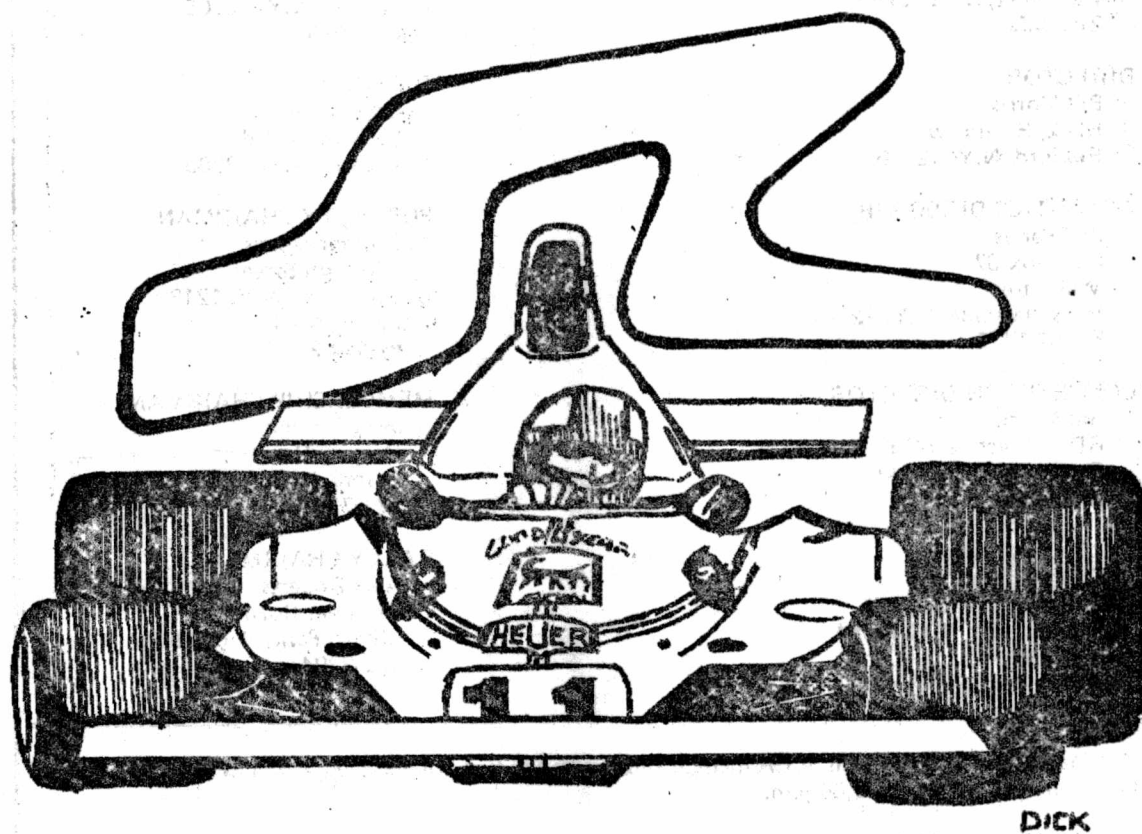


Published Monthly by SCCA - Mohawk Hudson Region

the knock-off

MAY 1976



THIRD CLASS MAIL

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

DAVID MCCLUMPHA
901 19TH ST.
WATERVLIET, N.Y. 12189

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

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

1976 OFFICERS

REGIONAL EXECUTIVE

Craig Robertson
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

DIRECTOR

Carl Corrin
27 Hunting Rd.
Albany, N.Y. 12205

ACTIVITIES DIRECTOR

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

PUBLICITY CHAIRMAN

Eleanor Morris
300 18th Street
Watervliet, N.Y. 12189
h. 766-4064
w. 474-2642

COMPETITION DIRECTOR

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

MEMBERSHIP CHAIRMAN

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

SOLO CHAIRMAN

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

RALLY CHAIRMAN

Alex Roberts
49 Sonat Road
Clifton Park, N.Y. 12065
371-3204

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 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 Mohawk-Hudson May Membership Meeting was called to order May 5, 1976 by RE Craig Robertson at 8:23 at the Center Inn.

Secretary's Report was read. A motion was made by Eleanor Morris seconded by Carl Corrin to approve minutes as read. Carried

Treasurer's report was read.
Asst RE No Report.

Activities Director not present.

Bill Morris will have a joint rally May 15 with the 18+ Ski Club and Mo-Hud.

On May 22 there will be a Mo-Hud, SCCA car show at the 76 Mall.

June 12 will be the annual Autosprint at Lime Rock.

Competition Director went over the people who have renewed licenses for 1976.

Membership Chairperson reported 108 members.

Old Business:

Bill Morris went over Skip Barber's presentation at our recent executive meeting. He requested the region to work some of his schools. He has an 8 weekend schedule of racing. Most are at Thompson, 3 at Lime Rock and one at the Glen.

Lime Rock dates are July 16 & 17, Sept 17 & 18, Oct 29 & 30.

He would need about 20 flaggers for Lime Rock and a Fire Rescue team. In return the region would receive free days of racing and instruction from his school to be given as possible awards to the workers or as we see fit. Most at the meeting were in favor of the region doing the three weekends at Lime Rock.

Craig Robertson made a motion seconded by Dave McClumpha to participate in Skip Barber's Lime Rock Schools. Carried.

Eleanor Morris said Bob Gordon of Channel 10 expects to cover and participate in one of the Drivers Schools and give M-H a plug.

New Business:

The Race Chairman will be Phil Panos

The Drivers School Chairman will be Craig Robertson.

Bill Morris went over the Competition Board Minutes.

Meeting adjourned at 9:00.

Respectfully submitted,

Marie Corrin, Secretary

WHO TO CONTACT IN NEARBY REGIONS

New England Region

Regional Executive:

Eric Anderson, 55 Windsor Rd, Cranston, RI 02905 (401) 781-5831

Registrar:

Jan Poor, 7 Sage Ln., East Granby, Ct. 06026 (203) 658-9968

Rally:

Rick Andersson, 239 Crawford St., Northboro, MA 01532 (617) 393-8897

Northern New Jersey

Regional Executive:

Peter Wilke, 401 U.S. Rt 22, Apt 7D, N. Plainfield, NJ (201) 753-7041

Registrar:

Cookie Kangas, 22 William St., Red Bank, NJ 07701 (201) 842-7469

Rally:

Craig Lavander, 80 Lupton Ln #2C, Haledon, NJ (201) 742-4606

New York Region

Regional Executive:

Jane Driscoll, 67B Fine St, Long Beach, NY 11561 (516) 889-1765

Registrar:

Sandy Lewis, 21 Davenport Ave #1D, New Rochelle, NY (914) 567-0878

Rally:

Jeff Becker, 23 Martin St., Great Neck, NY 11000 (516) 487-8788

Glen

Regional Executive:

Roger Holman, 14 Fox Ln, Painted Post, NY 14870 (607) 962-2709

Registrar:

Dawn Ehrhardt, 459 Brainard Pl., Painted Post, NY 14870 (607) 962-3507

Finger Lakes:

Regional Executive:

Lyn A. Wechsler, 299 Howland Ave., Rochester, NY 14620 (716) 473-4701

Registrar:

Jane Burleigh, 54 Cambria Rd., Rochester, NY 14617 (716) 266-2162

Rally:

William Leathersich, 782 Lacy Rd., Caledonia, NY 14423 (716) 538-4797

Race Circuit Contacts:Lime Rock Park

James E. Haynes, Gen. Mgr.

P.O. Box 441

Lakeville, Ct. 06039

(203) 435-2572

Bryar Motorsport Park

Loudon, N.H. (603) 524-4517

Keith Bryar, Gen Mg.

Pocono Intl Raceway

Long Pond, Pa

Joseph Geiser, Exec. Asst.

P.O. Box 500

Mt Pocono, PA 18344 (717) 646-2300

New Thompson Speedways

Don Hoenig Pres.

P.O. Box 287

Thompson, Ct 06297

(203) 923-9503

Watkins Glen Grand Prix Circuit

Malcolm Currie Exec. Dir.

P.O. Box 1

Watkins Glen, NY 14891

(607) 535-2600

Bridgehampton Racing Circuit

Earl Gandel

P.O. Box 231

Bridgehampton, NY 11932

(516) 537-3770

NUTS AND BOLTS -Continued from last month - by George Dennis
TOP END, Finger Lakes

The next adjustments are caster, camber, and toe in. To work on caster, you will have to borrow or buy a caster gauge. Another item, though not mandatory, is some Weaver blocks or equivalent. Weaver blocks are swival pads that set under the front wheels. They allow movement side to side, back and forth and rotational. The back wheels of the car should be shimmed up to the height of the Weaver blocks.

Turn the front wheels 20 degrees to the left and zero the caster gauge. Turn the wheels back, through straight, and 20 degrees to the right then read the gauge. Adjustments are made by changing the length of the upper trailing arm or by shimming the front or rear of the lower A-frame. Adjust the caster to your specification (probably 3° to 6° positive). Make sure both sides are the same. More positive caster will cause the car to have more straight line stability and a more stable braking. Less positive caster reduces rolling resistance.

Next, look to the camber. A simple tool that is pretty accurate for this is a carpenter's protractor level. Sears sells one for about \$8. Roll the car back and forth bouncing on it as you go to "set the suspension". Place the camber gauge on a surface that is perpendicular to the axle centerline. Usually the rims have a place suitable for this or you may have to make an adapter block to get a good surface. The cheap little Sears gauge gives a quick reading of what you have. Changes are made by inserting or removing shim in the lower A-arm, or lengthening or shortening the A-arms on formula cars. If you're using shims on the lower A-arms, make sure you use the same thickness front and rear or your caster gets screwed up.

To measure the toe in, the first time is a little more difficult than succeeding adjustments. The adjustments are made by shortening or lengthening the tie rod length. Both tie rod lengths should be equal; and that's the important part the first time. For succeeding adjustments, change each side by the same amount to maintain equal tie rod lengths.

A guage for checking toe in can be made up very cheaply. Find two pieces of steel tubing around $1/2"$ to $5/8"$ diameter. One of the tubes should slide nicely inside the other. Drill a hole in the outside tube that will allow a $5/16"$ bolt to pass through easily. Weld a $5/16"$ nut over the hole being careful not to damage the threads. With the bolt screwed into the nut, it tightens against the inside tube and allows you to change the overall length of the tubes and lock them into position. Next on each end weld a leg at 90° to the tube. The length of the leg should be a little longer ($\frac{1}{2}$) than the height of your axle centerline from the ground. I used $3/4"$ x $3/4"$ angle for the leg (because I had some). Weld on a pointer to the end of the leg exactly at the axle centerline height when the leg is standing up.

more.....

Nuts and Bolts...Continued....

Roll the car back and forth as before, then slide your toe in gauge under the front of the car. Insert the pointer into the sypes of the tire. Use the same row of sypes and position in the sypes on each side. Lock the gauge length with the tightened bolt. Now move the gauge to the rear of the front tires. Put the pointer in the same row of sypes. The position of the pointer on one end won't go in the sype if there is toe in or toe out. Make equal adjustments to each tie rod, roll the car and recheck. (Don't forget the person in the car).

If all of the static adjustments have been made correctly at this point, the wheelbase of each side of the car should be the same. This can be checked with a tape measure. If the wheelbase is off, the first place to look for correction is the toe in with respect to the centerline of your car.

At this point, you have a number of reference points on your chassis. It will save you time in the future if these locations are permanently scribed in the metal with an engraver or file stroke. Write down their location for future reference so you don't forget where they are.

To check the bump steer you need some additional equipment. Two dial indicators with a 1" to 2" travel, stands for the indicators and a plate for a measuring surface. The plate will have to be made up to fit your car. The surface of the plate has to be reasonably smooth because the dial indicator pointers will ride on it.

The height of the plate should be 2" or 3" more than the total distance the suspension travels up and down. The width should be a little wider than the diameter of the tires used on your car. Drill holes the same as your bolt pattern so you can secure the plate to the hub. You may have to cut a hole in the center of the bolt pattern to clear the wheel bearing dust cap. Measure the height of the axle centerline off the floor. Remove the wheels and place the car on the ride height blocks you make up earlier. Remember those are the ones you weren't going to use for firewood.

Remove the coil spring-shock unit, or just the spring, with McPhearson strut cars. The sway bars should still be disconnected. The suspension should be free to move up and down unrestricted. Place a jack under the lower ball joint and jack the suspension so the axle centerline is at the height off the floor you measured before the wheels were removed. Secure the plate you made to the hub. Set up the dial indicators at the axle centerline height on either side of the plate equal distance from the axle and as wide as possible. This will be about the diameter of the wheel. Record the distance you place the indicators from the axle so you can duplicate the set up. Zero the dial indicators. Move the jack up one inch and read the indicators. Record the difference in the readings. Take readings at 2 inches, 3 inches, recording the readings as you go. Take a series of readings in 1 inch increments

more.....

Nuts and Bolts cont.....

going down from the axle centerline height. Do this for both sides of the car. Plot the readings on a graph as shown at the end of this article.

Now that you have your plots made, what does it mean and what do you do about it. An SCCA rules change for 1976 has opened the door to give you much more freedom in making changes to improve your bump steer. The rules now allow you to change from the original steering set up supplied with your car to a substitute item as long as you don't change the type. If you have a rack and pinion set up, you can substitute a different rack and pinion set up, perhaps one with one longer or shorter tie rod ends. The attachment points of the tie rod ends can be moved up and down. The sample plots at the end of this article show some typical problems.

There is no straightforward solution to achieving a proper bump steer pattern. Trial and experimentation will be the teacher for your car. A couple of things to keep in mind may simplify things. Keep the car symmetrical. The height off the ground of the outer tie rod end on both sides should be the same. The tie rod length should be the same. The pattern on both sides should be the same.

Now that you have spent lots of time getting everything set just the way you want it, you put the car on the track and the thing still handles like a pig. What now? Remember in the beginning all of the specifications that were used were either manufacturer's recommendations, some other racer's experience, or your own best guess. Handling on the track is most popularly expressed in terms of understeer and oversteer. Under steer is when the car has a tendency to plow off to the outside of a corner. The front is breaking loose before the rear. Oversteer is the tendency of the front of the car to go to the inside and the rear comes around and tries to pass you. The checklist below gives you some adjustments for various conditions.

<u>Change</u>	<u>To Add Understeer</u>	<u>To Add Oversteer</u>
Front tire pressure	Lower	Higher
Rear tire pressure	Higher	Lower
Front tire section	Smaller	Larger
Rear tire section	Larger	Smaller
Front Wheel Camber	More positive	More negative
Rear wheel camber	More negative	More positive
Front springs	Stiffer	Softer
Rear springs	Softer	Stiffer
Front anti-roll bar	Thicker	Thinner
Rear anti-roll bar	Thinner	Thicker
Front track	Narrower	Wider
Rear track	Wider	Narrower
Weight distribution	More forward	More rearward
Rear deck spoiler	Higher	Lower
Rear toe in	More toe in	Less toe out*

*

*Toe out on swing axle cars is generally disastrous

More.....

More Nuts and Bolts.....

If the car is plowing (understeer) use a solution that gives more oversteer. If the tail is loose, add more understeer:

It seems that some people are born with the sensitivity to feel understeer or oversteer characteristics. I wasn't so fortunate. It took about two years of racing to develop a feel for it. It happened sort of all the sudden. It was the same time I was able to develop the ability to maintain concentration on the track. Concentration is also difficult to comprehend. It's only when you're able to do it that you realize that you weren't doing it before. If all boils down to spending as much time as you can doing something if you are to become proficient. As you driving improves, the car will have to improve with you. For example, say you have been running with a good but not a great engine for some time. Your're running reasonable consistant about five seconds off lap record times. You feel the car is handling well. Now you scraped up enough bucks to put in a super engine. Suddenly, the car is loose as a goose on the track. You want to go faster but the back end wants to come around on you. You're at the point now where it's time for the car's suspension to grow with your ability and the extra power you have stuffed in.

Don't make a minor change. If you're going to try different tire pressures, don't change by 1 lb. - change the pressure by 5 lbs. If you think the shocks are too stiff, change them to really soft. A drastic change will be felt. If it's too much back off half way and see what happens: I chuckle to myself when I see somebody change their SU carburetors by one flat, try it, and come back exclaiming that it really made a difference. The difference was in the guy's head. Maybe that's not bad either. If he was able to go faster - well, that's the name of the game.

3
VEHICLE _____

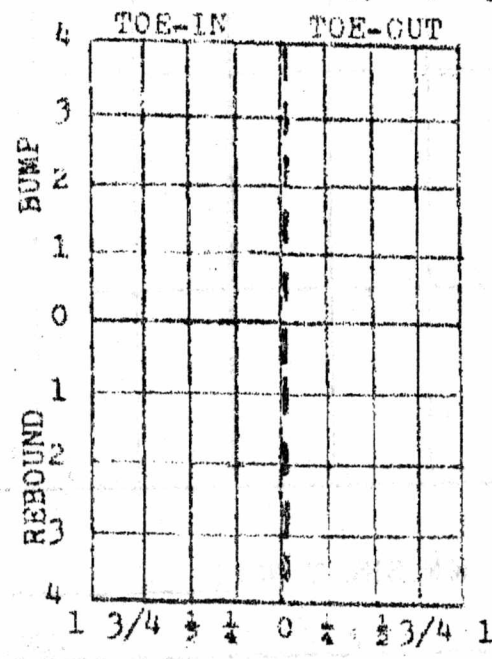
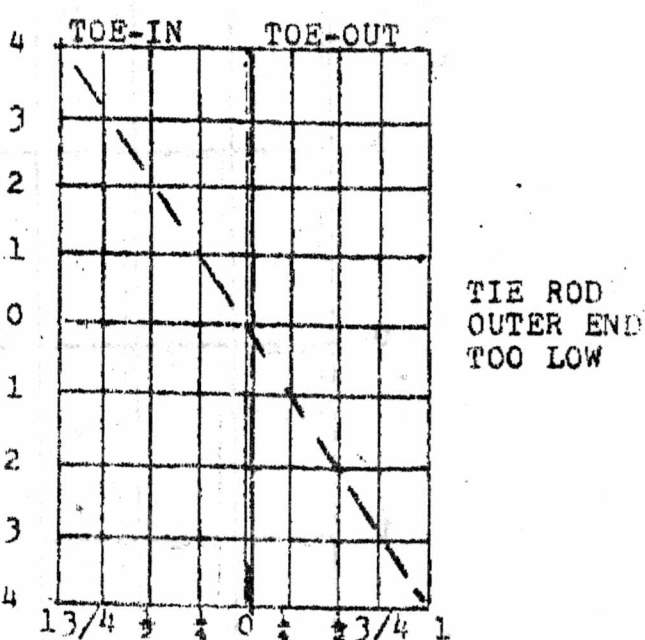
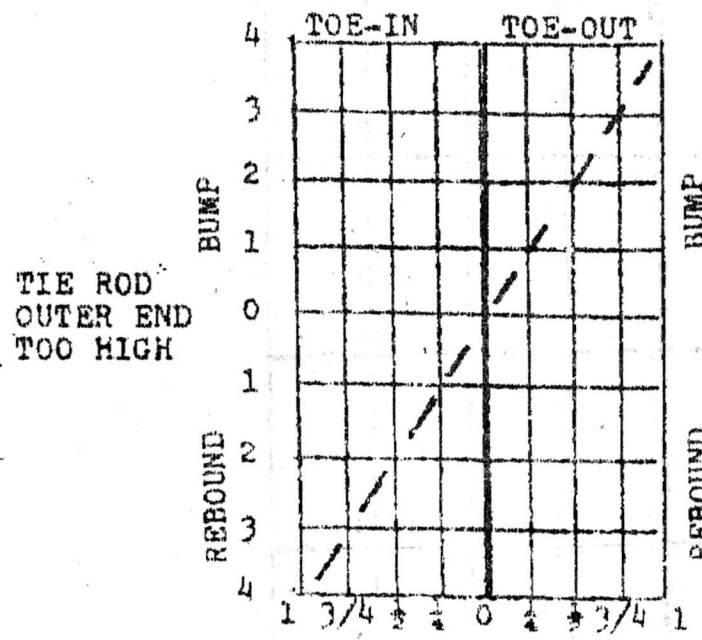
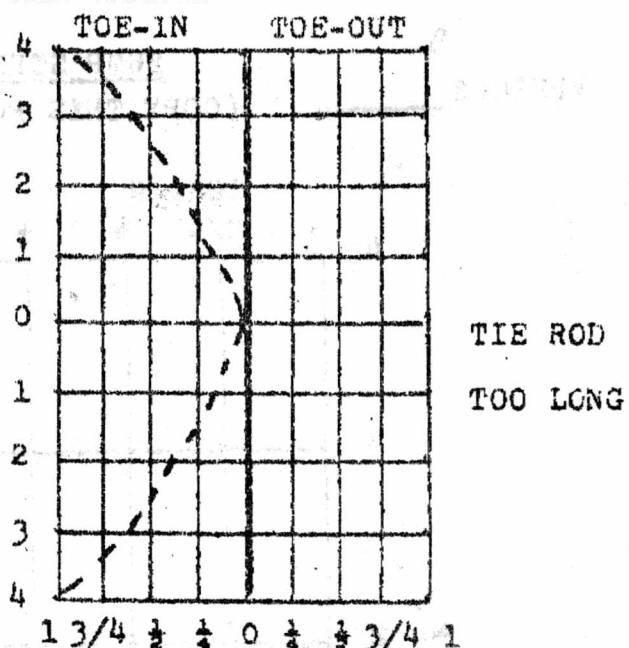
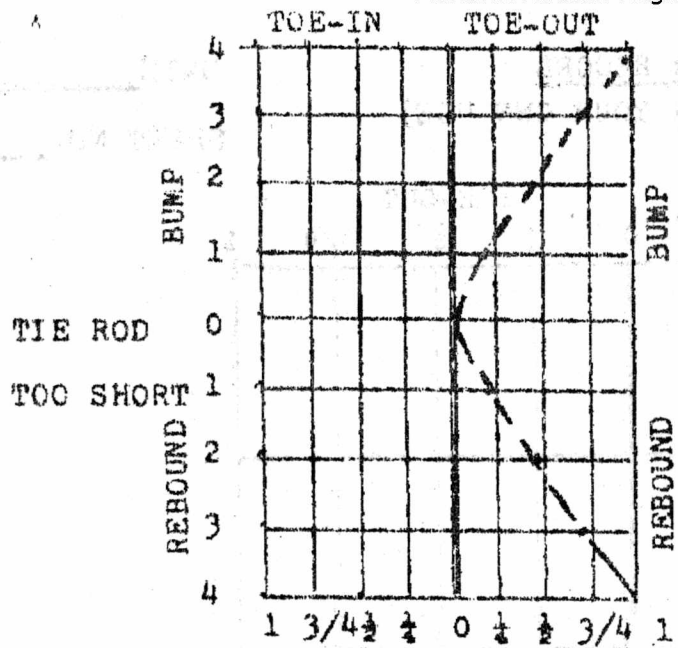
BUMP STEER RECORD
(COPY THIS FOR YOUR OWN USE)

DATE _____

SHEET NO. _____

		TOE-IN				TOE-OUT			
		1	3/4	1/2	0	1/2	3/4	1	
BUMP	4								
	3								
	2								
	1								
REBOUND	0								
	1								
	2								
	3								
	4								

CHANGES MADE FROM SHEET NO. () _____



THIS IS PERFECT!
 (I WANT TO SEE HOW YOU DID IT IF YOU GET A CURVE THIS GOOD)

THERE'S MORE TO IT THAN THE BEER, GUYSby Claire Phelan

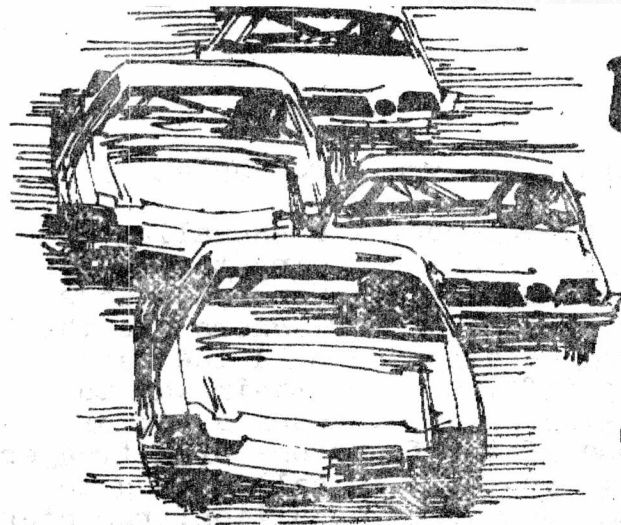
If your kind of music is the revving of engines, the squealing of tires, and the sound of thousands of rpm's all blending together, then you might think about becoming a Flagging and Communications raceworker, or to put it more simply, a flagger. Flaggers are the people in white who stand in strategic locations around the race track and assist drivers who get into difficulty on their way to and from the Start-Finish line. Flagging an event assures you of a trackside seat, but sitting is not one of the functions of a flagger. Your activities are many and varied: you will be called upon to display the proper flag for each hazardous track condition; re-enter a car which has spun off the track; assist a driver in pushing a disabled vehicle off the track to a safe position during the race; get medical assistance for an injured driver or worker; know how to use a "fire bottle" if it becomes necessary; and use headphones to keep Control informed of everything that happens on your station. Also, not to make things seem too glorious, you are out in the sun and the rain, the heat and the cold, and, if you're lucky, you may get 10 minutes for lunch. It's hard work, but it's very rewarding and very often lots of fun.

Aside from the advantage of being front and center during a race, flaggers enjoy their own brand of social activities. There is always a gathering after a race, at which time you will be treated to a free beer, a dash plaque for your car, and if you're really lucky, a knockwurst (with sauerkraut, even). At some point during the day, someone will come around with beer tickets. After he has visited your station, everyone has a new lease on life, and the day seems much brighter. With a beer ticket in your pocket, you feel you can do anything. (By the way, I can tell you from personal experience - if you don't like beer, it's a skill you can learn).

Flaggers are, by and large, a great group of people. Of course, there are a few know-it-alls, a few who only attend prestige events, and yes, girls, a few male chauvinists. But the majority of flaggers are sincere, friendly, and helpful. I don't know of too many millionaires among the flag mob, either. Most of the people you'll meet while flagging are willing to share a motel room or a ride to the track. Flaggers who live near the tracks will invite you to their homes if you don't have a place to stay, or if you have trouble pitching your tent in the snow. (We took home the whole station at the last race we worked, and everyone bunked on our den floor.)

If you have kids and your babysitter has to go to the orthodontist on Race Day, I am told you can be assigned to a station where you can park the family close by. You can't beat that.

So put on your whites, buy a bunch of patches, and come out and flag. See Bruce's chicken taking a victory lap in Bob Tullius' TR-7. Meet Dirty Ernie and his brother, Clean Larry. Learn a lot from Flag Marshals-Kari Vitek, Art Davis, Pete Galfas, etc. Bring the kids, the dog, the goldfish, your wife/husband, boy/girlfriend, lover, boss, grandmother. You'll probably find that you'll be hooked on flagging once you give it a try.



build it like a **pro**

with

Yankee Silicones

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

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.

DISTRIBUTED BY:

DON'S CARMAN SERVICE INC.

Auto Repair
1951-55 Hamburg St.
SCHENECTADY, N.Y. 12304
Phone FR 4-6708

NORTHEAST FOREIGN CAR ACCESSORIES

1854 STATE ST.
SCHENECTADY / 370-2225

SCHENECTADY UNIT PARTS INC.

69 FREEMANS BRIDGE RD. SCOTIA, NEW YORK 12302
370-5600

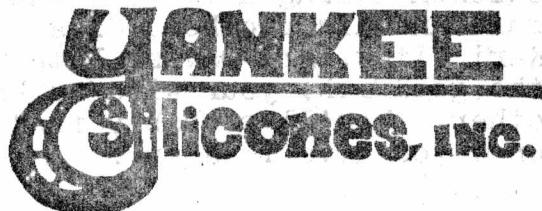
D. P. S. Automotive, Inc.

10 Kraft Avenue

(518) 438-3382

Albany, N. Y. 12205

For further information contact



The following are excerpts from the Competition Board Minutes dated April 10-11, 1976:

General

Roll Cages - The Board reviewed earlier recommendations and previously announced indications that roll cages would be required at some future time. A motion was made and passed that: Roll cages be made mandatory in all Production, Sedan and Sports Racing Cars.

Valve Seat Angles - It was pointed out to the Board that insufficient specifications are available to properly enforce required stock valve seat angles. A motion was made and passed that: Effective January 1, 1977, FF valve seat angles are free.

Battery-Clarification - In order to clarify the battery rule, a minor change was deemed necessary. A motion was made and passed that: GCR Appendix A, 2.2.c.2 be changed to read: "Make, size or voltage (12 volt maximum) of battery(s) provided its (their) voltage and location remains unchanged."

Production Category Wheels - The Board reviewed a request that cars in Classes A & B Production be permitted to use the next wider wheel of "standard" American size which are less expensive than most racing wheels that meet our rules. A motion was made and passed that: The Comp. Board proposes for 1977 that A & B Prod. cars be permitted to go up to the next widest wheel of 7.0", 8.5", and 10", accompanied by an equal track increase; i.e., a car now permitted 9.5" wheels could go to 10". Membership comments are requested with a final decision to be made at the next meeting. It must be noted that this item would be superceded by approval and implementation of item 11.B of these minutes.

Fuel Cells - The Competition Board noted that fuel cells were not specifically recommended although authorized. The Board wishes to go on record as strongly recommending fuels cells in all Prod. Cars.

Steering Gearbox - location clarification. It was felt that the intent of the rules change last year, permitting other steering modifications accommodating bump steering, left unclear whether or not the steering gear box could be moved. Freedom of relocation was felt to be necessary to achieve the desired result. A motion was made and pass that: "The steering gearbox may be relocated" be added to GCR Appendix A, 6.A4.C.11 and 6.B.4.C.10, effective upon membership notification.

Helmets - Based on currently available information, the 1975 standard could not be implemented for 1977. It appears that 1978 would be the earliest practical implementation date. Sufficient information should be available by the fall meeting to make a firm decision on this as well as a new BSI standard that is under Consideration.

Manatory Timeing at Regional Events - The Board received a suggestion that the timing requirements for nationals be applied to regionals. It was felt that such a requirement would be unfeasible.

CSPRRC invitation Distribution - The Board reviewed the original proposal as published in SPORTS CAR and the considerable comment received on the subject. It was felt that a significant improvement could be made on a much simpler basis, at least as a first step. A motion was made and passed that; For Formula Vee and Formula F, the top six out of the top ten finishers in each class in each division be permitted to enter and compete at the CSPRRC beginning with the 1976 event.

more.....

More from the Comp Bd minutes

Sports Racing and Formula - Concurrent Running - Upon request of a number of Northeast Division Drivers, the possibility of running Sports Racing cars with certain Formula classes was again reviewed. It had been suggested that most Sports Racing cars would be more compatible on the race track with Formula SCCA than they are with the big Production and Sedan cars that they often run with. A motion was made and passed that: Formula SCCA and FSV may practice and/or race with Sports Racing category cars, effective upon member notification.

Old Cars - The Board was asked by our insurance broker to discuss the problem of older cars and detection of badly rusted chassis, etc. The only practical solution seen was to request the National Adm. of Scrutineers to communicate this problem with special emphasis to all Chief Scrutineers.

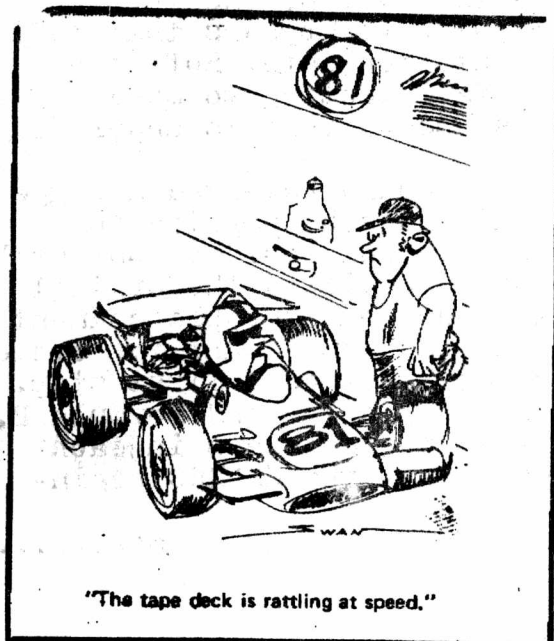
On-car Halon Fire Extinguishers - The Board was advised that our existing requirements were inadequate and considerably lower than other sanctioning body's specifications. A motion was made and passed that Appendix A., 1.5.1.S.2. be changed to read: "Halon 1301 or 1211: Minimum 5 lb. capacity for in-car integrated installations (manual or automatic release)."

Production and Sedan - A motion was made and passed that: AP, BP and AS be combined in accordance with 1976 Trans-Am regulations effective January 1, 1977 as follows:

Class A Sedan

1. 305 CID (1976 Sedan engine rules) Minimum Weight 2900 lbs.
2. 350/366 CID (1976 Production engine rules) min. weight 2900 lbs.
3. 350/366 CID (1976 Sedan engine rules) minimum weight 3100 lbs.

Maximum rim width for all cars is 10 inches. All cars may use 15 inch diameter wheels. All four wheels must be the same diameter. The maximum track allowed will be the increase resulting from the use of 10 inch rims. plus the track specified in the GCR/PCS. These specifications may be adjusted, based on 1976 Trans-Am experience and mid-season 1977 to equalize competition.



"How can a guy enjoy airport courses when you've got to get clearance from the tower every time you want to enter the main straight?"

RACING REPORT

April 24 marked the first NE Division National. The race was put on by New York region at Lime Rock. The attendance was low, about 150 cars. The weather was overcast and the big decision later in the day was whether to go with wet, dry or intermediate tires.. Race one was for G & H Prod, C Sedan, and D Sports Racing cars. Bill McKenna's C Sedan Datsun B210 was the class of the field. He led every lap to win overall and C.S. Gary Rutherford recovered from a 4th lap mistake which lost him over 10 places to finish second in Dave Amen's Alfa GTA Jr. The G Prod race was actually a family affair with the Joe Hausers (I & II) in their white Sprites nip and tuck the whole race. Experience paid off as Joe Sr. ended up third with his son fourth. Randy Canfield held off a mild race challenge by Jim Miller to collect the H.P. honors and 5th overall. Karl Danniell brought the Tiger NTM home 15th for the DSR win. Parsimonious Racing had a tough day as Dave Hathaway DNFed on lap 16 with a broken rocker arm, after running as high as 10th o.a. and 4th in class.

Probably the best race of the day was the FV battle. Jon VandeCar hooked up with Perry Buzzell in a real dogfight. The lead changed several times a lap with first the red D-13 and then the white Zink ahead. On one lap Jon attempted to pass on the downhill, got wide and ended in the dirt. He didn't lose an inch on Buzzell leaving rooster tails of dust behind him as he got back on the pavement. Jon took over for good on lap 16 but never got too far ahead, right up to the end. He seems to be starting off like last year - with a bang. Paul Lawless & Stan Czacki followed 3rd & 4th.

Showroom stock went off next with 7 SSB & 3 SSC cars. Paul Hacker's Scirocco got a real fight from the new lighter Wabbit of Jon Mc Knight but kept command thru out. McKnight's teammate Carlos Ramirez in another Wabbit took third. Mo-Hud's Tony Hilferty came off a slow start to really charge thru the pack and to successfully battle Dick Herman's similar orange Opel for 4th. Herman tried so hard to get by Tony that he got spinning in turn 9 on the last lap and wrinkled his nose.

Formula F was race number four. Only 26 cars were entered instead of the usual 50 or so. In the number one spot on the grid was Grian Goodwin in a Lola. Competing in the first row was Greg Bincarowsky driving a Crossle. Mike Field from Galway was in the 7th slot. On lap three Mike was on the leader's tail and challenging. However on lap 4 the car spun on the back section bending the gear box on a bank. The race developed into a fight between Goodwin and John Christian. Christian managed to edge by on lap 25 and hold on to win. Tom Gaffmeu, Bincarowsky and Joe Marcinski completed the top five. Mo-Hud member Pete Klein ran as high as 11th before bending a suspension piece and retiring.

The fifth race was for E & F Prod. Brian Fuerstenau, in the Group 44's MGB, was on the pole and Jim Newcomb was alongside in the Pumpkin Racing Spitfire. Don Valenti was in the third row and Harold Cameron's Group 43 Midget was in row 5. Fuerstenau and teammate John Kelly jumped into an early lead with Valenti's 914 in pursuit. On lap 11 Valenti pushed ahead of Kelly and went after

more.....

National Race cont....

the MGB. However, a breather hose came loose dumping a little oil on the exhaust manifold causing a black flag. Once repaired Don set off again now in 11th position one lap down. Meanwhile Kelly was being harried by Newcomb and Tom Collins for second o.a. and FP lead. H. Cameron had moved up to 7th. Kelly gave way on 21 dropping to 4th while Collier took over second. Valenti worked his way back up to 8th on lap 25 before a reoccurrence of the breather hose problem forced him to ease off finally ending up 11th (6th in class). H. Cameron was now just behind Kelly who had dropped down to 6th spot. Group 43 ended with a 4th in class. Brian in winning, lapped all but the second place car of Collier. Newcomb was third. Fastest E Prod lap went to Valenti on lap 24 while he was trying to recover from the pit stop.

Race Six provided several surprises. The DP, B Sedan, CSR field was supposed to be led by the two CSR's of John Tomkin and Bill Nesbitt while the third car was the Lotus Super 7 of Tom Robertson who turned in the fastest DP time. Filling out the second row was the new TR-7 of Bob Tullius and Group 44. However Nesbitt ended up going down the pit lane instead of onto the track and was forced to leave at the end of the field. This left Tullius with essentially a front row spot since he had open track ahead. On the first pace lap Gerry Glante's Datsun 2000 spun in Big Bend scattering the field and necessitating another pace lap. Meanwhile Nesbitt had moved up 4 or 5 spots. By the end of the second pace lap, Plante had worked up to his original grid spot and Nesbitt was in the middle of the pack. At the drop of the green, Tomkin and the CSR of Gene Woodruff began to pull away from the field. As they came down the at the end of lap one both CSR's were missing and the leader was Robertson's Lotus closely followed by the TR-7. Bob Sharp's Datsun 610B Sedan was third followed by the 510 of Bob Leitzinger. Nesbitt was now about 8 or 9. Robertson's elation was short lived however as he seemed to have worn the car out and began a rapid drop thru the field and retired after 15 laps. By lap six Tullius had pulled away from the field followed by Sharp. Nesbitt had worked back up to 3rd and Helmut Silberburger's Alfa GTV was in 4th. Tomkin and Woodruff were beginning to move back up after the first lap incident. Nesbitt after taking over second on lap 10, spun and dropped back to 5th. Plante meanwhile moved up to fourth setting the fastest DP lap in the process. Woodruff was back up to 9th. Silberburger set fastest BS lap at this time. By the checker, Nesbitt had reclaimed third place and the CSR win while Woodruff finished 6th. For the Vintage car fans, Julian MacKay finished 11th oa and 5th in DP in a Jaguar XK-140.

Formula SCCA & Super Vee resembled some kind of a Max Sennet comedy. Almost the entire field went out for the pace lap in the rain on slicks. The field was totally strung out and a couple pitted so they gave them one more lap. Five cars broke out 150 yards ahead of the field to insure another pace lap as several more cars entered the pits to change tires. One FC pit crew just stood there while the driver pointed and yelled. They finally went someplace and came back with a couple of tires then began looking for a jack. They eventually found a scissors jack which they put under the tub

more.....

National race cont....

and jacked up the front end. Then they tried to loosen the nuts. Meanwhile the officials wisely red flagged the field to allow everyone to change tires. The rain was pouring down now and the slicks would have been totally unmanageable. However at least some teams figured it wasn't bad or they didn't have any other tires. One car fitted rains to the rear and kept slicks on the front. Another fitted rains to the left side and kept slicks on the right. A Third fitted three rains, couldn't get a fourth to fit and changed back. About 15-20 min. of this and they were ready to go one way or another. One of the cars on slicks managed to spin three times before he got it so stuck in the mud it wouldn't come out, others never did get stuck, they just crept around or retired. The leaders, Bobby Brown, F. Atlantic was not phased at all and lapped every other car twice. Dirk Wrightson and Carl Whitney put on a good fight for the FC honors with Whitney winning out. Formula Super Vee was won by Ed Givler in the Edge II.

The final race was for the big cars. A,B,C Prod. and A Sedan (none of the sports racers wanted to run). Bob Sharp won although never out of sight of Bob Leitzinger's similar 230Z Datsun. The two of them lapped everyone else in the race twice. Joe Seales in a white Corvette finished sixth o.a., 1st in AP. Sam Feinstein couldn't keep the Cobra straight in the rain and finished 9th oa, 2nd in AP. John Brandt ran third almost the whole race to win BP in a Vette. Norm Fisher finished seventh just ahead of James Briody's Camaro to win A Sedan.

It was a rather disappointing National with a light entry and many non races. There were some good ones particularly F-Vee but they were fewer than normal. Then there was the rain....

NARRC # 1

With two rain race days in a row Lime Rock seems to be in the running for the title "Rain Center of the East". New England Region was the host for the first North Atlantic Road Racing Championship race.

Race Number 1 was for D,E & F. Production and C sports racing. No Sports racers showed but 12 of the production cars took the green. On the pole was Mo-Hud's Don Valenti in his E Prod Porsche. Next to him was Gerry Plante's D.P. Datsun 2000. Second row drivers were Alan Howes and Ken Wasil (DP Lotus Europa) further back, John Travers led the FP qualifiers in his Midget. Harold Cameron put the Group 43 midget two spots behind Travers. The practice had been in the dry but the race was definitely wet. Valenti led lap one but dropped to third for the second lap behind Howes and Wasil. Wasil moved past Howes on lap three and the order never changed again. However Valenti has hanging off Howes tail the whole race trying to get by and any brake by Alan would have cost him the EF win. In fourth and fifth position the Group 43 MG was involved in a real tussle to hold off Travers similar red car. It was such a tough fight that Hal shared the fastest lap honors with Alan bigger Porsche. Their rivals Valenti and Travers were only a tenth of a second slower.

Formula Vee was next on the schedule. Front row spots went to R.C. Booth's ERE and James Morrison's D-13. Morrison passed Booth

more.....

NARRC #1 continued.....

on lap two and after Booth dropped out on lap 4 he was never in sight from second place. Lawrence DuLude settled into an uncontested second on Lap 5. Third was a fight between Roger French's Autodynamics and Tom Roteselli's McNamara settled in favor of French. F & H Prod, C Sedan and D Sports Racing made up the field for race 3. The only DSR didn't start. Dave Hathaway and his spitfire were on the pole. Don Zahoruiko put his new Datsun B-210 C Sedan along side. The best H car was the bugeye of Greg Cameron in 7th spot. The Garage Spitfire had its problems and Dave dropped steadily back through the field to finish 9th oa and 4th in class. Doug Van Scyoc led three laps until Phil Ackley moved his GP Midget past the Spitfire to take permanent possession of first place. Meanwhile Zahoruiko's luck wasn't too good. He ended up wrong way around at the Big Bend and retired it with some problem. Stephen White brought his Mini home fourth for the CS win. HP was a real battle between Karl Friedland, Les Rimback and Greg Cameron all in Sprites. Friedland finished 3rd oa and 1st in HP.

Race 4 was the F SCCA & F Super Vee race. The light rain turned heavy and one car that went out on slicks could turn no better than a 2 min. 21 sec. lap. The order never changed after lap 1 R.J. Nelkin was first in a FB Chevron. Walter Nelson finished 3rd in a Lotus to win FC (Phil Raeder's old car). Nelkin was later disqualified while all other finishing positions remained the same. Therefore first place was left vacant said the official results. The big bore cars were lined up next A,B,C Prod, A & B Sedan, A & BSR produced an 18 car field. Vern Twombly's BP (reclassified this year) Pantera was on the pole and was never headed to take the overall and BP win. Running second most of the race only to be nipped at the down hill turn on the last lap was Chuch Salty in a Camaro. Ending up second was Bob Lapane in a BP Corvette. Fourth was Bob Dyson in a Datsun 510 (BS winner). Dyson was very quick and held off Lopane's car for five laps. The only ASR, a Porsche 911 Carrera was 5th driven by Robert Prostrom. Sixth was the CP leader James Dey in a 240Z. A Chevron coupe driven by John Sorbell won BSR finishing 10th oa. A. Salerno won AP in a Vette finishing 15th. The FF race was a Crossle benefit with the Irish cars finishing 1,2,3. The two Skinner's Salted Nuts cars of D. Battifareno & Scott Harvey finished one, two and the top seven positions were a parade. This kind of behavior a little strange for Fords but the rain may have had something to do with it. New Mo-Hud member Evangelos Zervoulis finished fifth driving a Titan formerly driven by Mike Field. "Laki" said he wasn't happy with the handling in practice but he came up with a good drive anyway. Jack Loda another region member finished 15th in his Lotus.

Shrowroom Stock finished out the race program. Robert Hohorst came up a surprising pole sitter in his SSC Pinto. Tony Hilferty put his orange Opel on the outside of the front row. As the green dropped Tony squeezed into the lead thru Bib Bend. However Les Clarke ended up leading lap number 1 in an SSB Rabbit. Tony over did it on lap 3 going into Big Bend and dropped to 4th behind Dennis Fox (Rabbit) and Stefanie Cohen (SSB Fox). The top four remained unchanged after this but there was drama further back in the pack. Hohorst had dropped back to 5th and was dueling with the Pinto of

NARRC # 1 cont...

Herb Olson. Just behind them was the SSC Toyota of Connie McIntyre our regions chief Timer and Scorer. On lap number five the two Pinto's touched and spun while Connie drove by into the SSC lead. Olson stopped at the pits to re adjust a front fender while Hohorst stopped later for repairs to a new fender. Connie kept the Toyota in fifth until lap 9 when the SSB Celica she had been holding off snuck inside going into Bib Bend. Connie ended up sixth and first in SSC. She said she couldn't believe it and I had to show her the lap charts to prove it.

All in all Mo-Hud drivers did well with 2-1st, 1-2nd, 2-4ths and 1- 5th.

The total entry for the race was rather light (-130) and combined with the lightest entry for the preceeding week's national, it makes one wonder whether the tight money from last year was maybe affecting things this year. Meanwhile Jim Haynes kept muttering that maybe he should book hydroplanes. Lets hope things dry out for the rest of the race dates.

Craig Robertson..

KAYE'S IMPORTED CARS

MG
TVR

· TRIUMPH
· FIAT

· JAGUAR
· AUSTIN MARINA

FACTORY AUTHORIZED SALES-SERVICE-PARTS...

COMPLETE COLLISION SERVICE

HEADQUARTERS FOR SEMPERIT TIRES

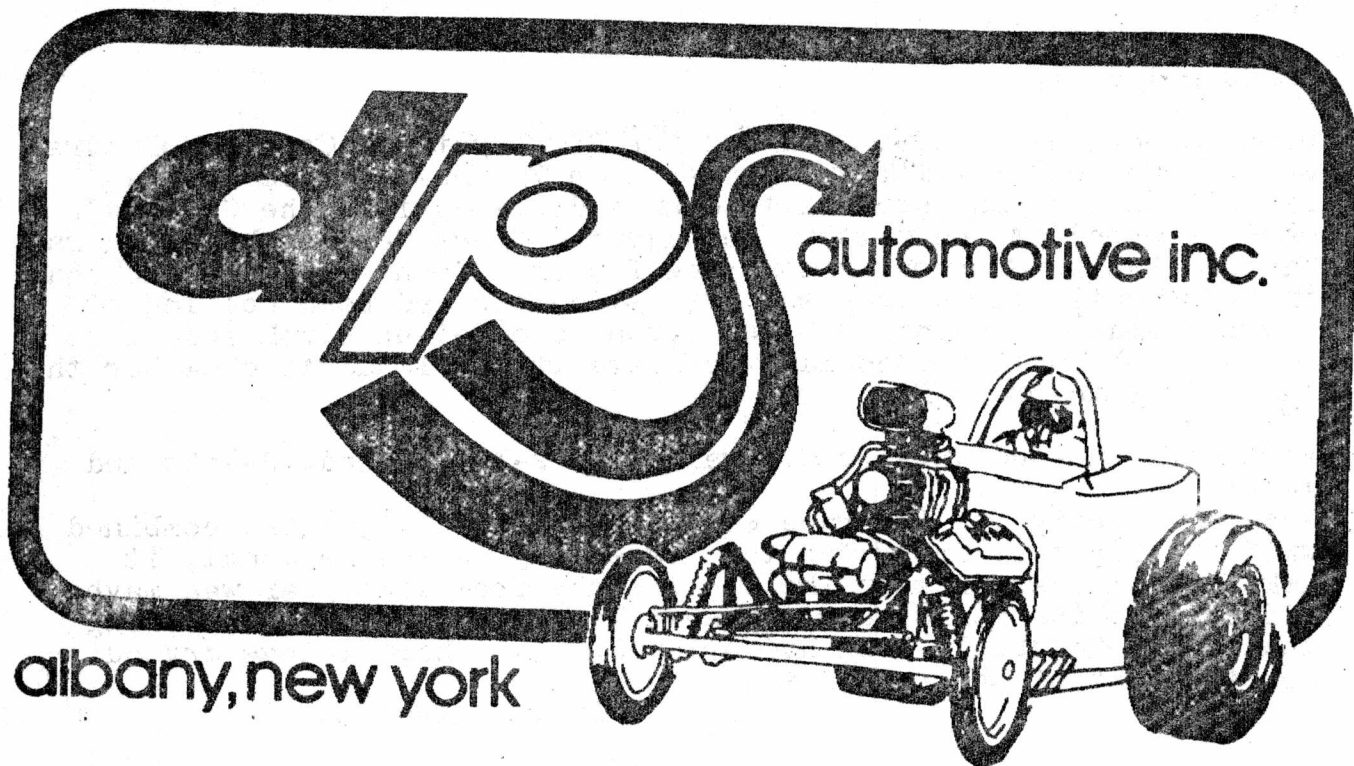
DOMESTIC & IMPORTED CARS -- BOUGHT & SOLD

OFFICE
SALES **482-4413**

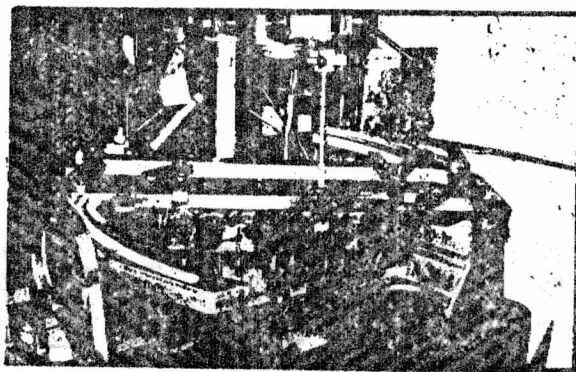
PARTS
DEPT. **482-1380**

949 CENTRAL AVE. ALBANY N.Y.

SPECIAL DISCOUNT TO SCCA MEMBERS SEE Roly Hecox
Parts mang

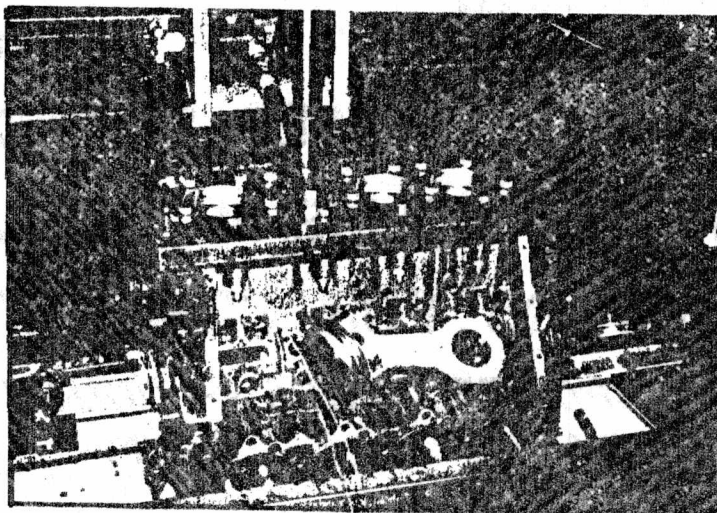


PISTON & ROD WORK
CYLINDER HEAD WORK
CYLINDER BLOCK BORING
CYLINDER HONING



MAGNAFLUXING
CRANKSHAFT WORK
VOLKSWAGEN HEAD WORK
HEAD & BLOCK SURFACING

A COMPLETE LINE
UTOMETER
Tachs & Accessories
CLOYES
Timing Chains & Gears
CRANE
Cams, Kits & Accessories
EDELBROCK
Intake Manifolds
ENGLE Cams & Kits
FRAM Filters
MR. GASKET



HOLLY/MT
JE Pistons
LAKWOOD
MANLEY Valves
PENNZOIL
PIONEER PRODUCTS
SUMMERS BROTHERS
SEALED POWER PROD.
TRW Pistons
VENOLIA Pistons
WEBER Clutches
And Many More.

10 KRAFT AVE. ALBANY, NY 12205
518-438-3382

REGIONAL RALLY ROUNDUP

Well Gang, not much happened in April to report on. AMEC put on the first rally in the NARS series (Northern Appalachian Rally Series) which I entered, however, the results were not figured at the finish, and I haven't received any to date. The rally was a fairly straight forward TSD. The organizers had a few problems with timing and the second checkpoint, but in general put on a clean rally. I did not enter EMSC's gimic rally so I have no details on it.

I have a Rallymaster lined up for one of our NARS rallys in November but I am still looking for another Rallymaster. All of July and Sept. is open for a Saturday rally. Naturally I will help any volunteer as much as possible.

Now, on to this month's feature; how to recognize when its time to switch from rallying to basket-weaving:

1. Right after the odo check, you blow an instruction. Shortly there after, you come upon a checkpoint, only its the last one in the rally and you've entered it backwards.
2. Your next instruction reads: Right 1st opp. CAST 22, and the next right turn is an interstate on-ramp.
3. Your navigator gets car sick (again).
4. Just as you roll down your window to curse out the maniac who is passing you at 55 mph on a one lane road he roars thru the biggest mud-hole in the East.
5. You decide to take that right onto the interstate (2 above) and the next instruction is: Right Last Opp.
6. Now you get car sick.
7. You're fed up, lost, and want a break, so you chuck it all and head for the bar at the finish, only there's a sign on the door saying "CLOSED FOR THE SEASON".
8. Your instructions blow out the window on the odo check.
9. You're hopelessly lost so you follow another rallyist that you stumble upon, but it turns out he's running a different rally.
10. You've been running a perfect leg (you thought) when you get to a crucial intersection. At that moment some local brat runs off with the street sign, your stop watch goes "CLUNK" and stops, and your new radial tire blows out.

MINI-FEATURE: Three question quiz. Use the same answer list for all

3. What is the correct procedure for these instructions:
 1. Right at WHITE ROCK.
 2. Right at "WHITE ROCK".
 3. Right at WHITE ROCK.

Pick your answer: (See page 107 for answer)

- A. Turn right at the White Rock Bar and Grill.
- B. Turn right at a large white boulder by the roadside.
- C. Turn right at White Rock Road.
- D. Do whichever occurs first.
- E. Break down and cry.
- F. Ignore the instruction.
- G. Take out a contract on the Rallymaster with your cousin Big Tony.

See you all next month, you should have that first basket done by then.

Alex Roberts.

MOHAWK-HUDSON REGION, SCCA

WILL HOLD ITS -

SECOND AUTOSLALOM OF 1976

May 23, 1976

at the PERIPHAL PARKING LOT
WASHINGTON AVENUE
across from the state offices

Registration at 12:00 p.m.

First Car off at 1:00

Autoslalom master Jack Hanifan - (518) 438-3754

EMPIRE MOTOR SPORTS CLUB

PRESENTS

AUTOSLALOM #1

May 30, 1976

at PERIPHAL PARKING LOT
WASHINGTON AVENUE

Registration at 12:00 p.m.

First car off at 1:00

Contact: Mark Leonard 439-4440
or
Jack Hanifan 438-3754

HOW TO AUTOSLALOM SUCCESSFULLY

from the "Geer" Box '70

The purpose of this article is to attempt to put down on paper just what goes into making a certain driver/car combination faster than his opponent in a gymkhana. If you are under the impression that fast drivers were probably born that way, read on, for that is only a myth spread by over zealous writers pounding out copy on the life and times of Dan Gurney. The truth is that most successful drivers, that is those that most often take home the trophies, have worked for a long time developing their skills.

Now a gymkhana is a strange kind of creature for although the purpose is to go as fast as you can, you are driving slowly in terms of most performance events. You might say the trick is to learn how to drive fast slow (or is it slow fast?) The first item to consider is some of the practices that should be followed in driving a gymkhana course. The first big point is to learn how to get close to the pylons. You probably won't believe how much time you can save by getting 6 inches closer to each pylon but take my word it usually makes the difference between being at the top of your class or not. In the tight sections of any course you should be able to put your tires within 4 inches of the pylon regularly without even thinking about hitting it. When you really get pressed to turn a good time you probably should be able to go down to around one inch. To accomplish this you are going to have to know exactly where the edges of your tires are on both sides of the car. This is something that you can practice any time you are out driving around. There are a lot of harmless things in the road like drain covers, dips, small pot holes, even the edge of the road itself when there is a hard shoulder that you can be constantly trying to see how close you can come to without hitting. Every time you do hit one say to yourself, "well, there's 5 seconds". Believe me, this method works.

The second point to discuss is sliding your car in various ways, or more technically oversteer and understeer. You have probably watched someone drive in a gymkhana and had the tires smoke half the time and always half sideways in any given turn. You might have even done it yourself and you're thinking that you're really flying around. But when the results are posted and the class winner turned out to be #22 and you didn't even know he was running in the gymkhana you might have an inclination of what I am getting at. Like it doesn't work. The best way to get through a tight gymkhana turn is without any sliding whatsoever or possibly with the help of some oversteer. Understeer, or less technically, going through a turn with the front end of the car sliding out away from the way that you want to go, is absolutely disastrous in a gymkhana. Every time this happens you are losing time. Oversteer, or the rear end of the car sliding around, can be helpful if it brings the car around the turn quicker without the driver having to correct the steering back to where they are pointing opposite to the way you want to go. At this point you are now again losing time. The quickest way through a turn is to approach it, brake, drive

more.....

How to Autoslalom (Gymkhana) Successfully cont....

through smoothly right at the limit before sliding occurs, accelerating after the midway point in the turn. The key phrase in the preceding sentence was...at the limit before sliding occurs. This can only be learned by experience but can be helped along by the following practices. If you are in a turn and the car is not sliding, slowly step on the gas and increase your speed until you can feel something start to slide at which point you can back off a hair. If you cannot induce a slide you are going too slow and on the next run try braking later which will force you to enter the turn faster.

Which brings me to the last point under general autoslaloming - braking. Braking is so important because so many people take it for granted. Your opponent might be able to build up a theoretical three car length lead on you on a long straight but if he brakes 30 feet too early for the next turn he has given it back to you. The ideal way to brake for a turn is to be on the verge of wheel lockup and holding it there until you enter the turn, at which point you should be going at the maximum speed to take that turn, without sliding. Even good gymkhana drivers find this difficult to achieve all the time but there are some tips to keep in mind. First, most people find that they brake early for a turn because this is the way they have been trained for street driving. I found that if when approaching a turn I kept the throttle on full until I reached a point where my mid told me that I couldn't stop in time, then braked as hard as I could, I was usually right around the right brake point. This mental point will be different for each driver but if you are thinking about it, it will probably make your times quicker.

Learning the principles discussed above will probably cause you to hit pylons occasionally - but that is to be expected. The point is to learn from your mistakes.

Welcome to Mo-Hud!!

Lois Rothaupt
 Evangelos Zervoulas
 Earle Dennis Kipp

GYMSCHOOL 1976

Class B & C		
Wilson Wright	Corvette	61.87 FTD
Bill Morris	Lotus	66.21
Jim Nolan	Mini-Cooper	68.72

Class D & E		
Charles Lambert	Scirocco	64.89
Peter Tyler	TVR	70.81
Dom Perley	Porsche 914	72.07
Andie Zajeceskowski	Alfetta GT	75.24

Class F		
Jack Hanifan	Fiat 124 Spyder	69.28
Jim Leonard	Saab	71.20
Tom Moriarty	Fiat X 1/9	71.28
Tom LaPonia	Sunbeam Alpine	71.89

Class G 1		
Jim Bishop	Fiat 128	67.83
Paul Gifford	Opel Manta	67.84
Dennis Micare	Toyota	70.48
Bill Hoffert	Fiat 128	71.71
Leonard Charlebois	VW	75.31
Kevin Kutner	VW	77.58
Robert Kutner	VW	89.91
Denis Kipp	VW	DNF

Class G 2		
Steve Magee	Capri	67.67
Jim Behan	Pinto	70.17
David Lord	Pinto	73.12
Don Fisher	Mustang II	74.91
Rich Humphries	Firebird VI	77.41
Jeff Mattice	Mustang II	77.45
Jeff Burdyl	Comet	77.62

Class H		
Steve Craver	Boss Mustang	71.63
Pat Smullens	Firebird VIII	72.64
Dick Brooks	Nova SS	80.31

Ladies			
Carol Smullens	(H) Firebird VIII	76.69	106.314
Candy Schaf	(G) Opel	73.69	108.63
Pat Jones	(G) Datsun B210	73.82	108.82
Diane Bronzene	(G) VW	74.84	110.33
Gelsomnia Hubbard	(G) VW	83.68	123.36

Event Chairpersons

Candy Schaf & Bill Morris

Workers:

Jim Bishop	Jack Hanifan	Jim Nolan
John Deans	Bill Hoffert	Phil Panos
Donna Fisher	Chuck Lambert	Craig Robertson
Howard Geer	Tom LaPonia	

DRIVERS AND FORMER DRIVERS WANTED

The Observer Group at the Watkins Glen Grand Prix Course, which has been in existence for over a decade, is open to additional members who have competition driving experience, and are interested in this specialty of race officiating. At the Glen, we serve as the eyes of the Chief Steward at various locations around the course, using our judgement and driving experience to report unsafe driver conduct or car condition to him via the flaggers' phone net, and write up any incidents that occur at our stations. Also, at the Glen, the blue flag (overtaking warning) is handled by our group, and I may say handled quite well, judging from reports of drivers who have been around. Our group also serves as the nucleus of the instructing staff at drivers' schools at the Glen. The pay is poor (cold lunches and long hours), but the satisfaction is great, particularly at a school when you see a novice driver get his act together under your guidance. If any of you men or women are not driving this season, or have the school, USGP, or any other weekend off, and would like to give it a try, contact me. I will send you a schedule, and see that you are tutored in our specialty when you show up for a weekend.

Write: Mike Schaughency
Chief Observer
1111 Arnold Drive
Endicott, N.Y. 13760

NEW SALEM GARAGE



COMPLETE
SALES - SERVICE
765-2702

SUBARU

ROUTE 85 NEW SALEM N. Y.

what's happening?

May	22/23	Drivers School	Bryar	NER
	23	MO-HUD SCCA AUTOSLALOM	Peripheral Lot	Washington Ave.
	24	Mo-Hud Executive Meeting	Phil Panos' Home	
	29/30	Regional Race	Summit Point	DC
	29/31	National Race		
		Regional Race	Bryar	NER
	29/31	IMSA	Lime Rock	
	29/31	Trans-Am, FF, Regional Race	Nelson Ledges	WNY
	30	EMSC Autoslalom	Peripheral Lot	
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	Bridgehampton	NYR
	5/6	Regional Race	Watkins Glen	Glen
	12	MO-HUD AUTOSPRINT	LIME ROCK	
	13	EMSC Autoslalom	Peripheral Lot	
	12/13	Duryear Hillclimb	Blue Mountain	
	12/13	National Race	Nelson Ledges	St.Ct.
	12/13	Regional Race	Thompson	NER
	19	Regional Race	Bridgehampton	NNJ
	19/20	Regional Race	Nelson Ledges	Mis.Bay
	19/20	Drivers School	Watkins Glen	Glen
	19	National Rally		NER
	26/27	National Race	Summit Point	DC
	27	MO-HUD Autoslalom	Peripheral Lot	
	28	Mo-Hud Executive Meeting	TBA	
July	2	National Drivers School	Lime Rock	NNJ
	3/5	National Race	Lime Rock	NNJ
	7	Mo-Hud Membership Meeting	Center Inn	Glenmont

AUTOSPRINT is Mohawk-Hudson Region's annual Solo II event at Lime Rock Park. By Solo II we mean that anyone with a valid driver's license can enter. You need no competition license or specially prepared car - just come as you are for a day of excitement, discovery, and competition at Lime Rock Park, The Road Racing Center of the East. Located in the northwest corner of Connecticut.

There will be classes for all types of cars: there will be a rigorous technical inspection of all entries. In addition to safety equipment (seat belts and helmets - helmets will be available on loan if you don't have your own) there will be a muffler test - Connecticut law limits exhaust noise to 86 dba at 1000 rpm below red line. All entries will be tested and those who cannot comply may not compete. Also all swing-axle cars except Porsches must be de-cambered or equipped with camber compensators in the interest of safety.

In addition to the entry fee there is a track insurance fee of \$1.00. This fee is paid when you get to the track - do not include it with your entry fee.

There is an entry limit of 100 cars, so pre-register if you want to be sure of a guaranteed starting spot.

Registration will open at 7:30 a.m. June 12, technical inspection begins at 8:00 and mandatory practice will begin at 9:00. There will be small instruction groups assigned to experienced Lime Rock competitors to assist you in learning Lime Rock's demanding mile and a half.

Entry Form - AUTOSPRINT '76 - June 12, 1976 at Lime Rock Park.

Name _____

Street _____ City _____

State _____ Zip Code _____

Car Make _____ Model _____ Displacement _____

Registration # _____ Club Affiliation _____

Car # desired: 1st choice _____ 2nd Choice _____

Entry fee: \$ 9.00 SCCA Members
 \$11.00 Members of other car clubs
 \$12.00 Anyone who isn't a car club member

\$1.00 insurance fee to be paid at the track. DO NOT include with entry fee.

Your entry will be confirmed by return mail if received by June 4. Make check payable to Mohawk-Hudson Region SCCA. Mail entry form with check or money order to: Mrs. Marilyn Heacox
 Berne, New York 12023

Wanted • For Sale • Do You Have? • Sold

For Sale: Pinto front sway bar (Addco)
Complete with brackets \$20.00
Call Clayton Sumner, Ravena - 756-6491

For Sale: Mini Marcos D/SR New England Regional Champion 1974
CSFRRRC competition 1973 & 1974
Very reliable, never a DNF. Two complete super trick
power plants. Many mini spares, 14 tires (4 new)
8 mag wheels. Very inexpensive to maintain, very
reliable and cheap. Asking \$3000. Custom \$500 trailer
included.
Call: Jack Fantelli - 371-7267

For Sale: DP Triumph GT-6+, Fastest in N.E. division.
Holds Watkins Glen lap record. Cage, Minilites,
Rains, Corvette radiator, Jones tach, Donohue seat
Fully heimed suspension, competition springs, Konis,
Oil cooler, Aeroquip, Spare bodies, noses, 2 sets brakes
2 shortblocks, differential.
All for \$2950./offers.

Call: Duane Matejka (518) 482-2127
482-1659

For Sale: FP Triumph Spitfire.
Good record with elderly driver.
Spares and Trailer for \$1850.00

Call: Bob Claffie (413) 684-3877

Well.... That's oil, folks
DON'T FORGET TO ATTEND THE JUNE 2, 1976
MEMBERSHIP MEETING
AT THE CENTER INN, GLENMONT
GUEST SPEAKER FROM
MOBIL OIL - HEAR ALL ABOUT OILS!

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