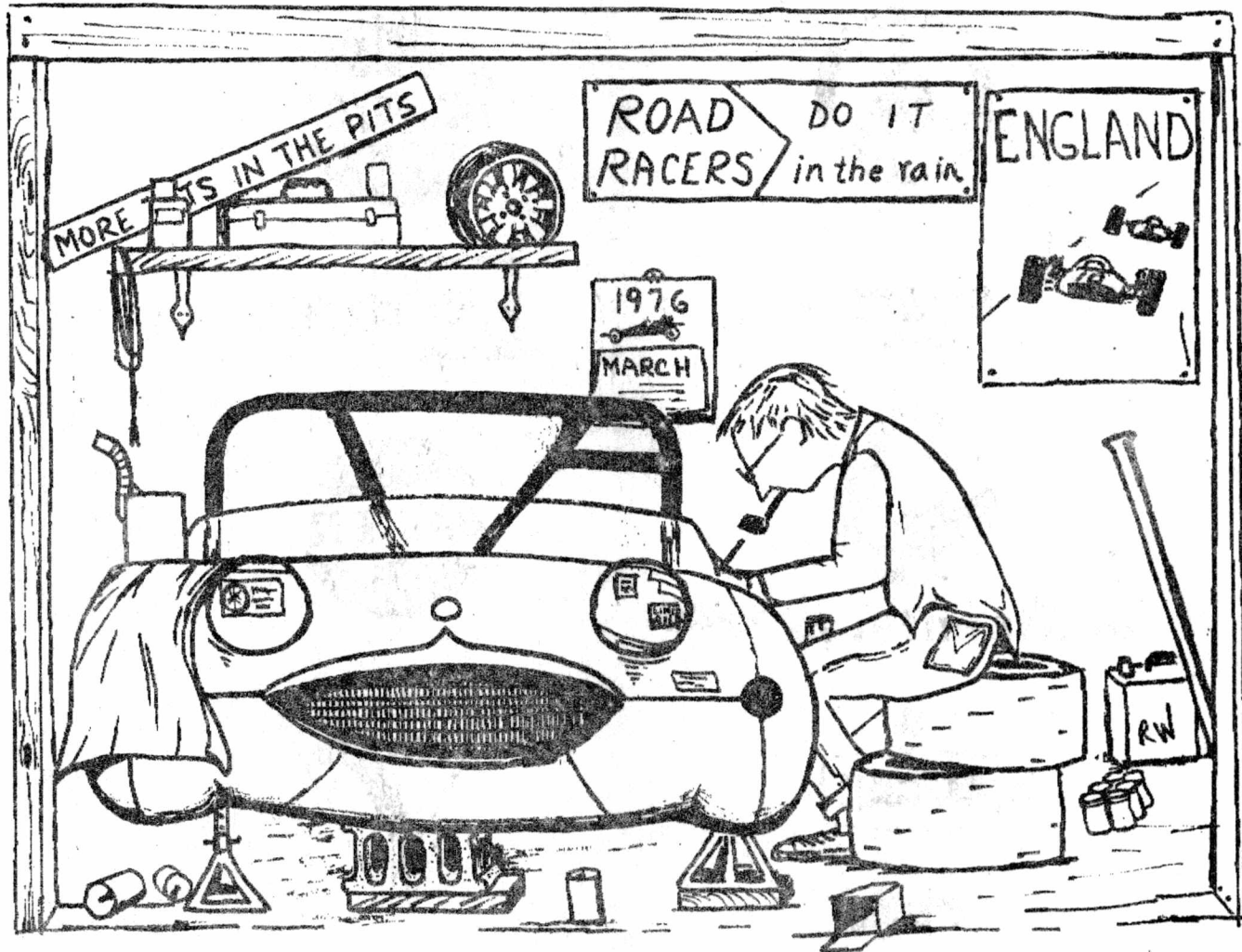


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# the knock-off



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1067 Palmer Ave.  
Schenectady, N.Y. 12309  
h. 372-3737 -- w. 385-8388

**ASST. REGIONAL EXECUTIVE**

Jack Fantelli  
Damask Drive  
Elnora, N.Y. 12065  
371-7267

**TREASURER**

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

**SECRETARY**

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

**DIRECTOR**

Bill Morris  
RD 2, Riverview Rd.  
Rexford, N.Y. 12148

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Albany, N.Y. 12205

**ACTIVITIES DIRECTOR**

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Eleanor Morris  
300 18th Street  
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w. 474-2642

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371-3204

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

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**KNOCK-OFF EDITOR**

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

**KNOCK-OFF PUBLISHER**

Al Anderson, Yankee Racing  
1705 Foster Ave.  
Schenectady, N.Y. 12308  
377-6441

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.

ONE MINUTE!

The March Membership Meeting of the Mohawk-Hudson SCCA was called to order March 3rd at 8:11 by RE Craig Robertson.

Secretary's report was read. H. Farnsworth made a motion to accept the minutes as read, seconded by C. Corrin, Carried.

Treasurer's report was read. The treasurer said he has GCR, PCS' and SCCA decals.

Asst. RE no report.

Activities Director said the Mo-Hud Regional Race is July 30-31 rather than Aug 7-8.

Competition Director has Medical Forms and Novice Permits. Bill hopes to have a seminar for new drivers the weekend after the next monthly meeting. The NARRC standings are available.

Publicity Chairman has fresh ideas from the convention which she hopes to use in the near future. A possible show at a shopping center with two drivers ready to display their cars is under way. Eleanor presented gift certificates to the winners of the 3 classes of the recent Snowflake Rally. These were thru the courtesy of Matty Scher of East Greenbush.

Old Business:

We have the certificate from K&K insurance for coverage in the use of the peripheral parking lot.

The Autoslalom Rules Committee will meet March 7.

The NEDiv Roundtable is March 19-21. Anyone who has anything to be brought up at the roundtable should contact the delegates.

New Business:

April Meeting will be Guest Night.

A Race Chairman is needed for our Regional Race on July 31.

The seasons past ice races were discussed - NYSIR by Jim Bishop and AMEC by Craig Robertson.

Meeting adjourned at 8:42.

Respectfully submitted

Marie Corrin

# from the editor . . .

It doesn't seem like the season is almost upon us. Our cover by Dick Welch surely depicts what all the race car drivers should be doing.

The ice racers have packed it in for another year. The rallyests have had one taste of things to come with the successful Snowflake (You did a great job Dave, but now I can't pick on you and get even). Solo II people are "blowing" our their engines on the Northway getting ready for the Autoslalom Season which starts in April..

Race cars are geing bought and sold - Jeff Nudi has bought Carl Corrin's car. John Stim has his Datsun up for sale. Ken Buzzard's FV is for sale. Bill Morris has started to rebuild the Zonker?

Now all this activity should bring some good articles for the KO??

We have some of our people this month sharing their happenings of the convention and the other meetings they've attended.

Speaking of ice racing NYSIRA had a successful season with 4½ weekends of solid ice, sometimes slipperier than others. Guess it got pretty cold - 30° below zero? Now that's love of the sport.

Did you know SCCA copyright the name "Trans-Am" and the Club receives \$5. for every Pontiac Trans Am Firebird sold.

---

Final point standings for NYS ice Racing Assoc.

<u>Stock FWD</u>	<u>Rear Engine</u>	<u>Modified</u>
1-P. Smith	1-Orton	1-K.Lendrum
2-F. Carl	2-Beauregard	4-F.Carl
4-Palmer	3-Nicholls	5-H.Cameron
6-Schroder	5-Becker	
8-Bishop	10-Hanifan	<u>Split Drive</u>
10-Sciarra	11-Wachtel	1-Keitel
14-Kieran		4-Summer
16-Leonard		5-Hacker

The NYSIRA Champ based on overall is K. Lendrum.

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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 Camaro - 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:*

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## THE FIRST DRIVERS' SCHOOL - HOW TO LEARN FROM IT!

I will try to give you some opinions and also what I consider to be facts that can help you to learn to race. Learn to race? I've been racing now for four years and I have yet to go to an event that I didn't learn something about my competition, the car, the track, the race organization, and myself!

Your first drivers' school is a precedent to your future in racing. The impression you make at your first drivers' school will be hard for you or others to change.

### BEFORE YOU GO:

Make your decision to go as soon as possible. Force yourself if necessary to get the car and trailer ready. Fill out your entry blank early and read the supplementary regulations carefully. If your car does not have numbers, put your preferred number and alternate numbers on the entry form, but don't put it on the car yet. When you get your entry confirmations back from the registrar, THEN put the numbers on the car. Contact paper works very well. Take time to make each number look good since it helps make a better impression at tech inspection on your instructor and on the officials.

Keep yourself familiar with the GCRs because you will probably have a test on it, and you will not be allowed on the track until you pass it. (This is not true in the Northeast Div. ed) Get your tow car ready. Make a checklist of things to inspect on your tow car and trailer. Then make one for your racer. If you have work to do on the racer, make a garage work list, hang it on the garage wall, and check each item off as you complete it. Remember, never quit until you finish the particular job you started. Get a notebook fixed before the next race of school. Your car check list may be included in the notebook. The car notebook, if properly done, is a valuable resource for the future. Get your toolbox cleaned up and your tools sorted. To avoid testing Murphy's Laws, gather up all the spare parts you can get your hands on and pack them so you can take them along. Murphy's Laws? (1) If anything CAN happen, it will. (2) You never break anything you have two of.

### SO NOW YOU'RE READY TO GO?

Sometime before you leave, take a map and plan the best route to your school. Determine the mileage and the amount of time you will need to get there. Try to arrive early if possible to avoid the rush! If the school has a classroom session on Friday night and you cannot possibly make it, contact the race registrar and find out if you will need to make up the session or if you will be excused. However, if a session is scheduled, do everything you can to make it. You'll learn something - I guarantee it!

When you get to registration, you will find people that will help you sign the proper forms and receive your papers, tags, directions, etc. after you present your novice permit. When you've reported to tech inspection, fill out the top of your tech sheet and then unload the car and join the tech line. If you have done your homework properly, tech should be routine, if not, it's liable to be a hassle. Remember your car's log book, and driver equipment!

more.....

## Drivers School cont....

If you have a classroom session, show up with your GCRs and something to write with. Pay attention and use them during the session.

## THE SCHOOL:

Take along an alarm clock or leave a message at the motel desk to have them call you. How early? Well, its going to be a long, exciting day so preferably get up early enough to have a good breakfast and still get to the track before your instructor. If you have not been to the track before, allow extra time to find it. You won't believe how well they can hide a race track!

When you get to the track, pick out a good place to pit-one close to the staging area and a communications microphone. Unload the car and remove the trailer from the pits, if it was required by the supplementary regulations on your entry form. Now set up your pit and get organized. It'll impress your instructors, and it will more importantly be useful to you. Start your car and check it over, if you have time. Recheck the time for the school to begin and present yourself at the drivers' meeting at the first call. The chief instructor will assign you to an instructor if he has not already done so. Give your log book to your instructor if it was not taken at registration.

Your instructor will probably now take you out on the track in a street car. This will count as "on track time" at most schools, so take advantage of it. Remember your instructor doesn't know everything about racing but will know more than you do. He will show you lines through the turns he believes to be best. He will probably be right, so pay attention. If you have questions, ask them and try to set up a good working relationship with him. He is there to help you and you are there to learn - so make the most of it.

After a few laps, your instructor will bring you in and will probably visit each of his students' pits, if he has not done so. Practice will be in groups so know when your group is to be on the track and get ready to report to the grid at first call. Have some one on your crew get your lap times.

How do you get onto the track? Simply do what the grid marshalls direct you to do and you will soon find yourself on the track. Excited? Yeah, you will be, but keep cool! Note the start-finish line and the starter. As you come into each turn, note the flagging station and/or lights. The first few laps of the first session will probably be run under the yellow. If you don't know what the yellow flag means, the chief steward will explain it quite graphically after you receive your black flag (assuming you know what that means!). Watch your gauges, listen for unusual sounds, and check your mirrors. Green Flag! So now what do you do, race? No not quite. To get credit for the school, you must complete it, hopefully, with a full 3 hours. Use a conservative red line. Work up to speed gradually, and conserve your car on the straights. Concentrate on good cornering techniques. Also remember the 3 cardinal rules of a drivers school: (1) Use your mirrors! (2) Use your damn mirrors! (3) Use your G..D... MIRRORS! More drivers are called in for not using

more.....



## Drivers School Cont.....

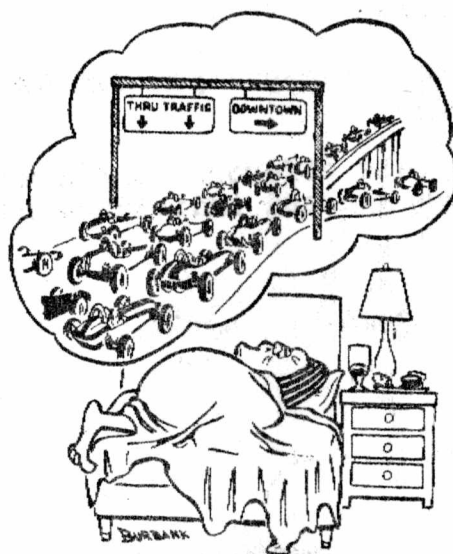
mirrors than anything else. They are important! All too soon it's over and you receive the checkered flag. Just do what the GCR says and drive back to your pits. Your instructor will probably have his students report to him and inform them what they are or are not doing. Be willing to accept criticism and ask questions if you do not understand, but remember this guy will grade you so act accordingly. Go back and check your car and make any replacements or adjustments you must. If you have problems, tell your instructor and he will try to give you advice or help. Your next session, try a little harder and try to improve your weak points. This process should continue for the rest of the day. Each session you should note an improvement and by the end of the day your improvement should be considerable.

Your last session may be a practice race or races. Watch that start! Do your best without doing something stupid. During the race use your head. Get a red line and hold to it. Pass as many people as practical but don't take stupid chances. Remember you are still learning.

After your last session, your instructor will return your graded log book. After that, load up and start home-or if there is a regional the next day, try to stay and watch-it'll mean a lot and you'll learn something.

Now you can plan ahead to your next school. I firmly believe it is imperative you take your second school in the same type of car you took your first school in. So, if you plan to borrow a car, borrow one that will last two schools!

above was reprinted from 1973 Exhaust Notes by Jack Beck, Nebraska Region



FROM THE PR DESK

Dear Club Members:

Hello, I'm Eleanor Morris, your Publicity Chairperson. I've been a member of Mo-Hud since 1966. I've been a flagger and a timer. I've had a National competition license for 3 years, and race a D/Sports Racing car. I was Advertising Manager for the Knock Off from 1971 to 1974, and assistant race publicist for the last two years.

I write feature articles for the Sun group of the Capital News Papers.

Now that you know a little about me, please tell me about yourself. Whether you road race, ice race, compete in Solo II, Rally or are an event worker, you do something interesting and newsworthy.

Let me know what you are doing. Unfortunately I don't know all of you, or where to contact you, but your can find me listed in the Knock Off. My telephone number is 474-2642 days and 766-4064 nights. Please don't be bashful. Give me a call, drop me a line or see me at the club meeting.

I have appointed Candy Schaf to assist me with rally and Solo II news. Candy's telephone number is 462-3254.

We have some great plans for promoting the Region as well as publicising members' activities. We've already gotten merchandise certificates donated by Matty Scher Auto Parts for the winners of the Snow Flake Rally. We're doing a feature article on one of our professional drivers. We are planning a shopping center auto show. We're negotiating with a professional racing school to hire our workers to put on a race at Lime Rock for them. Also to have them cooperate with us in a press day to promote road racing interest from the local electronic media.

But we can't do it without you, because you're the thing we're selling. You are our product.

All of us will benefit from this effort. It can mean money, prizes community rappore, media coverage and individual recognition for us. Please be part of it.

The National Convention 1976, Valley Forge, Pa.

by Candy Schaf

Solo Events Seminar: Chaired by Bill Miller & Pete Woodruff

Solo II - National Championship Sept 17-19 at the Ohio Exposition Center, Columbus Ohio - Contact Phil Alspach, 1241 Frederick St, Lancaster, Ohio 43130.

To enter you must be a full SCCA member and a division run-off participant (worker or entrant) Also you don't have to be a member of the division whose run-off you enter and you may enter several divisional run-offs if you like.

NEDiv Run Offs - Bryar, N.H., August 28-29.

Discussed were the rule changes which were proposed in the Spet issue of Sports Car. It was suggested that regions try to adopt the classifications of cars that are used on the divisional and National level. This way some confusion maybe lessened when a person competes at the divisional level and wonders why he isn't in the same class as he was on a regional level. As for ladies classes by 1977 there won't be any on the divisional level and again it is suggested that regions might want to eliminate this class.

-Pylon penalties-National - 2 seconds for each pylon upset or displaced on any part of the inside edge of the marker line. Pylon bases must be "boxed" in and this hopefully will compensate for wide lines.

-Roll Bars for Formula and Modified Cars - rewrite of 1970 GCR Appendix B.

If there are any questions about definition regarding Solo or Rally rules contact Dick Wertman.

-Regarding protests for Solo Events it was suggested that a knowledgeable rules person be present to act as a buffer and sort out valid protests. This person would be strictly advisory and help to screen and eliminate nit-picking protests.

-Solo I & II Participants are encouraged to install mufflers on their cars for the preservation of their sport. So many events have been lost because of noise. Mufflers do not necessarily slow down a car - they just sound slower.

Everyone is encouraged to write to the rules board regarding any pros or cons that they have. The Spring meeting of the Solo Rules 1976 Board will be in Columbus, Ohio, May 22-23. The June or July issue of Sports Car (Late News column) will report on the meeting. Any feed back is desired and welcomed. There will be a Solo Column in Sports Car similar to the Club Racing Column. A monthly report of about 450 words is needed and welcomed are any ideas to expand the column. The new editor of Sports Car really wants to improve our magazine but he'd like to hear from the membership. Deadline for articles is 10 weeks prior to the first of the month.

more.....

National Convention report cont.....

There will be a Regional Rate for advertising events. It's 1/3 off the National Rate. Mentioned also was if a discount for a product is given to SCCA members then the advertising rate is less. (Hope I understood all that correctly!)

Rally Seminar:

Pro Rally - Car eligibility - no changes this year.

- Practice & Pace notes - unfair so no practicing within a rally route 90 days prior to the event. Penalty - license lifted for one year. No pace notes - penalty - license suspended for 6 mos.
- Awards: Cash &/or trophies to top 5 or certain percentage of the total field whichever is greater.
- Rally length - minimum 250 miles overall.
- 7 SCCA Pro Rallies in 1976, possibly up to 11.
- 1977 looks better for sponsorship. Every pro event is guaranteed \$1000 from SCCA towards the rally.

Club Rallying: - Free Zone - Specified portion of route without controls.

- Class B equipment change - .1 mile odometer plus all other mileage measurement reading equipment.
- Odometer check now 12 miles instead of 20.
- Safety Equipment wording changed from requirement to recommendation.
- Claims - only on rally route and not for off courses.
- Illegal Instruction-route instruction which could not be executed This is to help get away from traps and cancelation of previous instructions. i.g. a rally where ralliest goes from start, directly to finish and party.

Scrutineers (Tech) Seminar - chaired by Bob Wells.

- Roll bar padding object is to protect the helmet from the point of contact and lessens the impact. In severe acceleration of the drivers head, the padding must withstand 300 G's.
- Styrofoam is affected by gasoline, therefore not a good padding.
- In a severe impact: polypac must be replaced also the inner lining of the helmet should be replaced. Once the padding has been compressed during a severe impact, it won't bounce back to its original form.
- Helmets: the fiberglass dries and becomes brittle with age.
- Heim joints with grease fittings tend to break as do hollow shafted heims.
- Kill switches need to be checked every race as even rain affects them.
- April Issue of Sports Car will have an article explaining in detail roll bar padding.

This was just a general seminar as Bob was having a more detailed all day seminar on Feb. 21st.

I hope I got most of the facts straight between my sneezes and sniffles. Otherwise it was an informative and fun weekend.

## PUBLIC RELATIONS SEMINAR

...by Eleanor Morris

I attended the Public Relations Seminar at the National Convention in Philadelphia, February 5, 1976. Some useful ideas and approaches were discussed.

The seminar was conducted by Bill Bell, National Publicity Administrator. Guest speakers were Dell Owens, National Public Relations, Dinah Chapman National Press Office, and Chris Economaki, Editor of "National Speed Sport News" and sports commentator.

Topics covered were public relations, publicity, dealing with the media, the roll of "Sports Car" magazine and what assistance is available from the National Club.

Bill Bell stressed the difference between public relations and publicity. Publicity is often a part of public relations, but publicity sells specific events while public relations promotes the club as a whole.

To promote the local club, it must be gotten into the public eye. Bell recommended some specific public relations activities that would benefit the Region in general:

1. Shopping center promotions
2. Business cards to hand out
3. Booklet telling about the Region

Dell Owens suggested an effective way to impress the community and to obtain assistance from it is to show the monetary benefit your activity produces. Verify bank receipts Monday after a race as compared to a non-race Monday, for example.

Publicity and dealing with the media was discussed by Chris Economaki. He concentrated his speech on the print media, listing three general rules for getting space:

1. Establish personal contact
2. Cultivate someone on the staff
3. Hand out properly prepared copy

Copy written according to the following rules stands the best chance of getting into print:

1. The release must be brief
2. Typed according to union rules - 2" down from top, double spaced on one side of page and adequate margins.
3. The lead paragraph must contain the 5 W's for easy cropping
4. Should contain a date line and a contact line

In regard to electronic media, Economaki suggested holding a press day and giving a ride on the race track as a good way to interest them in road racing news. Again, the rules for getting space in print also apply to radio and television.

continued.....

PR Seminar continued....

A spokesman for "Sport Car" magazine said that the purpose of the Club magazine was to promote the National Club. It is a public relations tool rather than a publicity one. Consequently the format and topics should appeal to prospective members, and deal with things of interest to the whole Club rather than merely reporting Regional news.

Dell Owens mentioned some services and materials available from Denver to assist Regions in their public relations and publicity efforts. Among these were the Press Kit, demographic studies and other statistical data that Regions can use. He stressed that Denver is ready and willing to give as much help as needed to enable Regions to have an effective public relations program.

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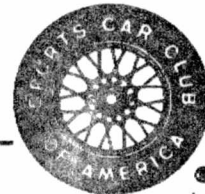
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# Governor's Memo



From: Bob Perry, Governor, Area 10.

Yes, that's right, Area 10 not 11. As of the first of the year. Brought about by the combination of the old Areas 8 and 9 in the move to reduce the size of the Board of Governors.

I have just returned from the National Convention at Valley Forge where I also attended several BOG meetings. I'll try to cover some of the highlights of those meetings now and your RE's will receive a copy of the minutes as soon as they are available.

First, the good news. Our insurers, K&K have negotiated a very nice premium decrease for 1976. Effective 1MR76, liability insurance rates for SCCA amateur racing events will be reduced by 10%. Participant accident rates will go down 5%. In addition there is a special spectator liability program for small spectator events. Spectator nationals and regionals with fewer than 1000 spectators will pay 40% less than the normal, new rates; and if 2500 or less will pay 25% less. None of this would have been possible but for the fact that all of SCCA racing had a good safety record in 1975 and that means your efforts.

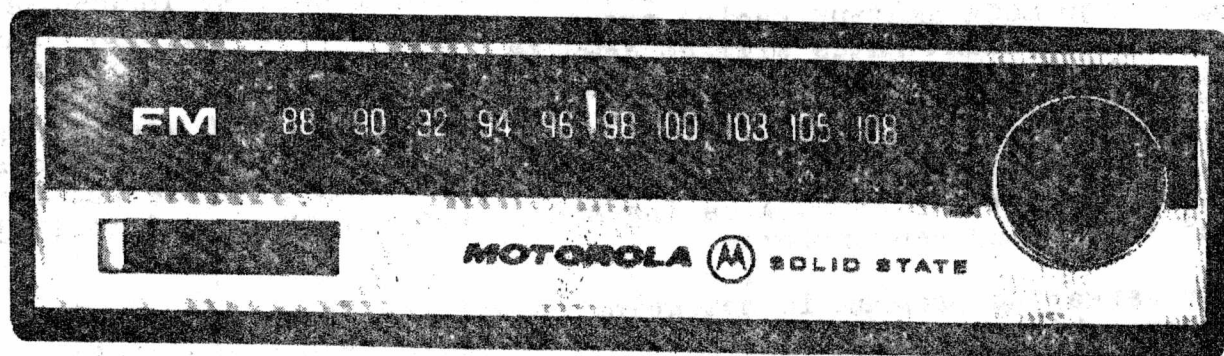
Our marketing program is not going as well as there are no new sponsorships to announce. A series of tests on our associate membership program brought out some interesting points. SCCA has no image outside of its own special interest group. Youngsters, under 19, have no identification with our goals and programs. Potential members want personal contact!! It says that any membership program depend to a very large degree on how the grass roots of the club, the regions, do their part. When an associate membership is compared with our full membership many thought the full membership to be the better deal.

On to Competition board minutes.. They were approved by the BOG except: SS Tires proposal was referred back to the Comp. Bd; Class Combination proposal was referred back to the Comp. Bd. The class combination proposal resulted in a very large misunderstanding. The BOG asked the Comp. Bd to look into this with the philosophy that no cars would be eliminated if at all possible, but that classes would be made up combining cars such that fewer classes would result. It was sent back to the Comp Bd with this in mind. It was interesting to see some of the statistics generated on this. All of the classes mentioned in the January Comp Bd minutes had an average of less than 3 cars per race in all of the National races in the country last year.

The Pro rally program for 1976 was discussed at length and resulted in the BOG giving our Executive Director full power to do what is necessary to keep the program within SCCA.

Next Competition Board meeting April 10 & 11. Next Board of Governors Meeting May 14, 15 & 16.

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## NNJR TECH SEMINAR

by Tim McIntyre

Northern New Jersey Region held their first annual Tech Seminar on Feb. 21st. It was well attended by such notables as Hank Thorpe, Competition Board Director, several Regional Chief Scrutineers, and, of course, the National Administrator for Scrutineers and Chief of NNJR, Bob Wells. Several speakers were also present including reps from Aero Tec Labs, Bowman Products, makers of nuts & bolts, and Brook Motoring Specialists.

The seminar was broken down into two sessions, the first being for Tech people only (lasting 1½ hours) and the second for anyone interested in racing. Several topics were discussed, all of which I will try to touch on briefly in this article. During both sessions a couple of brave race car drivers "loaned" their cars to Bob so that they could be "pawed" over, inspected and otherwise generally gawked at.

Let me talk about some of the topics presented, many of which I find are of great concern to the racer and tech worker. First: Discussion was held on what was considered the most common reject item in tech inspection. Well, think what you may but there are actually three items that lead the pack and have for the past four or five years. They are: a) covering battery hot terminal, b) ungraded fasteners & c) Medical info on helmets. These three items are the three leaders in general. However, last year, and I imagine again this year, they were passed by one item - roll bar padding. The rejections for roll bar padding in 1975 so overwhelmed the other three combined that it is unbelievable. And that padding is for your safety, but more about that in another Knock Off.

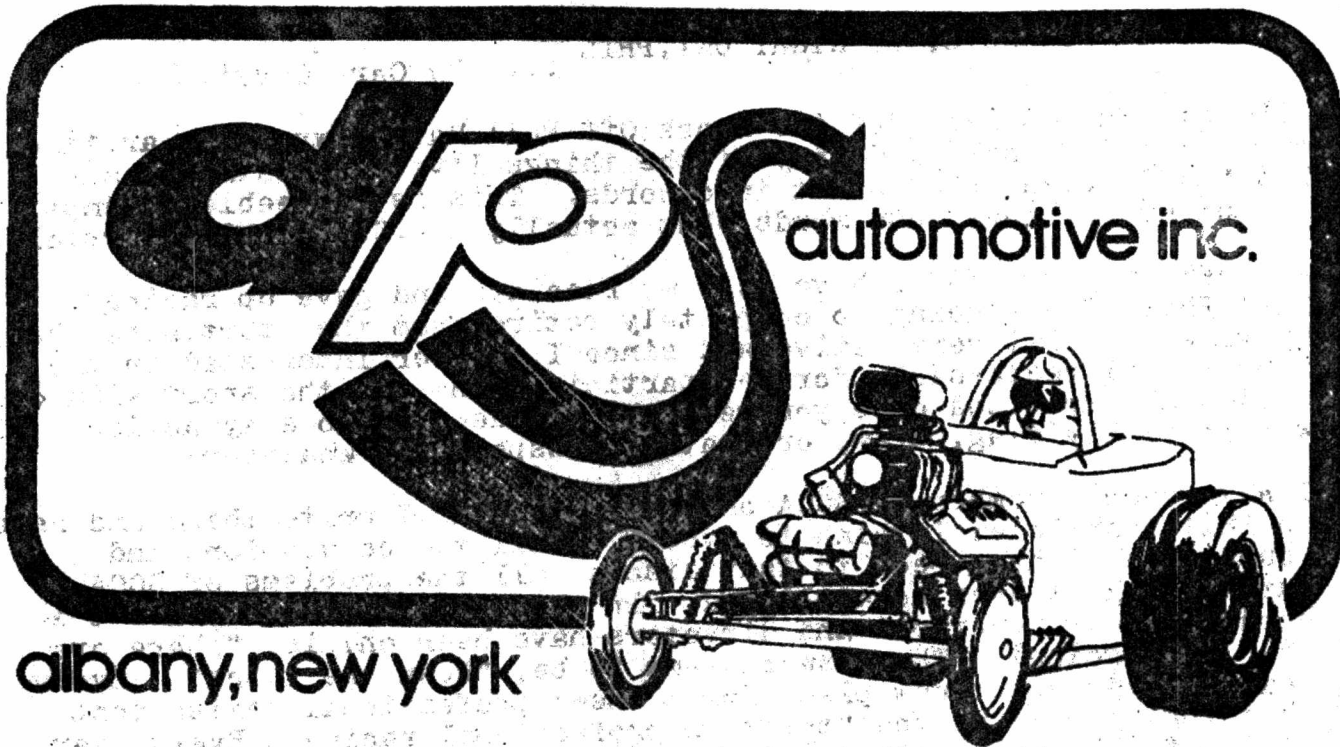
Next the discussion turned to crash helmets. As you know the SCCA now recognizes the 1975 Snell Foundation findings on safety helmets. Well those of you with 1970 Snell helmets don't get too worried. Why? Well it seems that the new helmets are just now in production and will not be available until late June or July and those will go to important racers first (USAC, NASCAR, etc). As a result the GCR still requires a 1970 sticker and will very probably (about 90%) require a 1970 sticker in 1977 with the new helmet mandatory in 1978.

Now what about up-rating your 1970 helmet to 1975 standard. FORGET IT!!! The 1975 Snell helmets have more padding on the inside (Twice as much as 1970 std) the shell is more puncture resistant and the entire helmet is fire resistant. (the older the helmet the more brittle the outer shell becomes and thus is more likely to fail).

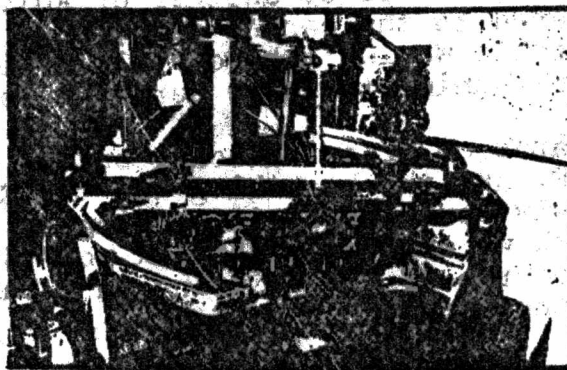
A new group of people you'll be seeing around NNJR races this season is the Accident Investigation Team and it's part of Tech. Their primary purpose is to determine how effective the Tech inspection people are. This is done by a fairly simple procedure, but as usual the driver gets involved in a small way. Let's say for example, that you take your car on the track for practice and you spin and get a flat in the Big Bend at LRP. The A.I. team will be required to look at your car and determine two things:

continued.....



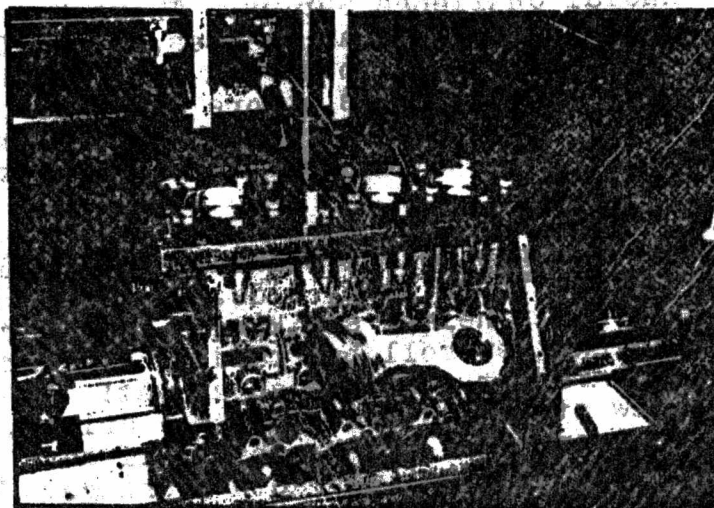


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ET TU BRUTE, or RIGHT ON!, PHIL .....by Carl Corrin

In last month's issue of the Knock Off Phil Raeder wrote an article on SCCA. Phil has said many of the things I've been thinking and have never been able to put into words. This is my feeble attempt to put my feelings into words, but actually a P.S. to Phil's article.

As most of you know, I have sold my race car and gave up racing. Like Phil, I was going to completely retire from the sport also, but my wife is still very active and since I got her interested in the sport; feel responsible for her participation; and the sport kind of stays in your blood once you're hooked, I decided to stay active. I will probably flag, crew, or whatever (especially whatever).

I have been a member of SCCA only 8 years. As I write this; and refer to Phil's article; I think to myself of all the conventions and roundtables I have been to that discuss all the problems of SCCA, but nothing is ever accomplished. In the last couple of years the bandwagon our governors and directors have been on, is, "Where are we (SCCA) going?" The answer seems to be, "Down the tubes". Every year we hear about new plans for a "new" professional series that is going to make us the "tops" in professional racing. Every year series fail, or are ripped off by another organization! I agree, Phil, whatever happened to the can-Am cars, etc? Now, we have a new Trans-Am, which probably wouldn't have evolved, if there hadn't been another organization running the same series under a different name.

Phil had two paragraphs on organizations, but to add to that, remember when I was R.E. and the big thing was the Energy Crisis? We spent \$100. to a newly found group in Washington, D.C. to save our sport. I don't think we ever got a "thank you" just a receipt. There's probably a couple of guys sitting in a bar, or plush office somewhere laughing their fool head off.

Roll cages in SSS cars? Don't worry Phil, this is probably a build-up to a Goodyear Radial Challenge Series. There has been a lot of talk about SSS & SSSC being National Classes, which I think they should be. However, there has also been a lot of talk about combining classes, to make SCCA Nationals a more saleable product. What does SCCA do? Combine classes, and; at the same time make SSS & SSSC National Classes; break them down into more classes than we just combined. BRILLIANT!

Also, Phil remarks about new helmet standards etc. This type of hassle has always been a thorn in my side. How many drivers were seriously injured by their helmet striking a roll bar that was not properly padded? ENTER: new roll bar padding standards 1975 that most tech inspectors are not positive about yet! It's not always the cost of these new standards that harass a driver, the aggravation alone can do a number on you. Big Brother will save us from ourselves. Let's see some statistics! What warrants a change? Were 10% or even 1 % of our drivers injured last year by the outdated helmets?

Maybe I'll get torn up one side and down the other for this article, but I had to get a load off my chest. Thanks, Phil for lighting the fire.

# GRIPPE



I guess this cartoon speaks for itself as far as a Big GRIPPE!

But then even if the car isn't that close it is always close enough for some inconsiderate fool to throw open the door and bang the side of your car.

Tell me - is it cricket if you are sitting in your car and some jerk bangs his door on the side of your car for you to in turn, get out, and BANG HIS SIDE?

## TROPHY NOTES

.....Candy Schaf, Trophy Chairperson

Special thanks go to Phil Panos, Bill Morris, Craig Robertson, Jack & Jean Fantelli, and Hap and Helen Farnsworth for helping me with the trophies last year. Somehow we managed to cut costs quite a bit and find a few of our events breaking even and once or twice coming out ahead. Now we're almost into another Auto-slalom Series (April 25th) and I need some ideas and encouragement. If you'd like to help, just let me know. Maybe you have some ideas or have seen what other clubs do for their events, if so speak now or you might be seeing the same trophies again this year. Don't sit back and complain - now's the time to do something constructive. Remember Mo-Hud has a good reputation to uphold. We're one of the few clubs where members work together on races, rallies and Solo II events. So any and all suggestions regarding trophies will be welcomed (even in regards to funds, prizes, etc) -- and soon as I'm about to panic with the realization that time is slipping by.

Call: Candy - 462-3254

## NARRC FINAL POINT STANDINGS - 1976

AP	Vernon Twombly	NER	36	1st
BP	BERNIE DEGRAFF	M-H	24	1st
CP	Henry Franczak	NYR	42	1st
DP	Ken Wasil	NER	49	1st
EP	Eliot Brown	NYR	58	1st
	Don Valenti	M-H	45	3rd
	Charles Olsen	M-H	7	
FP	Philip Gaudette	NER	27	1st
	Harold Cameron	M-H	21	3rd
	Robert Claffie	M-H	13	
	Bruce Rolleston	M-H	6	
GP	Bob Wanta	NER	117	1st
	Dave Hathaway	M-H	13	
HP	Don Arns	NNJ	68	1st
AS	David Jones	NYR	9	1st
BS	Robert Dyson	NER	50	1st
	Robert Bunce	M-H	8	
CS	Stephen White	NNJ	21	1st
ASR	Jeff Jones	NER	36	1st
BSR	John Sorbello	NER	24	
CSR	Robert Perrone	NER	40	1st
DSR	Dick Johnson	NER	9	
	Eleanor Morris	M-H	nc	
	Jack Fantelli	M-H	nc	
FC	Wally Binger	NYR	33	1st
	Phil Raeder	M-H	9	
FB	Paul Corazzo	NER	68	1st
SSC	Tom Kosasa	NER	36	1st
SSS	Steve Cairns	NER	59	1st
	Paul Hacker	M-H	33	2nd
	Jon Waterhouse	M-H	8	
	Anthony Hilferty	M-H	6	
	John Eberhart	M-H	6	
	Jim Behan	M-H	4	
	Don Cooke	M-H	1	
FV	Wally Reetz	NYR	69	1st
	Jon VandeCar	M-H	33	2nd
FF	Stephen Meyer	NYR	77	1st

Above are the first placers and how the drivers of Mo-Hud pointed. Rules required a driver to compete in a regional race put on by 3 of 4 clubs in the NARRC group. That being Mohawk-Hudson, New York, New Jersey and New England.

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"What SCCA is and What it can do for YOU"

Hear about Solo II and Rallyes - about racing as a driver and  
a worker

COME AND MEET THE PEOPLE OF THE MOHAWK HUDSON  
REGION AND LET THEM ANSWER YOUR QUESTIONS  
ABOUT THE SPORT AND THE CLUB.

# what's happening?

March	19-21	NEDiv Roundtable	Painted Post, NY	
	28	NARS Rally #1	to be rescheduled	
	27/28	Drivers School	Summit Point	Wash,DC
	27/28	Drivers School	Bridgehampton	NNJ
	29	Mo-Hud Executive Meeting		Candy Schaf's
April	3	Divisional Rally		So. Jersey
	4	BMSC Autocross	Pittsfield	
	7	Mo-Hud Guest Night	Center Inn -	Glenmont
	10/11	Drivers School	Bridgehampton	NYR
	11	AMEC NARS Rally		
	24/25	National Race	Lime Rock	NYR
	24/25	Regional Race	Summit Point	Wash, DC
	25	Mo-Hud Autoslalom School	- Washington Ave Lot	
	26	Mo-Hud Executive Meeting		Bill Morris'
May	1	Regional Race	Lime Rock	NER
	2	EMSC Gimmick Rally		
	5	Mo-Hud Membership Meeting	- Center Inn -	Glenmont
	8/9	Regional Race	Bridgehampton	NNJ
	9	Formula 5000	Pocono	
	9	AMEC Autocross	Albany-Saratoga	-Malta
	15	Regional Race	Lime Rock	NYR
	16	BMSC Autoslalom	Pittsfield	
	23	Mo-Hud SCCA Autoslalom	- Peripheral Parking Lot	



# R. E. GIONAL RAMBLINGS

I want to begin this month's column by correcting a mistake I made in the last one. The correct dates for Mo-Hud's Regional Race is July 31. We have received the contracts from Jim Haynes for both Autosprint and our race.

In regards to the Area 10 meeting, I have received a copy of the minutes of the January 31st meeting. They will be available at the next membership meeting. The next Area 10 meeting will be at Painted Post on Sunday March 21 during the NEDiv Roundtable.

The Solo II rules for 1976 were completed thanks to Donna Fisher, Jack Hanifan and Craig Robertson. There will be copies at the April meeting and at our first event.

The April meeting will be our annual Guest Night. Anyone who has any ideas they might be interested in what's going on should come. We will have a movie, free beer and several talks explaining what SCCA and Mo-Hud do. Really talk this meeting up, it can make a big difference in our membership and in our public image.

Just a parting reminder, if you have anything you want brought up at the NEDiv Roundtable March 19-21 please call me with your idea.

That's all for now,

Craig

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