

JANUARY 1976

Mohawk Hudson SCCA

A PRODUCTION
 GRAND PRIX
 WATKINS GLEN
 OPEL
 C SEDAN
 LIMEROCK PARK
 THOMPSON
 JAGUARS

B SEDAN
 BRIAR
 DATSUN
 SHOWROOM STOCK SEDAN
 REGIONALS

TRIUMPHS
 MG'S
 CORVETTES

FORMULA SCCA
 CAR & DRIVER CHALLENGE
 B PRODUCTION
 SCIROCCO
 SUMMIT POINT
 NATIONALS
 ROAD ATLANTA
 TOYOTA
 COLT
 FORMULA VEE

WIN

ADDRESS CORRECTION REQUESTED

THIRD CLASS MAIL

U.S. POSTAGE
 BULK RATE
 PERMIT No. 14
 Guilderland, N.Y.

Editor, CORRIN
 27 Hunting Road
 Albany, N.Y. 12205

NORTHEAST

FOREIGN CAR ACCESSORIES, INC.

901 - 19TH STREET
WATERVLIET, NEW YORK 12189
272-7275

1854 STATE STREET
SCHENECTADY, NEW YORK 12304
370-2225

"Call Us First"



Continental Radial 



ABARTH

amco



FULL LINE OF FOREIGN CAR
PARTS & ACCESSORIES

MOHAWK-HUDSON REGION, S. C. C. A.

1976 OFFICERS

REGIONAL EXECUTIVE

Craig Robertson
1067 Palmer Ave.
Schenectady, N.Y. 12309
372-3737

ASST. REGIONAL EXECUTIVE

Jack Fantelli
Damask Drive
Elnora, N.Y.
371-7267

TREASURER

David McClumpha
901 19th Street
Watervliet, N.Y. 12189
273-0330

SECRETARY

Marie Corrin
27 Hunting Road
Albany, N.Y.
869-6948

DIRECTOR

Bill Morris
R.D. 2, Riverview Rd
Rexford, N.Y. 12148
371-7283

DIRECTOR

Carl Corrin
27 Hunting Road
Albany, N.Y. 12205
869-6948

ACTIVITIES DIRECTOR

Phil Panos
P.O. Box 37
Main Street
Rensselaerville, N.Y. 12147
797-5175 or 463-9077

COMPETITION DIRECTOR

Bill Morris
R.D. 2, Riverview Rd
Rexford, N.Y. 12148
371-7283

SOLO CHAIRMAN

Donna Fisher
Andrews Ave. Box 205
Round Lake, N.Y. 12151
899-4868

PUBLICITY CHAIRMAN

Eleanor Morris
300 18th Street
Watervliet, N.Y. 12118

RALLY CHAIRMAN

The Mohawk-Hudson Region SCCA membership meets the first Wednesday of each month at the Center Inn, Glenmont, at 8:00 P.M.

KNOCK-OFF EDITOR

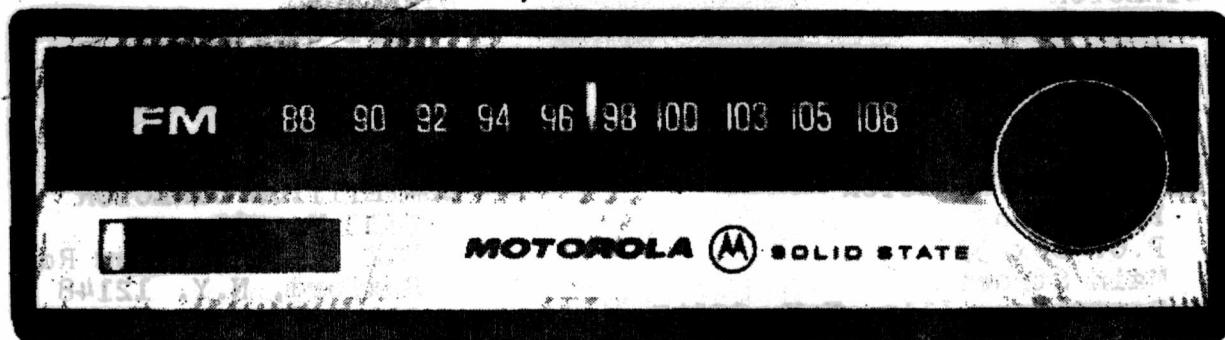
Marie Corrin
27 Hunting Road
Albany, N.Y. 12205
869-6948

KNOCK-OFF PUBLISHER

Yankee Racing
1705 Foster Ave.
Schenectady, N.Y. 123

The KNOCK-OFF is published monthly. All material for publication should be mailed to the Editor or delivered to them at the monthly meeting. The material in the KNOCK-OFF is that of the authors, and in no way reflects the attitude of the Mohawk-Hudson Region or the Sports Car Club of America, its officers or members.

Why settle for half a car radio?



Model FM72M shown actual size

Turn your AM Car Radio into AM-FM with this Motorola FM Tuner

This Motorola FM Tuner can turn any 12 volt, negative ground AM car radio into an AM-FM car radio.

The Motorola FM Tuner uses the speaker and amplifier of your AM set. If you're at all handy with tools, you can install-it-yourself with just a screwdriver.

COTROFELD
AUTOMOTIVE ENTERPRISES, INC.
BOX G, ELNORA, NEW YORK 12065

1-518-877-5690



MOTOROLA
SOMETHING ELSE in sound on wheels

One Minute

The January Membership meeting of the Mohawk-Hudson Region SCCA was called to order on January 6, 1976 by RE Craig Robertson at 8:30

Secretary's minutes were read. Hap Farnsworth made a motion to accept as read, seconded by Phil Panos.

Treasurer no report.

Activities Director reported the Snowflake Rally will be Feb. 26. He has the NYS Ice Racing Schedule. BMSC will have an Ice Trial Jan 31 & Feb 1st at the Lakeview in Pittsfield. Autosprint is 6/13

Competition Director, Bill Morris, said he would like suggestions from all drivers on any racing items.

Old Business:

Marie Corrin read a letter to Mr. Lavigne on behalf of the region for use of the perphial parking lot.

Craig has the minutes of the Board of Governors meeting which met in November for anyone to read. It shows how our Area Governor voted.

New Business:

Hap went over a possible rally championship which Ursel Albers of Mahoning Valley hopes to get together. This would be the champs of various clubs in the NEDiv.

Craig brought up the Pro rally Series as appeared in Autoweek wondering if SCCA was still "involved."

Meeting adjourned at 8:56

Respectfully submitted

Marie Corrin, Secretary.

SUCH CARRYINGS ON??

At one of our recent membership meetings Candy Schaf related some of the "funnies" which the Group 44 and others have been doing to one another.

You probably have read in Road and Track what happened when three got together for a truck race at Donnybrook Raceway. 'Paul Newman and Jerry Hansen had practiced with the Mack diesel trucks and knew they would clear the bridge by a whole 4 inches but Tullius had never been around the track prior. So the "race" started, Newman and Hansen dropped back and let Tullius lead. He rounded the turn before the bridge, made a quick estimate of the situation and decided no way could the truck get under the structure. Tullius, with a leg badly weakened by an accident some years ago, had a co-driver along in case his bad leg wasn't up to operating the truck's heavy clutch. When he saw the bridge approaching he hit the floor. The co-driver grabbed the wheel and Newman and Hansen steamed by with Newman winning the three-lapper.'

Then at Nelson Ledges this past summer Newman rented a garbage truck cleaned and painted it and drove it into the paddock while the announcer proclaimed that this was the true Group 44 van.

On to Atlanta. Newman hired an airplane to tow signs across the sky saying "Tullius Gobbles" and Tullius, Call Mommy". Then at the British Leyland party, Newman and a whole bunch of his friends surrounded Tullius with one hopping on his lap, fondled him and sang some uncomplimentary songs.

Tullius had to get even- Right? Saturday morning as Paul was in his motor home after practice a pair of Patrol officers drove up with their lights and sirens going. Newman tried to escape out the window but the law officers caught him and placed him bodily in the patrol car after arresting him for impersonating a race driver. All this in fun - in the racing Tullius came in 1st in BP and Newman 6th in BS.

Then there's the one with Group 44 and Bob Sharp. Seems Sharp and Group 44 had a bet and the winner would buy dinner at the Interlaken Inn near Lime Rock. Well Brian F. won and therefore Sharp would have to buy Group 44 and their crew dinner. Bob made reservations and everyone had dinner, when it came to the check Bob received it and signed it. Okay? No! Next morning upon check out seems Bob had signed Tullius' name and Room number. The Group explained to the desk and the desk said they would bill Sharp. Okay? No! At the track that day Sharp went over and laughed, said he was sorry etc. and then gave the money to the Group for the dinner. I haven't heard what happened when Sharp got the bill from the Interlaken...

Such puts the fun back into the serious racing. 'cause when the flag drops the _____ stops.

THE CONTRIBUTIONS OF EDESEL MURPHY TO THE WORLD OF AUTOMOBILE RACING.

It has long been the consideration of a select few that the contributions of Edsel Murphy, specifically his general and special laws deliniating the behavior of inanimate objects, have not been fully appreciated.

As is well known to those versed in the state-of-the-art, Murphy's Law states that "if anything can go wrong, it will". Or, to state it in more exact mathematical form" $1 + 1 = 2$, where $=$ is the mathematical symbol for "hardly ever".

It is the intent of the author to show the all-pervasive nature of Murphy's work and the numerous corollaries produced in the field of automobile racing.

The following occur in no defined order, but by the nature of each, are troublesome both alone and in any illogical sequence. Both the PCS and the GCR's could be a peek over the shoulder of "Old Murph".

- A. The more innocuous a design change appears, the further its influence will extend.
- B. The necessity of making a major suspension modification increases as the fabrication of the system approaches completion.
- C. Dimensions will always be expressed in the least usable term. Velocity, for example, will be expressed in Furlongs per Fortnight.
- D. In any given computation, the figure that is most obviously correct will be the source of error.
- E. Tolerances will accumulate Unidirectionally toward maximum difficulty of assembly.
- F. Matched pistons tested under identical conditions will not be identical upon the drop of the green flag.
- G. The availability of a return spring is inversely proportional to the need for that spring.
- H. A dropped wrench will land where it can do the most damage. (Also known as the law of selective gravitation).
- I. A connecting rod selected at random from a group having 99% reliability, will be a member of the 1% group.
- J. A transistor in a solid state ignition protected by a fast-acting fuse, will protect the fuse by blowing first.
- K. After the last of 16 mounting screws has been removed from an access cover, it will be discovered that the wrong access cover has been removed.

more.....

More of Murph....

- L. After an engine has been fully assembled, extra parts will be found on the work bench.
- M. New gaskets will always leak.
- N. Manufacturers spec sheets will be incorrect by a factor of 0.5 or 2.0, depending on which multiplier gives the most optimistic value.
- O. In any given estimate of car purchase and preparation, cost of equipment will exceed the estimate by a factor of 3 to the 21st power.

The original manuscript contained 19 laws, but during the transcription part of the source material was misplaced (another example of Murphy's Law). In accordance with the law, these misplaced documents will turn up on the date of publication of this article.

KAYE'S IMPORTED CARS

MG
TVR

• TRIUMPH
• FIAT

• JAGUAR
• AUSTIN MARINA

FACTORY AUTHORIZED SALES-SERVICE-PARTS...

COMPLETE COLLISION SERVICE

HEADQUARTERS FOR SEMPERIT TIRES

DOMESTIC & IMPORTED CARS -- BOUGHT & SOLD

OFFICE
SALES

482-4413

PARTS
DEPT.

482-1380

949 CENTRAL AVE. ALBANY N.Y.

SPECIAL DISCOUNT TO SCCA MEMBERS SEE Roly Hecox
Parts mang

GRIBE

Beginning this month there is a chance to get things off your chest on what bothers you concerning cars, driving or even the SCCA. We welcome guest writers for this column. I think Art's letter could well be a gripe we have all faced and need to write about, if only to help us feel better.

This month, my GRIPE is with the driver we have all faced, whether we are driving to work, shopping, an evening out or to an SCCA event, we always run into one of these inconsiderate drivers - on who doesn't use that little stick to the side of the steering wheel - the turn signal. This can be put up to turn right or down to turn left. It's a very simple habit to get into.

Unfortunately we can not read the mind (?) of the other driver and what he plans to do. When we're behind a driver who is slowing down, we can guess he is thinking of turning, but just where is another guess. We decide to pass him on the left, and all of a sudden he turns left. Wow, that was a close one!

And have you ever waited at a stop sign for a car to go by and he doesn't go by, but turns at the same intersection at which you have been waiting? But wait, there's another possibility to this situation - you are sitting at a stop sign waiting for a car that is approaching and you notice he has his turn signal on to turn at your corner. You ponder, should you turn or what? You decide to turn, but you instinct tells you he's approaching too fast to turn, you hesitate....lucky, he barrels straight thru the corner with his turn signal on from a previous turn - another close one!

Now I wonder can't this idiot see either a light blinking on his dash or hear the clicking of the turn signal?

You say maybe it's not in working order? It's a simple thing. When you come home after dark test your turn signal by yourself or get a friend to help. And of course, when you have your yearly NYS inspection done the station should check this requirement.

Then how many times do you go down the expressways and see a car with his turn signal still on and you have to figure out is he going to change lanes, or, has he just returned to that lane and forgot to put the signal back to neutral?

So in conclusion don't be a 'badde' when it comes to turn signals - USE them! Let the other driver know where you are going and don't forget, when you are thru using it, make sure it's OFF. It's only common sense and courtesy.

mc

ANGUS MACKENZIE STRIKES AGAIN;

75 Main Street
Chatham, N.Y. 12037
December 23, 1975

J.C. Whitney & Co.
P.O. Box 8410
1917-19 Archer Ave.
Chicago, Ill. 60680

Gentlemen:

I applaud your imagination in sending me a Chevrolet hubcap as a substitute for the set of 4 Fire Injectors that I ordered. However, neither I nor any of the local mechanics can decide how to get it into those little spark plug holes in my engine. In addition, there is absolutely no place to attach the plug wire, so I must admit defeat and return it to you.

Should there be some magic secret that I know nothing about, I will happily use the hubcap instead of the spark plugs if you will only tell me how.

But the easiest thing all around would probably be to put the hubcap (Stock #89-1771-W) back in stock and send me the set of four Fire Igniters (Catalog listing 55-1126W revised to 90-1771-W) that I originally ordered. This will relieve you of the burden of having to reveal your trade secrets in the matter of this unusual conversion.

Please send the proper merchandise as quickly as possible.

Cordially,

Arther H. Frederick

Encl: Packet of order forms

Yankee Silicones Has It All Together

with silicone products that work, winning cars
and the drivers that use them.

YS 1000 YANKEE SILICONE BRAKE FLUID (D.O.T. 5)

The performance proven silicone brake fluid covered under the U.S. Department of Transportation Motor Vehicle Safety Standard 116 (D.O.T. 5)

YS 1000 is formulated to retain a boiling point in excess of 900°F in order to keep your brakes working predictably even at the high temperatures generated by steep downgrades, towing, motor home and recreational vehicle operation.

YS 1000 does not absorb water, there by eliminating the need to change silicone brake fluid on a regular basis and reduces the probability of brake system failure due to the formation of corrosion in the brake system.

YS 1000 undergoes less change in viscosity between -40°F and 650°F than conventional brake fluids, thereby giving you faster, more predictable stopping at all operating temperatures.

YS 1000R YANKEE SILICONE BRAKE FLUID (RACING) D.O.T. 5

The competition proven DOT 5 silicone brake fluid formulated with all of the advantages of YS 1000 but with special additives and blended to lower viscosity to give the absolute maximum in stability and predictability under the extreme pressures and temperatures generated by the stress of high speed competition.

YSG 760 YANKEE SILICONE GREASE

Specifically formulated with fillers and additives to provide a grease with higher load carrying capability, increased shear stability, improved corrosion protection, excellent water washout resistance (2.2% under government testing), excellent metal to metal lubrication. Most importantly an operating range from -40°F to 350°F (YSG 760 is less likely to melt out or wash out even under extreme conditions)

Congratulations to our own Allan Anderson on winning the Northeast Division B/P Championship in Yankee Silicones / Yankee Racing Corvette

Jim Crittenden driving the Viper Camero - 1st in A/S Northeast Division

Dr. Ray Anton driving the Viper Corvette - 3rd in B/P Northeast Division

Bernie DeGraf and Lee Taylor both driving Corvettes 1st and 2nd in B/P in the North Atlantic Road Racing Conference

We at Yankee Silicone/Yankee Racing would like to thank everyone who made this winning season possible, especially the following:

First National Bank of Scotia • Schenectady Unit Parts • Full Bore Oil Co. • Schenectady Marine • General Electric Company, Silicone Division • Yankee Silicones, Brake Division

	Pint	Quart	Gallon
YS 1000R	\$6.05	\$11.75	\$45.00
YS 1000	4.65	8.70	34.00
YSG 760	3 Ounce	\$3.19	

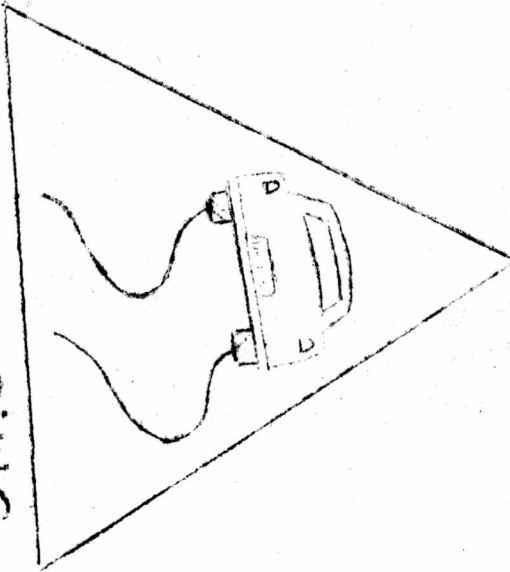
Dealer inquiries invited
ORDER DIRECT FROM

**YANKEE
Silicones, Inc.**
1705 Foster Avenue
Schenectady, New York 12308
(518) 377-6441

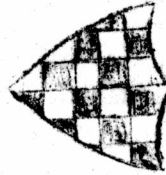


1976

ICE RACING



AMEC



INTRODUCING...

HISTORY OF THE SPORT

AMEC introduced Ice Racing to the northeastern United States in 1964 with our first races held at Lake George on road courses patterned after major sports car tracks in the United States. In the early years most of the cars raced were street cars driven to the track and driven home after two days of fun on the ice. As the racing progressed, special ice racing machines were introduced in addition to "stock" class cars. Many of these modified machines without studded tires exceed speeds of 100 mph on the long straights!

NOW BETTER, FASTER, MORE ACTION!

For the first time in New York State studded tires will be utilised on all four wheels for better control, faster-safer racing!! In the past most eligible cars have been imported sedans and sports cars—Now many compact U.S. cars can qualify for ICE RACING under new regulations.

Races are held on road racing courses averaging one and one half miles in length plowed on the glass like surface of a frozen lake!!!

WHO CAN RACE?

Anyone over 13 years of age possessing a valid drivers license from any state or province in the United States or Canada. Ladies are free to enter class races and or the powderpuff events. (Helmet and seat belts required for all racers.)

For RULES, REGULATIONS, & ENTRY FORMS if interested send your name & address, to AMEC c/o Al Duval-1926 Golf Ave. Sch'dy 12308 or call 518-377-2135 or 518-762-3382

All races are free to watch so bring the entire family. The three race weekends for the 1976 season are as follows:

- Feb. 7&8—Good Times Inn—Ballston Lake, N.Y.
- Feb. 21&22—Million Dollar Beach Lake George, N.Y.
- Feb. 28&29—Shermans Park, Carago Lake, N.Y.

All races start at 12 noon on Saturday and at 1 pm on Sunday

ACTIVITIES REPORT

....Phil Panos

Belated Happy Holidays, and I hope everyone had a safe and sane or insane New Years, whatever the case may be.

Well it looks like a few of you sicko's decided to re-elect me as Activities Director again. To which I must add Thanks. I'm being vain enough to believe that it was a vote of confidence and an approval of last year's performance. Not by me but of all the people who worked so hard to give you an event calendar that filled almost every weekend from March until October. Believe me when I say this, but it took a gang of people to pull last year's events off. Just to name a few: Sandy and Donna Fisher, John Deans, Craig Robertson, Jeff Nudi, Bill Morris, Carl and Marie Corrin, The Farnsworths, The Geers, The Fantellis, The McIntyres, Ernie Dignan, Harry Whitton, EMSC, BMSC, AMEC. There are probably a lot more that I have forgotten, strictly an oversight. Can't forget the Fredericks (or no picnic site this year).

Now to get down to serious business. The Activities Directors of all the local clubs are getting together again sometime in February. The order of business will be to try and cut the calendar up into equal dates so everyone has their fair share. If anyone out there would like to comment on last year's calendar or events or this years dates, contact your representative to this meeting, we are open to new, fresh ideas, criticism - constructive or otherwise, or just anything you would like to get off your chest.

Please keep in mind these clubs that you belong to are yours, we work for you, without your input we can't try to plan what you expect for this season.

Dave Hathaway is Rallymaster for this years Snowflake. The date will be February 21, 1976. Donna Fisher is our Solo II Chairperson for this season. Jeff Nudi is our Autosprint Chairman. Hopefully by next issue of the Knock Off the event calendar will be published for everyone to look over and be able to comment on.

Thanks for your past and future co-operation.

1975 ACTIVITY POINT STANDINGS (as kept by C. Robertson Asst

<u>Name</u>	<u>Worker Points</u>	<u>Rally Points</u>	<u>Solo Points</u>
Marie Corrin	700		
Craig Robertson	690	23	24
Bill Morris	475	25	24
Phil Panos	465		
Candy Schaf	465	53	25
Art Frederick	435		36
Donna Fisher	360		36
Howard Geer	345		
Harry Whitton	335	11	
Carl Corrin	310	23	1
Sandy Fisher	300		58
Connie McIntyre	245		

The top three in worker points receive a worker trophy. The top person with worker points combined with points they received entering rallies and solo events receive the Lewis Trophy. How do you get points? Be a member of Mo-H_ud. Then be a -

<u>Type of Activity</u>	<u>Points</u>
Race Chairman*	90
Nat. Rally Chairman*	90
Rally Chairman*	75
Solo I Chairman*	75
Autoslalom Chairman*	50
Working at a race	35
Knock Off article	30
Working at a Rally	25
Working at a Autoslalom	25
Entering an Autoslalom	20
Entering a Rally	20
Attending a Meeting	10

* Adjustments

for co-chairman and split	-10
for Assistant Chairman	-20

Last month the Knock Off had a Car Badge Quiz which also told a story. Lee and Judy Beauregard put this together and the answers are:

Lorraine-Dietrich
Star
Swift
Humber
Holden
Cord

Puch
Willys
Bean
Brasier
MG
Hillman

Datsun
Ferrari

-1973-

The 1973 Officers: RE Howard Geer, Asst. RE Carl Corrin, Treasurer John Deans, Secretary Sue Ruschetti, Activities Dir. John Petrella, Directors Hap Farnsworth & Ed Holeva. KO Editor Greg Ricketts. Meeting Place is the Rowntowner.

1973 Snowflake Results - 1st N. Decarteret/Cirello, 2nd Frederick/Geer, 3rd Stim/Jones, 4th Camin/Wichmann, 5th Robertson/Dixon, 6th Schaf/Tracinski, 7th Brookins/Rossi, 8th Getz/Getz.

Mo Hud host the NEDiv Roundtable.

Results of Lime Rock April 28- E. Holeva 2nd FP, Cameron 7th in his new HF Sprite, P. Hacker 1st in SSS

Aardvark Arrival Rally- 1st Class a- DeCarteret/Hohol, 2nd Class B Farnsworth/Farnsworth, 5th Class B-Rexford/Rexford, 5th Class C-Marko/Cognon.

Mo-Hud's Thompson Race in June Chairmanned by Howard Geer found E. Holeva 1st in FP, H. Cameron 7th in HP, P. Hacker 2nd SSS, P. Hermance 5th SSS.

The Glen 100 - E. Holeva two 1sts, P. Raeder a 3rd & 2nd FC.

Bryar 2 hour SSS race- P. Hacker 1st.

Thompson Ntl.-B. Morris 2nd DSR, P. Callahan 2nd EP.

Pocono Ntl. P. Raeder 3rd in FC.

Results of Gymkhana #1- Class 1-G. Ricketts 1st. Class 2-L. Beauregard 1st, A. Frederick 2nd. Class 3 C. Corrin 1st, S. Hunting 2nd, W. Tracins 4th. Class 4 T. Pelkey 2nd, B. Bixler 3rd, J. Petrella 5th. Class 5 C. Robertson 1st, T. Hilferty 2nd, H. Geer 3rd, C. Benson 6th. Class 6 J. Hanifan 2nd. Class 7 B. Ruschetti 1st, S. Fisher 3rd. Class 9 D. Fisher 1st, J. Frederick 3rd, N. Geer 5th, J. Getz 6th

LR National July 7th. P. Hacker 2nd SSS, D. Jones 5th CS. B. Morris 3rd DSR, H. Cameron 7th HP. D. Hathaway 5th GP, B. Morris 2nd BSR P. Raeder 5th FC.

Results of the wet AutoSprint 1973. Class 1 G. Ricketts 1st. Class 2 1. Beauregard 2nd. Class 3 C. Corrin 1st, W. Tracinski 5th, D. Kidd 6th Class 4 S. Hunting 3rd. Class 5 T. Beaudoin 2nd, B. Wright 4th. Class 6 B. Bixler 1st, B. Sciarra 2nd, H. Geer 4th. Class 8A P. Hacker 1st, J. Burns 2nd, S. Scullen 6th, J. Nudi 7th, R. Smaldone 10th. Class 8B Getz 1st, Robertson 2nd, Hilferty 4th, Benson 5th. Class 9 Ruschetti 1st, S. Fisher 2nd, J. Deans 3rd. Class 10 D. Fisher 3rd, J. Getz 4th, S. Ruschetti 7th.

Mo-Hud's 2nd race of the year with Carl Corrin as Race Chairman with over 200 entries. D. Hathaway 4th GP, H. Cameron 2nd HP, E. Morris 3rd DSR, Hacker 1st, P. Hermance 15th SSS, J. VandeCar 12, K. Buzzard 24th FV, E. Holeva 3rd FP, A. Anderson 1st ASR, D. Singiser 8th FF cons

DEJAVU National Rally takes place masterd by N. deCarteret & Mike Cirello and co-sponsored by Mo-Hud with 63 cars entered. Dick Hohol 1st in Class A. Camin/Wichman of BMSC 5th Class B. Farnsworth/Robertson 10th in B.

Results of Group W Autoslalom. Class 1-Ricketts 1st. J. Corbett 2nd Class 2-Frederick 1st, Beauregard 2nd, D. Wachtel 4th. Class 3 Corrin 1st, Kidd 2nd, Hunting 3rd. Class 4 Pelkey 3rd, Bixler 4th, Beaudoin 6th, Class 5 Hilferty 1st, H. Geer 2nd, Robertson 4th. Class 6- Scullen 1st, Hanifan 2nd. Class 7 B. Ruschetti 1st, S. Fisher 2nd, J. Deans 5th. Class 8 G. Palmer 3rd, Corbett 4th, Nudi 8th. Class 9 N. Geer 1st, C. Schaf 2nd D. Fisher 4th.

more.....

More of Looking Back 1973

L.R. Regional in Sept. D. Hathaway 6th GP, P. Hacker 1st SSS
Watkins Glen E. Holeva two 1sts FP, G. Birdsey a 4th & 5th in EP.
J. Waterhouse 12th & 7th in FF.

Autoslalom \$6 Class 1 Rickes 1st, Class 3 Hunting 1st, C. Corrin
4th, Tracinski 9th. Class 4 Pelkey 1st, Beaudoin 2nd, Bixler 5th,
Geer 7th, Class 5 Hilferty 2nd, H. Geer 3rd, Beauregard 4th, Benson
5th, Robertson 6th. Class 6 Hanifan 2nd, Class 7 Ruschetti 1st
Fisher 2nd, J. Deans 3rd. Class 8 J. Burns 1st, J. Nudi 5th. Class 9
D. Fisher 1st, C. Schaf 2nd S. Ruschetti 3rd, N. Geer 4th.

Helderberg Hassle #1, 34 entered. 1st in B the Hathaways, 2nd in B
Schaf/Tracinski, 3rd in B the Geers, 3rd in C T.Laponia.

The NEDiv Solo II Runoffs at Greene NY Carl Corrin 2nd in B. Stock,
Toni Hilferty 4th & C. Robertson 7th in D. Stock. Sandy Fisher 9th
in F Stock and Donna Fisher 7th in Ladies.

1973 C&D Challenge - P. Hacker 4th, P. Hermance 11th, D. Cooke 18th.
Results of Autoslalom #8 Class 2 Lee Beauregard 1st, Judy B. 2nd.
Class 3 Corrin 1st, Hunting 2nd, S. Fisher 3rd, Tracinski 7th. Class
4 Pelkey 1st, J. Stim 3rd. H. Whitton 6th. Class 5 Hilferty 2nd,
Robertson 3rd, Benson 4th. Class 6 Hanifan 2nd, Class 7 B. Ruschetti
1st, Geer 2nd, Fisher 3rd, Deans 4th. Class 8 J. Burns 1st, Nudi 2nd.
Class 9 D. Fisher 1st, C. Schaf 2nd.

LR Oct. Regional K. Buzzard 6th FV, H. Cameron 1st FP, Claffie
2nd FP, B. Bunce 1st BS, P. Hacker 3rd SSS.

Tom Dutton finishes 14th in Can Am Final Standings.

Green Gremlin Rally - Class C 7th Whitton/Olson 8th Stim/Cresser
12th Schaf/Tracinski. Class B 4th Geers. 5th Farnsworths.

Final Points Standings for the Autoslalom Championship.
Class 1 Rickes 1st. Class 2 Beauregard 1st, Frederick 2nd. Class 3
Corrin 1st, Hunting 2nd, Tracinski 4th. Class 4 Pelkey 1st, Stim 3rd.
Bixler 4th, Beaudoin 5th. Class 5 Hilferty 1st, Robertson Geer tie 2nd
B. Getz 4th. Benson 5th. Class 6 Hanifan 2nd, Class 7 Ruschetti 1st
S. Fisher 2nd, Deans 3rd. Class 8 J. Burns 1st, Corbett 5th, J. Nudi
6th. Class 9 D. Fisher 1st, C. Schaf 2nd, N. Geer 4th, S. Ruschetti 5th

And so ends our column of Looking Back. We hope you have enjoyed
following thru the years the Officers and the members.

Mid-winter phantasmagoria. You don't need Mexican mushrooms, or
codeine cough medicine or glue sniffing. "Sounds of Sebring" on
the record player, couple of spoonsfuls of CASTROL in a hot fry
pan, lean back in chair and close eyes. And ther you are - in the
pits at Lime Rock or Station 11 at Watkins Glen with a Porsche
sailing throught the air.....try it. There may be a law against it
next year.

MOHAWK HUDSON REGION SCCA PRESENTS

A TRADITION-THE 12th ANNUAL

SNOWFLAKE RALLY

SNOWFLAKE '76

SATURDAY EVENING FEBRUARY 21, 1976

Place: The Price Chopper parking lot in East Greenbush at
the Junction of Routes 20 & 4.

Registration Opens at 3:30 pm

First Car Off 5:01 pm

Rally goes into Columbia & Rensselaer Counties of New York
and

Berkshire County of Mass.

(all roads should be passable with normal winter driving)

Type: T.S.D. with Monte Carlo Sections (map)

Fee: Reasonable

Classes: A - Equipped.

B - Unequipped

C - Seat of the pants or the novice

The finish will be at the Ski Lodge on Route 20 in Lebanon Valley.

Rallymaster: Dave Hathawy (412-443-4670)

RACING IS....

- the smell of sweat and oil
- wishing you had more money.
- looking for a sponsor.
- not understanding why timing and scoring can't see your psych-
edelic numbers, when they're going by at 120 miles per hour.
- leading the race without your headlights taped.
- pulling the engine between qualifying and the race.
- dash plaques and no days.
- \$60 trophies that cost \$5.
- bringing a spare everything, but a fuel pump, and having your
fuel pump go sour.
- forgetting where you put the keys to the race car.
- long lines at the overflowing porta-john.
- having a car wipe out the communication lines.
- having timing confuse you with another car.
- a late fire truck.
- lots of beer and excuses.
- borrowing from someone else and having someone else borrow from you
- acres of bare skin.
- a hang-over.
- spinning out.
- having everything go right at once.
- figuring out what caused everything to go right last time and
everything to fall apart this time.
- a trash can full of empty oil cans, beer cans, and potato chip
sacks:
- frustration.
- competition.
- action.
- excitement.
- disappointment.
- life.
- work.
- fun!

reprinted from
Track - MV Region who
reprinted from
Exhaust Notes - Nebraska
Region.

WANTED

FOR SALE

DO YOU HAVE?

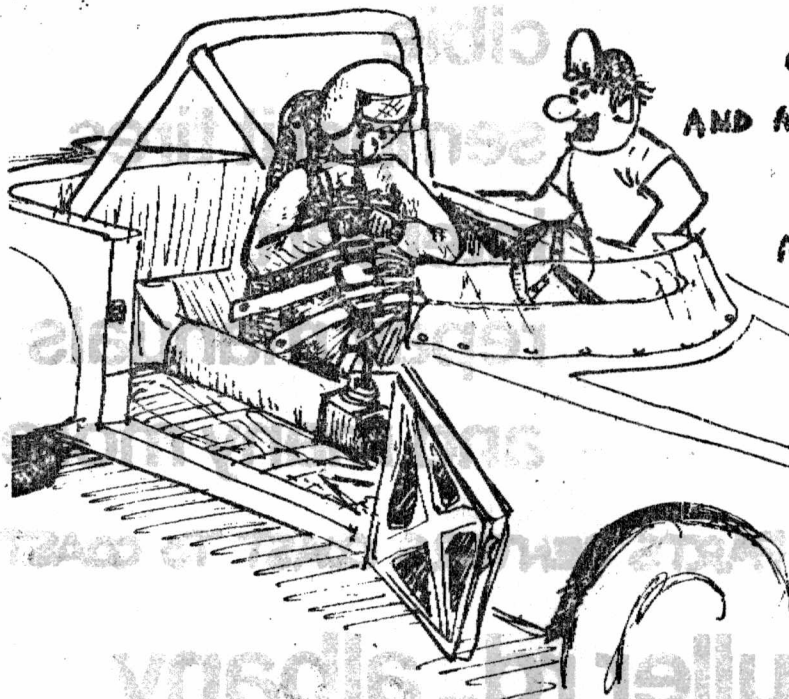
SOLD

For Sale: English Singer Sports Racer
Model # 4 AD - 1939
Major repair work already done.
Aluminium body.

Call: Tom Winn at 765-4062

For Sale: Two G70 X 14 Snow tires mounted on
5 hole rims - Good condition \$40.00

Call: Carl Corrin 869-6948 after 6:00 pm.



ONE SEAT BELT
AND A SHOULDER HARNESS
ARE WHAT
MOST GUYS USE!

phone (518) 489-7441

BAP / GEON



YOUR CENTER FOR

IMPORTED CAR PARTS

**Full Warehouse Stock of Replacement Parts
And Accessories for all Imported Cars...**

amco

cibie

lucas

semperit tires

koni

interpart

stebro

repair manuals

bosch

and many more

OVER 200 PARTS CENTERS COAST TO COAST

at 61 fuller rd., albany

OPEN DAILY 8:30 TO 6, SAT. 9 TO 3

phone (518) 489-7441