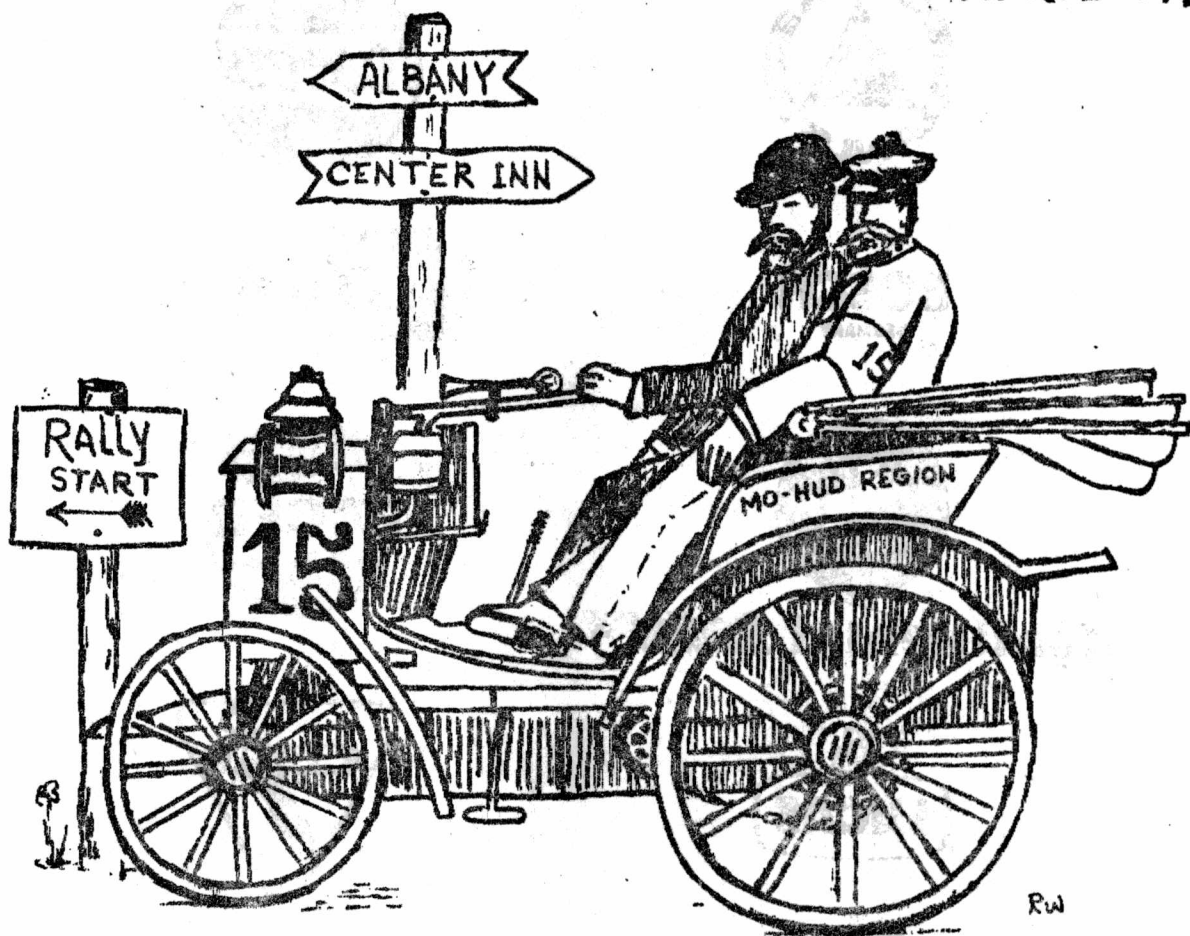


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the knock-off

APRIL 1976



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
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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.

KNOCK-OFF EDITOR

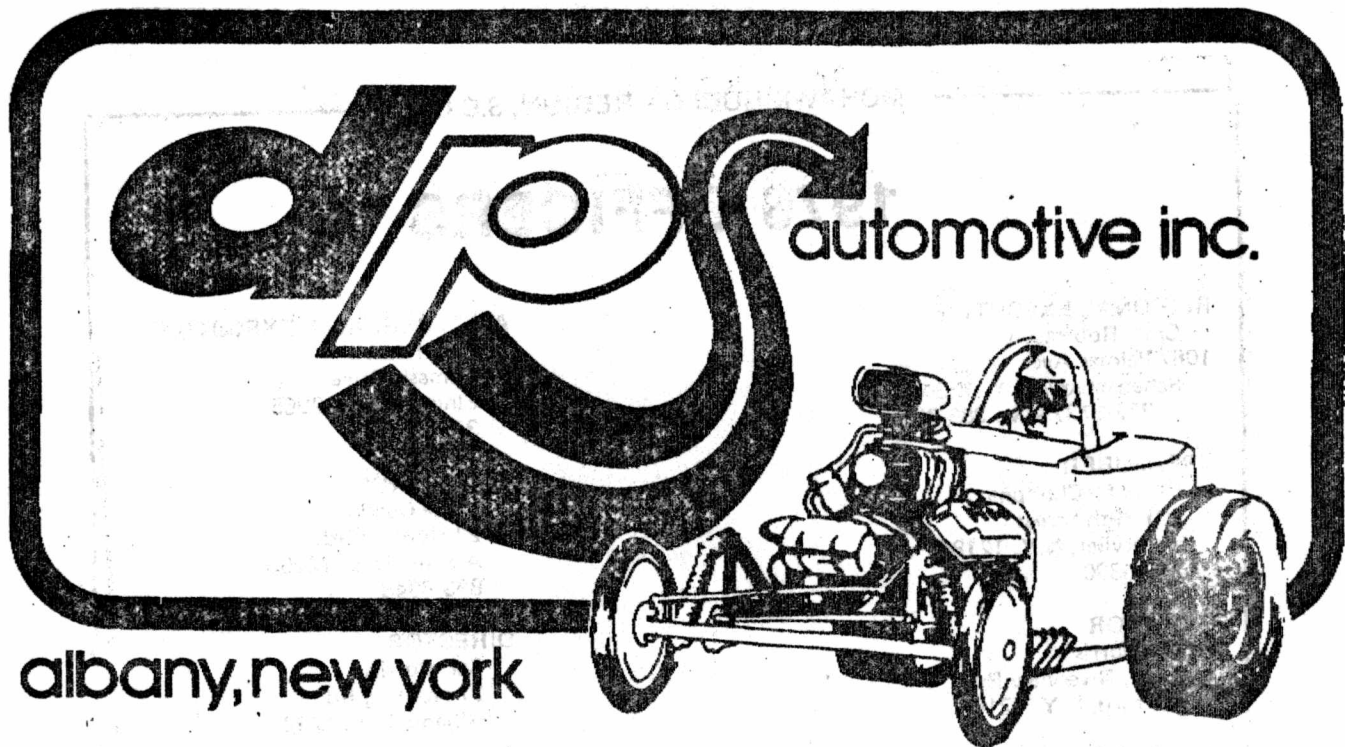
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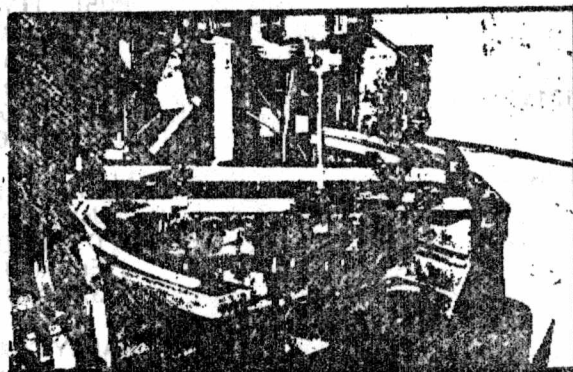
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The material in the KNOCK-OFF is that of the authors, and in no way reflects the attitude of the Mohawk-Hudson Region or the Sports Car Club of America, its officers or members.

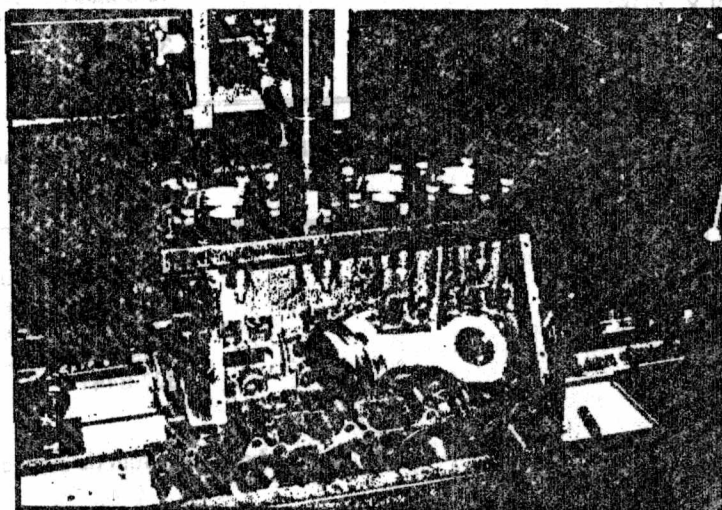


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One Minute!

The Mohawk-Hudson membership meeting was called to order 4/7,76 at 8:30 by RE Craig Robertson.

Secretary's report was read and a motion was made to accept as read.

Treasurer reported a balance of 8485.67.

Competition Director said due to lack of new drivers the seminar for April 10 is cancelled. There is practice at Lime Rock on Tues.

The Activities Director listed upcoming events.

The PR person said Skip Barber plans to be at the next Executive meeting in regards to M-H putting on a Pro Race. There will be a car show by M-H at the 76 Mall on May 22.

There was no further business so things were turned over for guest night.

Bill Morris gave a talk on racing
Craig Robertson on workers.
Alex Roberts on rallying
Craig Robertson on Solo II.

A guest from the Glen Falls Dragway spoke about his type of racing.

Meeting adjourned at 9:20.

Respectfully submitted
Marie Corrin, Secretary.

,Who to contact,

NORTHEAST DIVISION

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Flag/Comm. Bill Chambres, 1220 N. Broad St.#1219, Phil.PA.19121
Race Control: Chas. Coy, Box 318,115 Hamilton Rd. Chappaqua, NY 10514
Scrutineers: Rick Hoeltzer, 205 Oakland Ave. Central Islip NY 11722
Starters: John Angstadt, Box 191, Oley, PA 19547
Registrar: Sue Roethel, 1216 Brantford Ave., Silver Springs, MD 20904

MOHAWK-HUDSON

Timers/Scorers: Connie McIntyre, 10 Michael Dr., Saratoga Springs 12866
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Flag/Comm.: Tom & Claire Phelan, RD 2 Box 454, Red Hook, NY 12571
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Registrar: Marilyn Heacox, Berne, NY 12023
Pit & Paddock: Craig Robertson, 1067 Palmer Ave., Schenectady 12309

Licensing: Howard Geer, 5173 Betts Ln, E. Berne, NY 12059

from the editor . . .

Two months ago I congratulated the first place Editor in the medium size member- publication. This month I am proud to say the KNOCK-OFF placed 2nd out of 15 other regional publications. I hope you good people will continue to submit more articles and any ideas to help us work up to first place in 1976.

It was good to see our Area 10 Governor, Bob Perry, read our KO and submit some mis-givings on interpetations of the BOG and Comp Board minutes. I know the other member of my family stands corrected.

I think every member should pick 1976 as the year to get involved in your club. I am listing whom to contact in the various specialities. Pick yourself a field and contact these people and find out how to get started. Once started (like a car) keep going.

For race workers there is the NEDiv calender in this issue. Pick your events, work at them, tell the other workers you are from Mo-Hud so when it's time for our race you and Mo-Hud will have a following and available workers. (Tell them we promise cold beer for this years race).

You racers should also check the schedule, there has been changes. That national you were planing to run might not be on the new schedule.

Mo-Hud had a good turnout at our guest night. Thanks to Eleanor Morris finding five sponsors - Don Porting Service, Northeast Foreign Car Accessories, Pennypacker Auto Sales, BAP/Geon and Yankee Silicones, there was free beer.

Mo-Hud obtained two new members at this meeting:

Charles Lambert

Skip Dickstein

and two associat members

James Tillman

Lawrence Hink-son

other new members within the last month

Andie Zajaceskowski

Dick Kaufman

WELCOME TO MO-HUD!!!!

Some of our rally people are doing okay:

John Stim and Tom O'Connor are 9th in N. America Pro Rally Series.

Dick Hohol and Mike Cirello placed third in Class A and 6th overall. in the Tri-State Rally up in the snow in New England.

In Les Deuel's column 4/11 he says next year in New York State all Stock cars will have to be muffled. Does that mean things to come for sports car racing in NY??

Research shows a rasping snore can attain a loudness of 69 decibels Can you imagine if a few snorers get together and snore at the same time at Lime Rock on a Sunday morning that sleep could be canceled?

NUTS & BOLTS

by George Dennis
reprinted from Finger Lakes
TOP END

A race car that has all the right suspension parts, but is improperly adjusted, is like Joe Namath trying to throw a pass while wearing boxing gloves. He probably can do it, but he won't be very effective. The two significant things about suspension adjustment are that a small change can make a big difference, and a change in one setting most likely will affect other adjustments.

The specific settings that you will want to use for your suspension are difficult to determine. Your own experience will prove the most valuable. The experience of other racers, the manufacturer's recommendations, or your best guess will have to be used if you have no experience.

It is a tedious and time-consuming job to correctly adjust a race car suspension. Each adjustment affects the ones made previously. Setting the ride height affects the camber, which affects the toe in, etc. It's a vicious circle, but worth the effort. There are some steps which can make things a bit easier. An understanding of some basic definitions is necessary. The following is a list of very brief definitions to assist the novice.

- Ride Height - This is the distance from the ground to a reference point at each suspension corner.
- Camber There are two types of camber, positive and negative. In general, it is the relationship of the inclination of the tire compared to a vertical plane. Negative camber is when the top of the tire is closer to the center line of the car. Positive camber is when the bottom of the tire is closer to the center line of the car.
- Caster - This is the relationship of the upper and lower ball joints and the tire contact patch. Positive caster is when a line drawn through the upper and lower ball joints if extended would hit the ground in front of the tire contact patch. Negative caster would be behind the tire contact patch.
- Toe In - The differential distance measured from the vehicle center line to a common point on the front and rear of a tire at the axle's center line height. Toe in is when the front of the tire is closer to the center line of the vehicle. Toe out is when the rear of the tire is closer to the center line of the vehicle. Picture a pigeon-toed person as toed in.
- Corner Weights - The weight of each corner of the car. Visualize the car with a bathroom scale under each wheel. The reading of each scale is the weight of each corner. The total of the four readings is the weight of the car.
- Bump Steer - (Toe Steer) The change of toe in as the suspension travels up and down.

The first things to adjust are the ride height and the corner weights.

continued.....

Nuts and Bolts. Cont.

If your shocks are adjustable, turn them to the full soft setting and disconnect the sway bars. The car should have the proper amount of water and oil and the gas tank should be half full. You will need another person of your size and weight to sit in the car while all measurements are taken. The car should sit on a level surface with the tires inflated to your normal racing pressures.

The ride height should be equal side to side, with the overall rear approximately $\frac{1}{2}$ to 1 inch higher. The reason for the difference in rear height is that the front of the car will raise up slightly at speed. The actual ride height should be as low as possible, keeping in mind tracks such as Lime Rock which has some rather hard bumps in it (mild understatement!). Cars from the west coast seem to typically run a lower ride height than northeast cars. This would indicate that west coast tracks are much smoother.

The ride height is changed by moving the spring support points, changing to different springs or modifying the springs you have. The easiest to adjust are the coil over shock arrangement with the threaded spring abutment support at the bottom. Moving the spring support down will lower the ride height.

I accomplished a lowered front height by a technically unsound method but it worked. I heated and collapsed the lower coils on the front springs. The side effect of this method is that you are increasing the spring rate. This may work for or against you.

The rear ride height on solid axle cars can be changed by having the rear leaf springs re-arched, shortening the shackle mounts or installing lowering blocks between the spring and axles. After the adjustments are made, roll the car back and forth a few feet, bouncing the suspension as you go. At this point you can take your measurements.

The points on the car that you pick as reference points are not too important as long as you use the same points each time. Pick points that are convenient to reach.

A cut off yard stick or ruler will work fine as a measuring device. Measure from the floor to your reference point. Use a symmetrical point right and left. For example if you use the center line of the rear bolt on the lower A-arm on the left, use the same on the right. Record your measurements. If the right and left aren't within $\frac{1}{4}$ inch, make adjustments and recheck.

After your initial setting of the ride height, go after the corner weights. It is best to start out with the corner weights "square". This means the same weight on the left front as the right and the same on the left rear as the right rear. (Don't forget that person sitting in the car.)

more.....

Nuts and Bolts cont....

Naturally, to set the corner weights a set of scales are needed. There are a number of ways to do this. If the car is light (under 300lbs. per wheel), a set of two or better yet four bathroom scales can be adapted. Without spending a lot of bucks on some special portable scales, such as the state Police use, the cheapest way out is to get some used grain scales. Borrow them if you can, or buy your own. Over the winter there are a lot of farm auctions. Grain scales can be bought for \$10 to \$25 each. You probably won't be lucky enough to find all four of the same type. The height from the floor to the scale surface has to be equal for all four. Use plywood or masonite shims on the scale surface to make them equal.

If you have only two scales, make up two platforms to set the other end of the car on. Make the platforms the same height as the scales. Calibrate each scale by weighing yourself and noting the difference in readings. Mark the scales so you always put the same scale under the same wheel. Mark the floor so you can put the scales back in the same position. Carefully place each wheel on the center of each scale. Record the four weight readings.

To adjust the weights, lower the spring seat of the heaviest wheel. This change transfers weight to the diagonally opposite wheel. Raising the spring seat will increase the weight on that corner. It is most desirable to have the fronts the most equal for most cars. If the fronts are within 50 lbs, and the rears within 50 lbs on a production car, you're not in bad shape. Fully adjustable formula and sports racing cars should target for 5 lbs.

You may notice that if the person sitting in the car moves his head from side to side, the scale readings can be affected by 5 lbs or so. So why then the necessity of close matching of corner weights? A race car cornering has the driver's body swaying from side to side. A full or nearly empty gas tank will affect the weights. The reason is simply to achieve a statically balanced car that should go around right- and left-hand corners the same. With the shifting weight of the driver, variables are introduced. But with the basic car balanced, one big variable is eliminated.

If you find that the car weights sitting on the scales without the driver are grossly out of whack, look for problems with the car (bent frame, twisted chassis, etc).

The adjustments made to balance the corner weights should have to be minor compared to the ride height changes. Recheck the ride height. If the ride height is still close, proceed to the next step.

Make up a set of ride height blocks to set the car on with the wheels off to work on the bump steer. Stacks of sawed-off 2 x 8's will do the job. Paint your blocks a weird color so they don't get used for fire wood.

The next adjustments are caster, camber, and toe in.

To be continued next month....

NEDIV ROUNDTABLE REPORT:

Marie Corrin

The Mo-Hud delegates to the Roundtable journeyed out to Painted Post March 19-21 to get together with the other regions of the N.E. to discuss and possibly work out problems.

The first problem at the Scheduling session was too many National races on the NEDiv schedule. The NEDiv increased from 12 Nationals in 1975 to 14 tentatively scheduled for 1976. Two were suppose to be eliminated but of course no region wanted theirs to be. This was still a problem at the close of the Roundtable.

This year the Glen Region, being the host held one seminar with a panel from various fields. This, I think, worked out very well. Usually it is many seperate seminars for each field.

Some of the things discussed were filling income tax for the regions, auditing books, sales tax, budgets, membership and racing. It was stated it is illegal in NY State to put flyers on windshields. Also anything sold by the club could have a sales tax due. (what about our famous SCCA ash tray?)

The new associate membership was discussed. So far an extensive advertising campaign seems to expensive - \$100,000. SCCA might put on an aggressive campaign in Road & Track, Car & Driver & Autoweek places where there might be interest. The associate members will be able to participate in NEDiv Solo I program for one year and receive points toward that championship.

Registration problems were talked about. Most regions want a completed entry form along with the cash. New England Region accepts phone call entries. Most regions refund on cases of cancellations or no shows but charge a handling fee.

Drivers who pass bad checks or stop payment on checks to a region are subject to license suspension from Denver.

A poll of F-SCCA and Sports Racing drivers present, was taken to see if it was feasible to hold practice together. The consensus was yes and it is probable in the NE that the two groups of cars will practice and race together.

It is hoped that track diagrams will appear on entry forms so new drivers to that course will know where red & black flag stations are.

Some one from each track is trying to get together official lap records.

Martha Dysart the NEDiv pointskeeper is willing in 1977, to give all National Drivers of the NE preferred numbers. The top 10 National drivers of each class will have first choice then after Jan 1 open it up to the rest of the National Drivers.

On Sunday morning a roundtable in which all the NE Division Governors were present and ready to answer questions. This was an interesting weekend, if you ever want to find out more from your governors or see NEDiv regions in action come to the next NEDiv Convention on Nov 13-14 in Rochester.

Governor's Memo



There has been some misunderstanding recently about Board of Governors actions that are, at the very least, controversial. I hope to clear up some of these points so that future discussion can stem from a firm base.

The basic premise upon which the BOG acted was fourfold:

- SCCA wishes to maintain the greatest possible opportunity for members to participate as drivers, workers, etc.
- SCCA wishes to make club racing a more feasible/viable prospect for entrants, drivers, and SCCA by increasingly shifting the financial burden for its support to sponsors and spectators.
- SCCA wishes to foster the growth of present race plants and encourage the construction of new courses.
- SCCA wishes to relate the club's racing program more closely to those cars driven by members and others on the street. (obviously applies to passenger cars only and not to pure racing cars.)

Several actions have been taken by the BOG based on these premises:

- Showroom Stock was expanded to encompass more cars that are currently being built and driven on the highway. In order to keep these cars competitive with each other a new class arrangement was felt necessary.
- Showroom Stock was made a National class, as much in response to membership desires as to feeling that the racing of current cars should have national recognition. In November, when I met with all regions of this area, the feeling ran approximately 60/40 in favor of this proposal.
- The Competition Board was asked to come up with an implementation plan for re-arranging classes to reflect the current racing population. A survey of all our national races in 1975 pointed out several classes as being poorly supported. Any class which had a national average of less than 3 cars per race was placed under consideration for consolidation with other classes.

This is more or less the point at which the Comp Board minutes came out couched in rather unfortunate wording in that it did not reflect the fact that the BOG and the Comp B wanted to eliminate no cars; rather to combine cars from poorly supported classes with other classes. For this reason, the BOG referred this item back to the Comp Board.

There has been some comment on the SCCA going off half cocked again. I feel constrained to ask which way you want it? The BOG and other Boards could easily keep everything to themselves until fully baked but have chosen to make minutes available to the membership through

continued.....

GOVERNOR'S MEMO continued....

the RE's as soon as possible. These minutes contain the half formed ideas as well as the finished ones. Some points are passed by the CB and shown in their minutes as a necessary part of the dialogue between it and the BOG. The racing in the rain proposal is a case in point. It was an idea, put on the table, bucked to the BOG, and turned down because it was not felt to be a good idea. Under the present system of keeping you informed the "Golden Bananas" are going to be seen, as well as other, better proposals. Too often in our club there is little reaction to proposals until they are published in some board or committee minutes. It is then that we get the major portion of our input from you.

Class restructuring is still under consideration. In any event there is strong feeling about retaining cars if not classes per se. The question may boil down to whether we wish to continue to recognize classes that are poorly supported or whether we should combine cars from those classes with other cars to form new class groupings. That is the question I would like your input on. No matter what is decided at this time, I think class population statistics should be published in Sports Car every year to keep us all aware of trends.

A word about the Association for Motorsports which is fighting the EPA in Illinois. This group asked the BOG if SCCA would support their cause financially. The BOG voted \$500 to the AMS and decided to pass their appeal on to the membership directly for further support. The main reason more money was not appropriated at this time was that for the past year or so we have been paying our dues in this fight rather heavily and directly in a court case in our own state, New York. This is the noise pollution case brought by the Attorney General against racing at the Bridge.

If you wish to communicate with the Competition Board and/or the BOG write to Denver in care of the Board Chairman and the Club Office will see to it that all the board members get copies. I'll ask you again to please let me know how you feel about anything at all concerning the club. Consider especially the basic premises listed at the beginning of this memo.

Meetings coming up: Board of Governors - 5/14-5/16
Solo Bd meeting 5/29-5/31

Thank You.

Bob Perry

From the Guinness Book of Records for 1975

Did you know???

The oldest auto race in the world, still being regularly run, is the R.A.C. Tourist Trophy first staged on the Isle of Man on 9/14/05.

The oldest continental race is the French Grand Prix first held in 1906.

The first "real" auto race was from Paris to Bordeaux and back 732 miles on June 11-13, 1895. The winner was E. Lavassor driving a Panhard-Lavassor two seater with a 2.1 liter Daimler engine developing $3\frac{1}{2}$ h.p. His time was 48 hours 47 min. (aver. speed 15.01 mph).

The world's first plates were probably introduced in Paris in 1893. The first American plates were in 1901 in New York State.

The earliest long rally was from Peking, China to Paris over a route of 7500 miles. Five cars left Peking on 6/10/07 and the winner arrived in Paris on 8/10/07 in his 40 h.p. Itala.

The fastest road circuit is the Francorchamps circuit near Spa, Belgium. It is 14.10 kilometers in length and was lapped in 3 minutes 13.4 seconds (average speed of 163.086 mph) during the Francorchamps 1,000 kilometer sports car race on 5/6/73 by H. Pescarolo driving a 2,933 cc V12 Matra Simca MS 670 Group 5 sports car. The practice lap record is 3 minutes 12.7 seconds (average speed 154.765 mph) by Jacky Ickx.

The Targa Florio was widely acknowledged to be the most arduous race. Held on the Piccolo Madonie Circuit in Sicily it covered eleven laps (492.126 miles) and involved the negotiation of 9,350 corners, over severe mountain gradients, and narrow rough roads. The record time is 6 hours 27 minutes 48.0 seconds.

The most difficult Grand Prix circuit is generally regarded to be that for the Monaco Grand Prix run through the streets and harbor of Monte Carlo. It is 3,278 meters in length and has 11 pronounced corners and several sharp changes of gradient. The race is run over 78 laps and involves on average more than 2,000 gear changes.

Based on the World Drivers' Championships, inaugurated in 1950 the most successful driver is Juan-Manuel Fangio who won five times. He retired in 1958 after having won 24 Grand Prix races. The most successful driver in terms of race wins is Stirling Moss with 167 races won, including 16 Grand Prix victories. The most Grand Prix victories is 27 by Jackie Steward between 9/65 and 8/73. Jim Clark holds the record of Grand Prix victories in one year with 7 in 1963. He won 61 Formula One & F. Libre races between 1959 & 1968.

MOHAWK-HUDSON REGION
SPORTS CAR CLUB OF AMERICA

GYMSCHOOL 76

GYMSCHOOL is our annual drivers school and training session designed to introduce the novice to the art and science of competing in gymkhanas, autoslaloms, or autocrosses. The emphasis is on precision execution of medium speed maneuvers (average of 30-40 MPH). You need to bring only your car, anything from VWs and Dune Buggies to Cadillacs and Lolas. It should be in sound mechanical condition, i.e. good tires and brakes, no loose wheel bearings or steering mechanism, etc. If it rains, you'll need windshield wipers, because we run anyway.

The first part of Gymschool consists of extensive practice, with gradually increasing speeds, on typical autoslalom maneuvers such as slaloms and decreasing radius turns. This is followed by some timed runs through a course made by linking the practice segments. Trophies will be awarded on the basis of the timed runs to the novices, but there may be some of the old pros in there also competing for fun and points.

LOCATION: N.Y. State Peripheral Parking Lot in Albany. Take I-90 to Exit 4 - Rt. 85), bear right at the first opportunity toward the state offices, and take the first right into the parking lot.

TIME: Sunday, April 25, 1976
Registration opens at 11 AM
School starts at Noon.

For additional information, contact:

Candy Schaf 462-3254
Bill Morris 371-7283

Rally Roundup

GREETINGS, and welcome to the beginning of a new rallye year. With the new year also comes a new Rallye Chairman, at no extra charge. Allow me the liberty of introducing myself (as no one else will): Alex Roberts.

Anticipating the question "Who's he?", I shall supply you with some autobiographical background, to wit: Father presented me with my first automobile on my 8th birthday, a new Jaguar XK140. This began my fascination with cars. My driving instructor, Sterling something-or-other, provided my first taste of the thrill of speed. I entered my first race a year later. Unfortunately, short sighted officials prevented me from starting, something about the pillow on the seat, or was it the blocks on the pedals. Undaunted, I turned to rallying. The following year it was on to Monte Carlo. With Mummy navigating we pressed on to a second in class, only to find we had neglected to file our entry forms. C'est la vie. After this heartbreaker, in a fit of adolescent rage, I vowed never to rallye again and retired to my marbles. I regained interest in motoring in 1961 and so joined MO-HUD that year. Being shy about my former endeavors in motordom though, I stayed in the background much of the time until last year when I decided to pursue a more active role (and pay my dues). This year, after clamorous urging from Club officialdom to accept some task to which I could apply my talents, I graciously concented to accept this post. What more can I say?

And now to lighter matters.

This years rallye program is still in need of some enterprising enthusiasts to produce a rallye or two. Are you ready to receive the heady accolades of your fellows by being a --RALLYE MASTER-- and producing a masterpiece of rallying? I have many choice dates available even yet, so don't get left out, avoid the rush, see me immediately for the date of your choice.

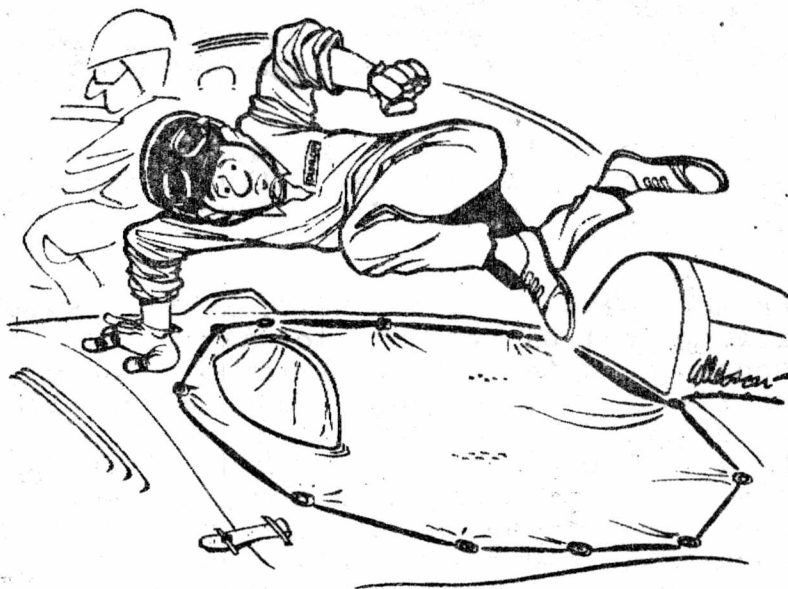
EXTRA -- I have copies of MO-HUD's General Instructions, available free of charge. Study up now and be prepared. As I am contemplating revisions to the Generals, any feedback from you, the participant, would be most helpful. Drop me a line about rules that bug you or additions you crave.

What bodes for future articles in this lunatic column? At present I have many plans, but you all know how plans end up, however, look for these topics in the near future:

- How to win in Class C (without cheating);
- What equipment do Class B & A use and where to get it;
- Rallye tips, hints, & quizzes;
- and much more, so tune in each month.

Questions - contact me please. Call 457-6136 weekdays 9-5, or 371-3204 at home, or write me (see inside cover for address). Til they revoke my typewriter then, I'm just

Alex



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1976 NORTHEAST DIVISION CALENDAR

Mar 27/28	Dr Sch - Wash DC - Smt Pt	Aug 7	Reg Race - NYR Bridgehampton
Mar 27/28	Dr Sch - NNJ - Bridgehampton	Aug 7/8	Dr Sch - NER - Thompson
Apr 3	March Lion Div Rally - SJer	Aug 8	F5000 - Mid-Ohio
Apr 4	Shad Moon Div Rally - Phila	Aug 13/14	Dr Sch & Reg Race - NNJ - Lime Rock
Apr 10/11	Dr Sch - NYR - Bridgehampton	Aug 14/15	IMSA - Pocono
Apr 23/24	NATL RACE - NYR - LIME ROCK	Aug 14/15	Natl Race - Glen - Glen
Apr 24/25	REG RACE - WASH DC - SMT PT	Aug 21/22	NATL RACE - CEN PA - SMT PT
May 1	Reg Race - NER - Lime Rock	Aug 21/22	Reg Race - NER - Thompson
May 1/2	Reg Race - Mah Val - Nelsons	Aug 28/29	Reg Race - Glen - Glen
May 8/9	Dr Sch - St Cit - Nelsons	Aug 28/29	NEDiv Solo II Runoffs - NER - Bryar
May 8/9	F5000 & TRANS AM - POCONO	Sept 3/5	NATL RACE - NER - LIME ROCK
May 15	Virginia Reel Nat Rally - Wash DC	Sept 11	Sherman Oaks Natl Rally - NYR
May 22/23	Dr Sch - NER - Bryar	Sept 11/12	Dr Sch - W NYR - Nelsons
May 22/23	Solo I & Solo Sch - Glen - Glen	Sept 11/12	NATL RACE - TRI REGS - POCONO
May 29/30	REG RACE - WASH DC - SMT PT	Sept 11/12	Reg Race - NYR - Bridgehampton
May 29/31	IMSA - LIME ROCK	Sept 12	SOLO I - WASH DC - SMT PT
May 29/30/31	TRANS-AM, FF, REG RACE - WNYR - Nelsons	Sept 18/19	REG RACE - WASH DC - SMT PT
May 29/31	Reg & Natl Race - NER - Bryar	Sept 25/26	RESTR REG RACE & ENDURO - ST CIT - NELSONS
June 5/6	Dr Sch - Mah Val - Nelsons	Sept 25/26	Reg Race - NER - Bryar
June 5/6	SOLO I & SOLO SCHOOL - WASH DC - SMT PT	Oct 2	Steel Haul Natl Rally - St Cit
June 5/6	Reg Race - NYR - Bridgehampton	Oct 3	Quaker State Div Rally - Mah Val
June 5/6	Reg Race - Glen - Glen	Oct 2/3	Reg Race - NNJ - Lime Rock
June 12/13	Duryea Hillclimb - Blue Mountain	Oct 9/10	USGP - GLEN - GLEN
June 12/13	NATL RACE - ST CIT - NELSONS	Oct 9/10	Reg Race - Mah Val - Nelsons
June 12/13	Reg Race - NER - Thompson	Oct 16/17	Weatherly Hillclimb - NEPA
June 19	Reg Race - NNJ - Bridgehampton	Oct 16	Restr Reg - NYR - Lime Rock
June 19/20	Reg Race - Mis Bay - Nelsons	Oct 23/24	REG RACE - WASH DC - SMT PT
June 19/20	Dr Sch - Glen - Glen	Oct 23/24	Reg Race - Glen - Glen
June 19	Natl Rally - NER	Oct 23	Appalachian Natl Rally - Phila
June 26/27	NATL RACE - WASH DC - SMT PT	Oct 30/31	Reg Race - WNYR - Nelsons
June 26/27	Solo I - Glen - Glen	Nov 6/7	Dr Sch - Wash DC - Smt Pt
July 2	DR SCH - NNJ - LIME ROCK		
July 3/5	NATL RACE - NNJ - LIME ROCK		Championship Spark Plug Classic at Road Atlanta the Week of October 24th thru October 31st, 1976.
July 10	SOLO I - WASH DC - SMT PT		
July 10/11	Reg Race - NER - Thompson		
July 10/11	F5000, TRANS-AM, IMSA - GLEN - GLEN		
July 17/18	Dr Sch - NER - Thompson		IF there are any changes in this schedule as listed please notify me immediately so that changes may be made and the proper people notified.
July 17/18	Giant Dispare Solo I - NEPa		
July 17/18	Natl Race - Glen - Fin Lakes		
July 17	Reg Race - NYR - Bridgehampton		
July 24/25	REG RACE - WASH DC - SMT PT		
July 24/25	NATL RACE - MAH VAL - NELSONS		
July 24	Reg Race - NER - Lime Rock		
July 30	Dr Sch - Mo-Hud - Lime Rock		
July 31	Reg Race - Mo-Hud - Lime Rock		
July 31/1	Reg Race - St Cit - Nelsons		

Judy
 Judy J. Tessmer, NEDiv Scheduling Representative
 Post Office Box 13207
 Pittsburgh, PA 15243
 Telephone: 412-831-8083

Martha R. Dysart, NEDiv Pointskeeper
 210 Rebecca Avenue - Apt. B
 Pittsburgh, PA 15221
 Telephone: 412-371-7324

LIME ROCK PARK
1976
Schedule

April	16-17	Porsche (NNJ) Club
	23-24	SCCA (NY) NATIONAL RACE
May	1	SCCA (NE) NARRC Race
	7	Porsche (Hudson Valley) Club
	8	Mega Alfa Club
	14	Porsche (Conn. Valley) Club
	15	Bonnet and Boot Club
	21	BMW (NJ) Club
	22	Wide World of Cars
	29-31	IMSA CAMEL GT and BF GOODRICH CHALLENGE
June	5	Poughkeepsie Sports Car Club
	11	Mercedes Benz (Sea Level) Club
	12	SCCA MO-HUD Autosprint
	18-19	Jaguar Club
	26	National Alfa Club
July	2	RRDC Drivers Clinic
	3-5	SCCA (NNJ) NATIONAL RACE
	10	Bonnet and Boot Club
	17	Ferrari Owners Club
	24	SCCA (NE) NARRC Race
	30-31	SCCA (M-H) Drivers School & NARRC Race
August	6	Porsche (Conn. Valley) Club
	7	Aston Martin Owners Club
	13	SCCA (NNJ) Drivers School
	14	SCCA (NNJ) NARRC Race
	20	Porsche (Hudson Valley) Club
	21	Western Conn.-Mid Hudson Corvette Club
	27	BMW (NJ) Club
	28	Corvair Club
Spt.	4-6	SCCA (NE) NATIONAL RACE
	10-11	National Porsche Club
	17-18	Mercedes-Benz (Sea Level) Club
	24	Datsun Owners Club
	25	Liverpool Motor Club
October	2	SCCA (NNJ) NARRC Race
	8	Porsche (Metro NY) Club
	9	Bonnet and Boot Club
	15-16	CAR & DRIVER CHALLENGE V
	22-23	Jaguar Club
	30	VSCCA Club

Lime Rock park also has Open Practice every Tuesday

TO THOSE INTERESTED IN THE GLEN REGION RACE RESCUE PROGRAM:

The Glen Region is now embarking on a full-scale race rescue system. We are interested in hearing from anyone who feels that he or she may have an expertise appropriate to the development of the system. Opportunities in this effort cover a wide variety of functions. Established categories of participation in the system are: EMTs, physicians, nurses, firemen, drivers, emergency phone dispatchers, media personnel, photographers, welders and machinists, and retrieval vehicle (jeeps, wreckers, and pick-up trucks) owners.

The above list is obviously not complete. If you wonder about what you have to offer - try us!

Inquiries should be addressed to:
Glen Region Race Rescue Committee
136 Briar Hill
Rochester, New York 14626

Please include your previous experience and current credentials in your response.

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• FIAT

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SPECIAL DISCOUNT TO SCCA MEMBERS SEE Roly Hecox
Parts mang

Wanted • For Sale • Do You Have? • Sold

For Sale: Pinto front sway bar (AddCo)
Complete with brackets \$20.00
Hooker headers for Pinto 2000 cc
engine, used \$10.00
Call Clayton Sumner, Ravenna - 756-6491

For Sale: A bargain at \$1.00 each - Solo II Trophies
21 - 10½ oz. glasses (1st place)
5 - 7 oz. glasses (2nd place)
22 - 7 oz. glasses (3rd place)
Get 'em now before they become 1976 trophies
The money could be used towards FTD Trophies

Call: Candy - 462-3254

NOTICE

We are presently trying to compile a member directory to be released the end of May.
Anyone NOT wanting their address to be listed,
Please drop me a note.

Jean Fantelli
Damask Dr.
Clifton Park, NY 12065

NOTICE

The flag marshal of SJR invites all Flag workers with license or log book with two regional races (at least) to work the F-5000, Pro FF, Trans/Am and Pro FSV race held at POCONO on May 7-8-9.
Send your name to

Bill Strimel, Flag Marshal SJR
111 W. Woodlawn Ave.
Maple Shade, NJ 08052
609-663-5189

Wanted • For Sale • Do You Have? • Sold

For Sale or Trade:

VW mini-stock rolling chasis:
Fabricated by Bob Hackel. Full cage; interior
sheet metal; locked rear; suspension lowered,
with shock spring units on rear and right front,
jacking bolt on left front; wide wheels, tires.
Body available.

Finish the detail work, add an engine and go

RACING!

Owner anxious to dispose of this vehicle. would
like to trade, or as part of deal, for bike.
All offers considered

Call: Greg Rickes - Office: 457-4947
Home: 463-1573

For Sale:

Almost 2 Bugeye Sprites.
If you're a mechanic you could get one on the
street with plenty of spares.
If you race one, you may never have to buy
another part.

If interested Call:

Doug Jones - 767-2891

For Sale:

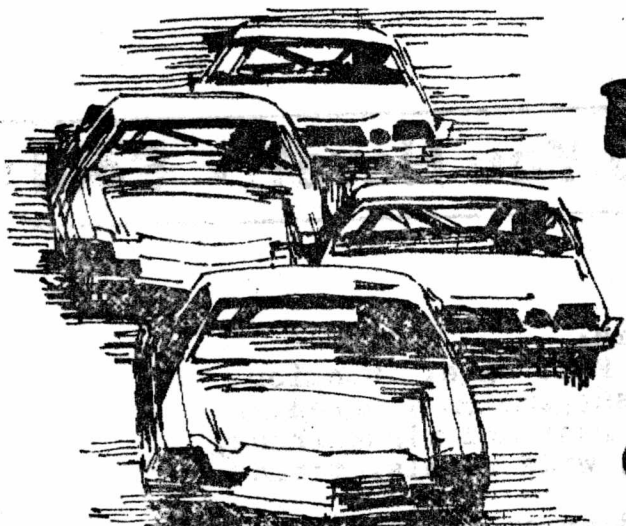
Resort Area - 1 Acre building lot in Southern
Vermont. Year round recreation. Access to
swimming, tennis etc.
Value over \$7000. sacrifice for quick sale - \$5500.

Call: Jack Fantelli - 371-7267

Also: Trans Am Firebird '70½ very low mileage. Better than
showroom condition. 400 cu.in. 370 HP. you can't
buy a new car as fast or as good.
Asking \$3500. -

Also: Mini Marcos D/SR. New England Regional Champion 1974
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Very reliable, never a DNF. 2 complete super trick
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8 mag wheels. Very inexpensive to maintain. very
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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, thereby 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)

For further information contact . . .

YANKEE
Silicones, Inc.

what's happening?

April	23/24	National Race	Lime Rock	NYR
	24/25	Regional Race	Summit Point	DC
	24	RPI Autoslalom	RPI College	Troy
	25	MO-HUD Autoslalom & School	Peripheral Lot	
	26	MO-HUD Executive Meeting	Bill Morris'	
May	1	Regional Race	Lime Rock	NER
	1/2	Regional Race	Nelson Ledges	MVR
	2	EMSC Gimmick Rally	(see flyer)	
	5	MO-HUD Membership Meeting	Center Inn	
	8/9	Drivers School	Nelson Ledges	Stl Cts.
	8/9	F5000 & Trans Am	Pocono	
	9	AMEC Autocross	Alb-Saratoga	Malta
	15	Virginia Reel Ntl Rally		DC
	16	BMSC Autoslalom	Pittsfield	
	22/23	Drivers School	Bryar	NER
	22/23	Solo I & Solo School	Watkins Glen	Glen
	22	RPI Rally	RPI Campus	
	23	MO-HUD SCCA AUTOSLALOM	Peripheral Lot, Wash. Ave.	
	24	MO-HUD Executive Meeting	Phil Panos'	
	29/30	Regional Race	Summit Point	DC
	29/31	IMSA	Lime Rock	
	29-31	TRANS AM, FF, Regional Race	Nelson Ledges	WNY
	29/31	Regional & National Race	Bryar	NER
June	2	MO-HUD Membership Meeting	Center Inn	Glenmont
	6	AMEC Autocross	Alb-Saratoga	Malta
	6	BMSC Autoslalom	Pittsfield	
	5/6	Drivers School	Nelson Ledges	MVR
	5/6	Regional Race	Glen 100	Glen
	5/6	Regional Race	Bridgehampton	NYR
	5/6	Solo I & Solo School	Summit Point	DC
	12	MO-HUD AUTOSPRINT	LIME ROCK	



EMPIRE MOTOR SPORTS CLUB

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BICENTENNIAL
P.O.R.* RALLY



(*PICK-YER OWN ROUTE)

Sunday, May 2nd

Registration 11:00 a.m.

First Car off 1:01 p.m.

Start: New Scotland Avenue Armory
New Scotland Ave., Albany, N.Y.

co-sponsored by
U.S. NATIONAL GUARD
210th ARMORED DIVISION

ENTRY FEES: \$2.50 for E.M.S.C. members
\$3.00 for members of any other car club
\$3.50 for anyone else

SPECIAL ENTRY FEE of \$3.00 for any member of the U.S. National Guard with I.D.

LEE BEAUREGARD – 439-4783

JACK HANIFAN – 438-3754

(Only 2 passengers over 12 per vehicle to be eligible for trophy)

Trophies — Special Prizes
More Challenging Than Ever

SEE YOU MAY 2nd at THE ARMORY

R. E. GIONAL RAMBLINGS

Well it's April and the racing season is upon us again.

For the drivers and workers, the first NEDiv National is at Lime Rock (NY region) on April 24. The first NARRC race is the next weekend, May 1, also at Lime rock (NE). I have not received the 1976 SCCA directory and do not have all the current specialty chiefs for each region. I do have some and I do have at least one contact for each region. Workers who need licenses renewed should contact Howard Geer. He has to process them and send them to the divisional licensing people so be prompt if you expect to make the first few races.

Rallye people have already started with the NARS series having started April 11. More rallyes will follow to complete the rallye series. People interested should contact Alex Roberts for information or contacts.

In Solo II department, Mo-Huds annual Gymschool will be April 25 with Bill Morris and Candy Schaf as co-chairman. Anyone who has wanted to learn what autoslalom is all about couldn't pick a better time. They can benefit from top notch instruction and as novices are eligible for special prizes. The experienced people should remember that Gymschool is the first event in the SCCA Autoslalom series and full points will be awarded.

We had a good turn out for the annual Guest Night and I hope most of the new people will be back to our meetings and our events. Newcomers are welcome and encouraged to come to any meetings or events. Please don't think you need a special invitation. That goes for all the present members also, just because you compete in solo events doesn't mean you can't rallye or come to meetings and vice-versa.

Till next month,

Craig Robertson, RE

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