. Morris & J. Deans. Rallymasters G. Brookins and Dave McClumpha.

1970 NYS Ice Racing Champ is Pete Callaghan.

Dave Hathaway gives tips on how to write for the newspaper. Next page Greg Rickes gives his version.

A letter from SCCA pertaining to the Friends of the Fairthorpe with the possibility that the Fairthorpe Electron Minor be able to run on road courses within the geographic bounds of M-H by Mo-Hudders.

Bob Bailey finishes 15 over all and 2nd in class at Sebring.

Spring Gymkhana results: Class 2 -1st P. Callaghan, 2-B.Morris, 5th R. Welch, Class 3-3rd J. Fantelli, 4th J. Burns, 9th D. Egy, 14th R. Waring, 18th G. Rickes. Class 4-1st A. Frederick, 4th P. Keitel Class 6-3rd D. Rexford, Class 8-2nd B. Getz, 4th C. Corrin, 8th C. Robertson. Class 9-4th S. Fisher, Class 10-1st J. Frederick 3rd N. Geer.

NER Region charges \$25.00 entry fee for Lime Rock.

Gymschool 1970 results - Novices only-Class 1&2 1st. L. Beauregard, 4th T. Smith, Class 3-2nd R. Waring, Class 8-2nd C. Robertson Ladies-4th Jean Fantelli, 6th J. Fredericks.

Bryar results - Karl Danneil and Bob Claffie receive 4ths

May Gymkhana - Class 1-1st J. Strykiewicz, 2nd H. Geer, 3rd T. Smith. Class 2-1st P. Callaghan, 2nd B. Morris, 3rd S. Shalat, 4th P. Hacker 5th L. Beauregard, Class 3 -1st J. Deans, 2nd J. Burns, 4th D. Fisher 5th D. Egy, 7th J. Fantelli, Class 4-2nd A. Frederick, Class 7-2nd D. Rexford, Class 8-1st B. Getz, Class 10-1st N. Geer, 2nd J. Frederick Gymkhana Master - Roly Heacox.

Baby Bridge Gymkhana-Class 2-1st G. Rickes, Class 3A-2nd J. Burns, 3rd. J. Fantelli, 9th T. Beaudoine. Class 3B-1st L. Beauregard, 2nd J. Deans, 4th D. Fisher, 5th T. Pekey, 8th J. Corbett. Class 4-1st A. Frederick, 2nd P. Keitel, Class 5-H. Geer 2nd, Class 6 B. Sciarra 1st, Class 7 -1st B. Getz, 2nd C. Corrin, 4th C. Robertson Class 9-1st M. Rossi, 3rd L. Fisher, Class 10, 1st J. Frederick 2nd N. Geer, Class 11 K. Danneil 2nd.

Secretary in June 1970 is Walt Herzog.

1970 Looking Back Continued next month..



RESULTS
U.S. GRAND PRIX
SCIROCCO RACE
October 5, 1975

HOT OFF THE TRICKER!

MOHAWK HUDSON MEMBER

PAUL HACKER
places 2nd in
Scirocco Race

Racing for COLONIE MOTORS
2242 Central Ave.
Schenectady, New York
372-6441

CONSTITUTION AND BY-LAWS

of the

MOHAWK-HUDSON REGION
SPORTS CAR CLUB OF AMERICA, INC.

Revised 12/6/75

ARTICLE I

The Club

- Section 1. The name of the Club shall be the Mohawk-Hudson Region, Sports Car Club of America, Inc., hereinafter called The Club.
- Section 2. The general purpose of the Club shall be to encourage the ownership and operation of Sports Cars; to provide and regulate events and exhibitions for Sports Cars and their owners; sponsor and promote competition events; act as a source of technical information; establish rules and regulations covering all activities of Club; encourage safe, careful and skillful driving on the public highways; enter into contractual agreements, purchase, sell, mortgage, lease real and personal property, as incidental to the foregoing purposes.

ARTICLE II

Officers

- Section 1. The elected officers of the Club shall be a Regional Executive, two (2) Directors-at-Large, an Assistant Regional Executive, Secretary, Treasurer, and Activities Director. They shall each serve for one year, or until their successors are qualified and elected. They shall constitute the Board of Directors hereinafter called the Board. The Directors-at-Large shall have previously held an elective office.
- Section 2. In case a vacancy shall occur in any of said offices, a majority of the Board of Directors shall select a member in good standing to fill the vacancy until the next annual meeting.
- Section 3. The Board shall be responsible for all operations and activities of the Club and shall be guided by the following priorities, in the order listed:
- A. National Constitution, By-Laws and Policy
 - B. SCCA Operations Manual
 - C. Mohawk-Hudson Region Constitution and By-Laws
 - D. Majority vote of the members present and voting at a duly constituted meeting of the members.
 - E. Majority vote of the Board
 - F. Majority vote of appointed Committee

ARTICLE II, Officers, cont'd.

Section 4. The Board shall appoint a nominating committee consisting of no less than three members in good standing of the Club who shall present a slate of nominees at the regular October meeting. Any ten (10) members in good standing may nominate a member in good standing, as a candidate for office. Such nomination must be made in writing, signed by the members making the nomination, countersigned by the member so nominated signifying his willingness to accept the candidacy and delivered to the Secretary no later than the regular November meeting. Nominees for Director-at-Large must have previously served in an elective capacity. The Secretary shall prepare a ballot containing the names of all persons nominated. The Secretary shall mail said ballot to each member in good standing with notice of the annual meeting, under the provisions of Article V, Section 4. of these By-Laws.

ARTICLE III

Duties of Officers

- Section 1. The Regional Executive shall preside at all meetings of the members and officers and shall perform the duties usually appertaining to this office. He may call special meetings of members under the provisions of Article V, Section 3. He shall be the Chief Executive Officer of the Club. He shall appoint Administrative Directors and Committees as necessary, subject to approval of a majority of the Board. In the absence of the Regional Executive, or in the case of his death, resignation, or inability to act, the duties usually appertaining to that office shall be performed by the Assistant Regional Executive.
- Section 2. The Assistant Regional Executive shall assist the Regional Executive in the performance of any of the executive duties as the Regional Executive may delegate. In the absence of the Regional Executive from regular or Board meetings, the Assistant Regional Executive shall perform the normal duties of the Regional Executive.
- Section 3. The Secretary, or designated representative, shall attend all meetings of the members and Board and shall record all minutes and votes. In addition, the Secretary shall:
- A. Maintain a current membership list
 - B. Give notice of all meetings of the members or Board as required by law and this Constitution
 - C. Perform all duties incident to the office, or as required by law or the Board

ARTICLE III, cont'd.

Section 9. The Competition Director, if appointed, shall act as Liason between the Competition Board of SCCA, Inc. and the Region and its members. He shall be responsible for enforcing all Competition Regulations of SCCA, Inc, within the Region. He will approve competition drivers in accordance with the SCCA, Inc. regulations. He will keep the members of the Region informed of changes in Competition Regulations, procedures, schedules of Driver's Schools, Races, and any other matters which pertain to the Competition Program of SCCA, Inc.

ARTICLE IV

Membership and Dues

Section 1. All members in good standing of the Sports Car Club of America, Inc., residing in the counties of Rensselaer, Schoharis, Montgomery, Albany, Schenectady, Fulton, Greene, Saratoga, Columbia, Washington, Warren, Hamilton, Essex, Franklin, and Clinton, of the State of New York, shall ordinarily constitute the members of the Club.

Section 2. New members: Applications for membership in the Mohawk-Hudson Region, Sports Car Club of America, Inc., and the Sports Car Club of America, Inc., shall be forwarded to any officer of the Region for approval by the Regional Executive, and upon payment of such annual dues and fees as may be required, and upon approval by the National Office of the Sports Car Club of America, Inc., the applicant shall be considered a member in good standing.

Section 3. The annual Regional Club Dues may be changed only by a majority of the members present and voting at a meeting, the purpose of such meeting having been announced in the Club's publication at least thirty (30) days prior to such meeting, and any change in dues shall take effect in accordance with National Policy.

Section 4. Membership in the Region will automatically lapse for non-payment of dues concurrently with National deadlines.

Section 5. Any member may be suspended until the next Regular meeting for infraction of Club rules by vote of a majority of the Board, or for other cause if a majority of the Board shall deem such suspension to be in the best interest of the Club. Upon such suspension, the member shall be so informed in writing, and shall be given a reasonable opportunity to be heard thereon before the Board. Any member suspended as provided above shall be presented at the next regular meeting for expulsion and shall be expelled if the majority of the members present and voting, vote to expel him or her. If the majority of the members present and voting do not vote expulsion, the member shall automatically and immediately be re-instated as a member in good standing. The vote shall be by secret ballot.

ARTICLE III, cont'd.

Section 4. The Treasurer shall have custody of all monies, debts, obligations belonging to the Club. He shall make all payments of the Club's debts. He shall collect Regional Club dues as required by National Policy. All contracts, checks, drafts, notes or other orders for payment of money shall be signed in the name of the Club by the Treasurer and countersigned by the Regional Executive subject to such other conditions and requirements as appear elsewhere in this Constitution. He shall give bond, at Club expense, if required by the Board.

The Treasurer shall give a report on the financial status of the Club at all Regular meetings, and if so requested, at any other meeting. A majority of the Board of Directors may appoint an Assistant Treasurer to act in the absence or incapacity of the Treasurer

The Treasurer shall submit an annual financial statement to the Board no later than December 31st of each year. This statement should indicate the overall financial status of the Club and the relative contribution of each major area of Club activity to that status, including administrative and other expenses and income.

Section 5. The Board shall submit, for membership approval, a proposed annual budget for the ensuing year no later than the Regular February meeting.

Section 6. No obligation, debt, or other liability shall be incurred by any officer or member without the specific prior approval of a majority of the Board, with the exception of Event Chairpersons while operating within previously approved budgets.

Section 7. It shall be the duty of the Activities Director to arrange all events for the year as specified under Article I, Section 2., of this Constitution. The Activities Director shall submit to the members a tentative schedule for the ensuing year at the regular February meeting and keep the members advised as to events of other local Sports Car Clubs and any changes in the schedule. The Activities Director shall maintain and make available, a permanent file of all event instructions, course maps, route instructions, event general and supplemental regulations and car classifications.

Section 8. There shall be a Regional Protest Board consisting of the Activities Director and both Directors-at-Large who shall resolve all protests lodged by competitors in any event not covered by National Regulations. Decisions of the Protest Board shall be final. In case one or more of the above named is directly involved in such a protest, they shall be replaced by the Regional Executive, Assistant Regional Executive, Secretary, Treasurer, in that order.

ARTICLE IV, cont'd.

Section 6. Any member may resign by directing a letter of resignation, to the Secretary. His resignation shall be effective on receipt, provided all indebtedness to the Club is paid.

ARTICLE V

Meetings of the Members

- Section 1. The annual meeting of the Region shall be held at the regular meeting in December of each year for the election of officers, and such other business as lawfully may come before the meeting.
- Section 2. Regular meetings shall be held on the first Wednesday of each month unless otherwise stated.
- Section 3. Meetings of the Members or Board may be called by the Regional Executive or by a majority of the Board.
- Section 4. A written notice, stating the place, day, hour, and purpose of the annual meeting or any special meeting of the Region shall be given by the Secretary not less than seven days nor more than thirty (30) days before such meeting to each member by mailing, first class, to the address appearing on the Club's Roster, said notice.
- Section 5. Board meetings shall be scheduled by the Regional Executive. All actions taken by the Board shall be entered into the minutes and presented to the membership for ratification by a majority vote of the members present and voting.
- Section 6. All action, except amendment of the Constitution and By-Laws, shall be by a majority vote of those members present and voting. Voting by absentee ballot, except for amendment of the Constitution shall not be allowed, except with approval of the majority of the Board in accordance with the rules they prescribe and with notice to all members.
- Section 7. All meetings shall be conducted in accordance with the latest published revision of Roberts Rules of Order.

ARTICLE VI

Amendment of the Constitution and By-Laws

Section 1. The board of Directors, or any five members in good standing, by written petition submitted to the Secretary, may propose an amendment to the Constitution or By-Laws. Upon such proposal being made, a copy thereof shall be included in a notice of the next meeting of the members, together with a ballot upon which members may vote for or against said proposal. If two-thirds of the ballots cast favor the proposal, the proposed amendment shall thereby be approved and adopted.

ARTICLE VII

FISCAL YEAR

SECTION I The fiscal year of the Club shall be the Calendar year.

(END)

' what's happening? '

OCTOBER

- | | | | |
|-----------|---|--|-------------------------|
| 11-12 | Regional Race
Regional Race
Regional Race | Watkins Glen
Pocono
Bridgehampton | Glen
Tri-Reg.
NNJ |
| 19 | EMSC Rally

AMEC Autocross | See Flyer

Albany-Saratoga Spwy. | |
| 25-26 | Regional Race | Nelson Ledges | WNY |
| 26 | Foreign Auto Parts Solo II | Championship NYS Perpherial
Parking Lot Washington Ave. | |
| 25 | BMSC Rally 'The Center' | Lenox, MA | |
| 27 | Mo-Hud SCCA Executive Meeting | at the Farnsworths | |
| 26- Nov 2 | Champion Road Racing Classic | at Road Atlanta | |

NOVEMBER

- | | | | |
|-------|---------------------------|-----------------------|-------------|
| 1 | BMSC Halloween Rally | | |
| 2 | AMEC Dirt Event | Galaway | |
| 5 | Mo-Hud Membership Meeting | Center Inn | Glenmont |
| 7,8,9 | NEDiv Convention | Downtown Philadelphia | |
| 7,8,9 | POR Rally | Marquette, Mich. | |
| 9 | BMSC Solo II Event | Superama, West St. | Pittsfield. |

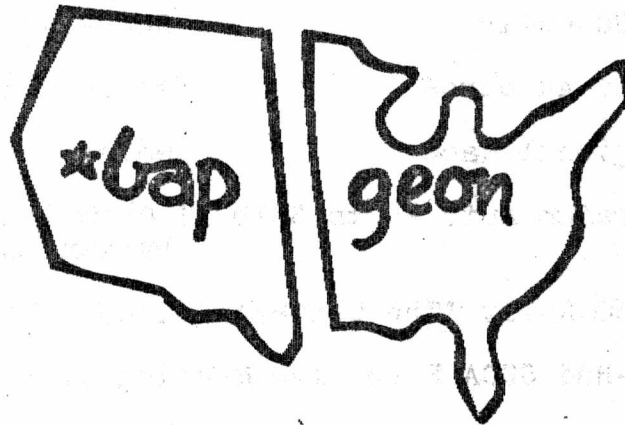
CIRCLE THIS DATE ON YOUR CALENDER

DECEMBER 6

MOHAWK-HUDSON REGION ANNUAL AWARDS BANQUET- 1975

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