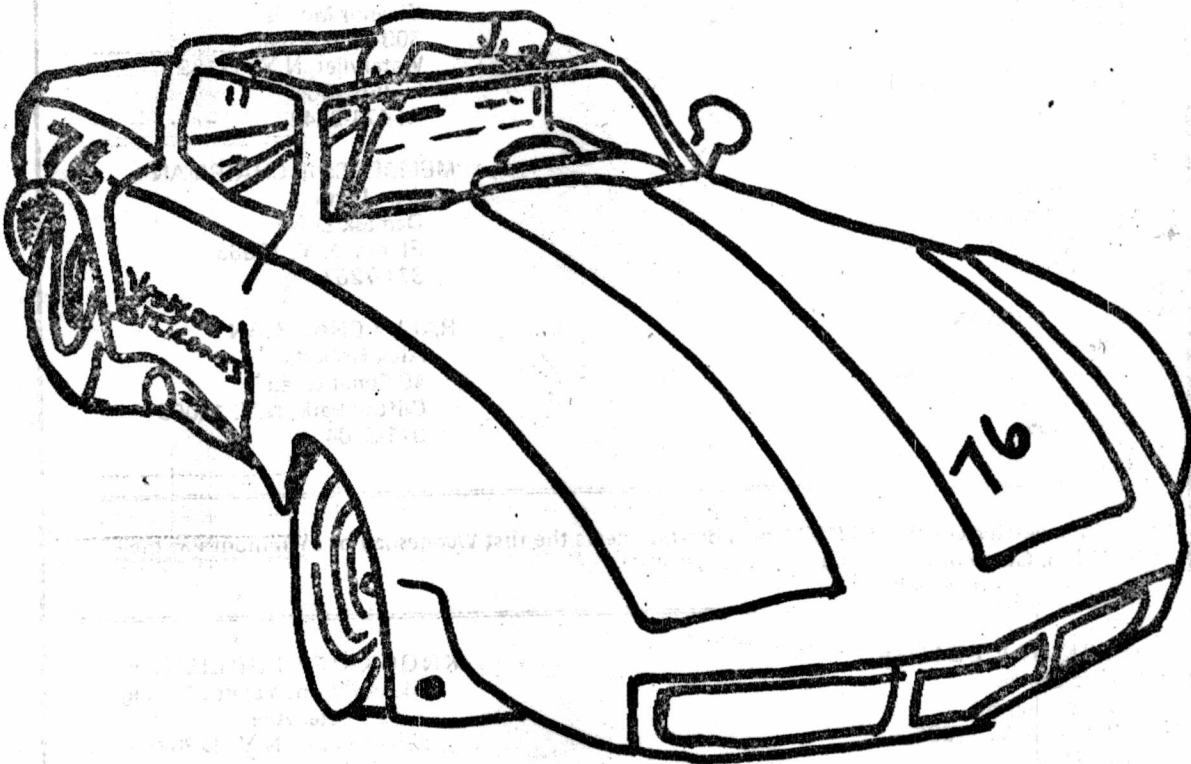


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the knock-off

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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.

MOHAWK-HUDSON REGION
SCCA
P.O. BOX 115
CLIFTON PARK, N.Y. 12065

from the editor . . .

The fall season is upon us with the leaves turning their brilliant colors and the racing engines coming to a halt. Championships are coming down to the final chances of just a few more points to insure a birth at Road Atlanta, a year end trophy in the Autoslalom series and maybe a NARS championship. (Is there still a NARS series?)

We congratulate those whose victory is secured.

Paul Hacker has become the first SCCA Scirocco/Bilstein Cup Champion. It was close most of the season. Best wishes to both Paul & Jean who knew given the chance they could prove themselves.

The Solo II Runoffs held at Bryar in August turned up two first place winners for Mo-Hud. This is the best showing M-H has done so far. Loren Harrison in a Mustang finished first in C Prepared. Loren finished 8 seconds ahead of the second place car. Wilson Wright also finished first in a VW in B Stock out of 10 cars entered. Jack Hanifan entered E Stock in his Fiat 850 Spyder. He finished 10th out of 14. Tom Phelan also finished 10th in the D Stock class. Tom drove his TR-6. A newcomer to autoslaloms, Joe Hovorka tried his luck but finished 16h in G Stock in a Toyota. Jack Hanifan will compete in the National Runoffs held in Columbus, Ohio Sept 18 & 19.

In the National point standings Jon Van de Car has F.V. sewed up with six wins. You can hardly get any better. Road Atlanta here he comes. Good Luck, Jon.

Our hard working K.O. publisher, Al Anderson, who has been taking a go at Trans Am series finished 9th at the most recent Trans Am held in Quebec. (3rd in class)

On the less brighter side - those of you who have been attending races this year probably have noticed a lot more "crash & burn" sessions. We wonder why? Is it because the cars are getting faster. After reading Craig's article on the Labor Day Ntl. all the times are being broken so it could be the cars are faster. Could our schools be signing off drivers before they are really ready to go that fast? But no, these are Nationals where the fender benders are happening and to more experienced drivers. Are our tracks Safe? Surely we have to mention the recent death of a driver at the Glen. I don't believe the Glen Course is a safe one. The guard rails are too close to the track. The catch fences just catch and damage cars and drivers. If these were set back more and replace the catch fences with the safer tire wall. The dirt could slow the cars down and its been proven the tires have a lesser impact with fewer injuries. Sure people from the Glen say the spectators for the Grand Prix and other pro races would burn the tires. I say no, they too can be controlled. Why risk drivers lives for the sake of the \$7.50 spectator? And of course the Glen has the chicane, just ask any driver how safe that

more.....

a little more from the editor.....

is. Are the cars being put together to carelessly on those night sessions until 2 a.m. to get the car ready for the next mornings race. That's stretching luck too far. Maybe the tech should be more thorough to catch the worn parts. Drivers don't like the hassle at tech inspection but maybe they should be hassled for safer cars.

What is the answer? You tell me, But it seems a shame to keep on having more and more injuries. A few years ago a red flag condition was almost unheard of, now it happens at 50 percent of the races.

All those involved in racing from Denver down should take a look at the situation during the quiet of winter in hopes of a safer 1977.

NEW SALEM GARAGE



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One Minute!

The September Membership Meeting of the Mohawk-Hudson Region SCCA was called to order 9/1/76 at 8:15 p.m. Secretary's Report was read. A motion made by Carl Corrin seconded by Candy Schaf to accept the minutes as read. Motion carried. Treasurer reported a balance of \$10,922.50. Asst Re reported on the Skip Barber School on Sept 17 & 18 of which he is chairman. He need flaggers. Competition Director not present. Activities Director not present, however, Craig went over the coming events. Membership Chairperson stated that Denver needs to know what the membership dues of the region will be for 1977. After discussion Jack Hanifan made a motion to keep Regional Dues at \$5.00 per year. Seconded by Roly Heacox. Motion Carried. Old Business:

Craig briefly went over the race reports for the Drivers School and Regional Race. It was a good report. The region netted \$1900. profit for both events.

Jack Hanifan reported on the Solo II Runoffs. Loren Harrison and Wilson Wright both took firsts in their classes. Tom Phelan and Jack Hanifan took tenths and Joe Hovorka finished 16th.

The Nominating Committee to pick a slate of officers was selected They will be: Marie Corrin
Jack Fantelli
Jack Hanifan
Roly & Marilyn Heacox

The slate is to be ready by the Oct Membership Meeting. The Annual picnic will be Sept 19 at the Fredericks. The club will furnish hot dogs, hamburgers, rolls, corn & beer. Cost to members will be \$1.00 to non member the cost will be \$2.00. As yet Craig hasn't been able to firm up Skip Barber's commitment to the region for sanctioning his events. Any person who works 7 of Skips events will receive a one day of Schooling. New Business:

A copy of the Comp. Board agenda was available to any one interested. Craig read minutes of the Planning Comm. of the Board of Governors. Candy was been in contact with places to hold our meetings for 1977. For Jan, Feb. and March we will meet at the Americana in Colonie. If we have large turn outs at these and future meetings the room will be free.

Meeting adjourned at 9:00

Respectfully submitted
Marie Corrin, Secretary.

Membership Notes

No news must be good news because I have not received any word of further errors in the membership directory. Hope you are all finding it as handy as I have so far.

We have a few new members to report this month:

Wanda J. Hunt
Sims Hall NWC
Newport, Rhode Island 02840

John E. Secora
CPO Box 177
Kingston, N.Y. 12401
914 - 331-7666

and our new racers:

Dolores Farrell
9 Saradale Avenue
Loudonville, N.Y. 12211
518 - 462-4821

Harold B. Van Der Car
2144 Mountain View Road
Schenectady, N.Y. 12309
518- 346-4088

Ted West
One Park Avenue
New York, N.Y. 10016

And we have one who renewed this year's membership but was received after the directory was printed:

Duane C. Matejka
34 Glenwood Street
Albany, N.Y. 12208

Membership directories are on their way to the above to keep them up to date.

There are still many activities going on from now til the end of the year and all members receive a lower price then non-members. So --- Why not join now and start to enjoy all the extras we have to offer. Remember our region still has the low regional rate of \$5.00 plus the National costs.

That's all til next month.

Jean Fantelli
Membership Chairman

DRIVERS' DEMANDS ARE HURTING GLEN RACES

(The following appeared in the STAR-GAZETTE, Elmira, NY 7/15/76)

What's the future of Grand Prix racing at Watkins Glen race track? It all depends on the drivers, Watkins Glen Grand Prix Corp. president Henry Valant reports.

"I can't say we'll have Grand Prix racing here in the future if the drivers' demands continue to be as unrealistic and unreasonable as they've been," Valenti said. "I'd guess we'll come to an agreement this year but I can't say about next year. We're only going to hold racing here if we can run it in the black, and last year we didn't finish in the black. We had about \$160,000 in additional expenses for the race and improvement to the track we didn't plan on. The drivers want more and more each year. There's only so much money the traffic will bear, though."

The annual Watkins Glen segment of the Grand Prix circuit is scheduled for Oct. 10-11.

Mal Currie, the Watkins Glen executive director, said "costs for our Grand Prix have doubled in the last four years. It's something to say the cost of a hamburger has doubled. It's another when a Grand Prix jumps \$250,000 in cost. Even with inflation, that's a lot of money."

Currie said the Grand Prix Drivers Assoc. wanted \$350,000 in prize money at each event this year and settled for \$285,000. Additional costs, such as three planes to transport cars and crews from Europe while in the United States, now amount to \$200,000-225,000. Grand Prix racing at Watkins Glen in relation to other world tracks continue," Currie said. "But if the drivers want a \$1 million guarantee in prize money three years from now, Watkins Glen can be expected to have the same adverse reaction as the other tracks.

A year ago Mosport Race Track canceled its Grand Prix and filed an attachment on the \$200,000 drivers' purse money at Watkins Glen. A judge set aside the attachment as being improper, according to Valant but Mosport has appealed the decision.

"Why can't the racing organizations like the FIA take this over and control the drivers?" Valant asked. "If they don't, we're going to be out of business. But they just shrug their shoulders and don't do a thing.

Valant also is concerned with the attractiveness of the other sports car racing at the Glen. "I'd like to see the SCCA have some future program of racing, but I don't see any. They don't have a sponsor for the Formula 5000 series yet. I'd like to see something like the old Can-Am series return. The Formula 5000 doesn't have the charisma of the Can-Am series. The Formula 5000 for the spectator is a poor imitation of Formula One cars."

"Here at the Glen we make the best of what racing they give us," Valant said. "I think we have the best racing facility in North

more....

Drivers' demands continued.....

America. It's a matter of getting the proper racing vehicles and the programs that are attractive to the spectators."

Currie said, "we are down about 20per cent in crowds since the Can-Am series ended three years ago but we're still making money." Currie's view of the future is brighter than Valent's. We'll have Formula 5000 racing here next year along with a Six Hours and Trans-Am race," Currie said. "I feel Formula 5000 will come up with a national sponsor. It takes time for a series to catch on, you know. The Can-Am had sponsor trouble at first. Then it just got too costly,"

Valent defended the chicane added at the Glen this year to slow down drivers entering the esses. Several drivers have charged that the chicane makes the track more dangerous than before. "We didn't have anything to do with the decision," Valent said. "That was between the International Safety Commission and the Grand Prix Drivers Assoc. We just paid for it."

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SPECIAL DISCOUNT TO SCCA MEMBERS SEE Roly Hecox Parts mang

The following is another newspaper clipping not quite so current, dated 4/10/62 from the SCHENECTADY GAZETTE.

BID TO USE AIRPORT FOR SPORTS CARS REJECTED

Representatives of the Schenectady Junior Chamber of Commerce last night made a bid to use a runway of Schenectady county airport for future sports car attractions....but they were turned down by caucusing Republican supervisors on legal grounds.

Appearing before the GOP board members were Donald Wagoner, JCC director; Ed Bremer and Fitz Liss, both vice-presidents of the organization. Each was given a chance to explain the racing promotion before the caucus heeded the advice of Kelsie Mead, county attorney to turn down the request.

Mead explained that he had made a similar ruling on March 19, 1957, when the JCC asked to use the airport grounds for auto tests, and that he was reaffirming that same decision.

Wagoner explained that the Jaycees were anxious to sponsor the sports car attractions as "a public interest show and a financial boost to the organization and the community."

Liss said that it was planned to conduct a sports car driving training school on the airport course on May 19-20, to be followed by a regional championship race Aug 11-12. Liss added that upwards of 12,000 persons could be expected to attend the regional shows, as they do at Watkins Glen, and that this would bring about \$5000 in business to Schenectady.

It was proposed that one of the three airport runways could be used as a sports car race course. The JCC rep. said that such a course was laid out Sunday by a group of men from the SCCA.

This brought up a matter that was severely criticized by Mead, who told the board that the SCCA group and their cars held up air traffic at the airport. He said that CF Inman, county aviation commissioner, yesterday advised against the use of the airport for such purposes.

Liss countered that the incident which occurred Sunday afternoon had been "blown up out of all proportions," that only seven cars were on one of the runways for two minutes while the course was checked for mileage. He said it was his understanding that Mead had given his permission to visit the airport.

Bremer told the supervisors that the JCC intended to use the proceeds of the sports car promotion for the youth activities fund.

The board unanimously voted against use of the airport for racing cars.

(Gee, its been 14 years, do you think we should try again? Ed)

August 30, 1976

Dear Marie,

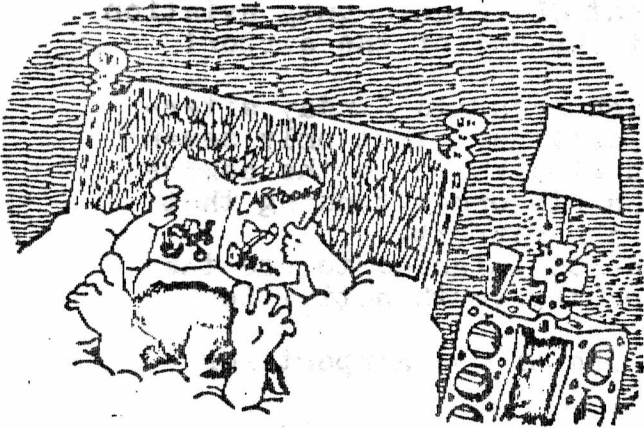
Just a note to let you know how much we enjoyed the "Knock Off". It was great to read about your race weekend which we enjoyed as always. From the no-hassle tech (didn't even have to take it off the trailer!) to the great movies and a really fun race program, this is one event we don't like to miss.

The Knock Off seemed to come at an especially good time. I wrecked the car at Watkins Glen yesterday, which ends our season a little early. We heard that a driver was killed at the Glen, and everything considered we were starting to wonder about racing in general. Your newsletter won't get us racing again this year, but it sure does remind us what fun it is when things are going well. And it never hurts to see your name in the race results, no matter how far back. I guess the only complaint I have is that you only run one race a year.

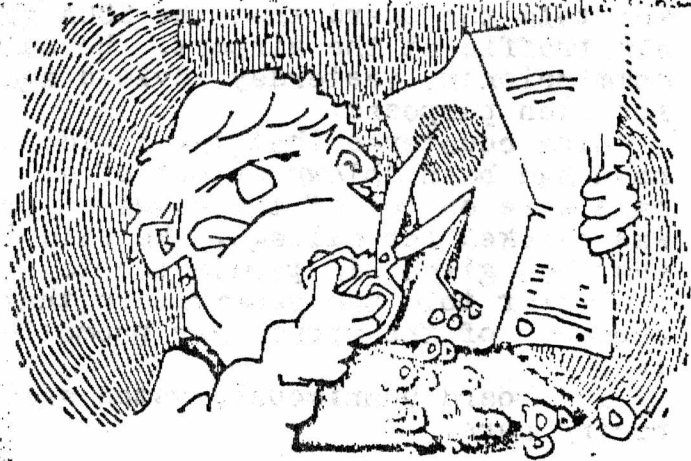
Once again, thanks for the newsletter, we really enjoyed it.

(s) Larry Du Lude

THE DAY YOU KNOW YOU'RE REALLY INTO CARS IS WHEN ...



The floor of your bedroom slants because of the cracked block you use for an end table!



You buy a certain type of breakfast cereal because the box makes good gaskets!



SCCA OBSERVER'S REPORT

I thought it would be interesting to print the observers report of our Drivers' School and Regional Race held July 30 & 31, 1976. Ratings can be Excellent, Satisfactory or Unsatisfactory, or in the case of the race Mr. Handley rates between categories. There is also space for comments by the observer.

Drivers School
William Bradshaw, Chairman of Stewards

General Standard of Race Organ. & Performance: Satis.
 Officials' Performance: Satis. Comment: At times the limited experience of some of the officials was evident.
 Pre-Race Preparation & Publicity: Satis. Comment: There was limited distribution of a schedule two to three hours after the start of the school.
 Registration: Chief's Name: Marie Corrin Satis. Comment: Traffic on road entering circuit should be marshalled to prevent recurrence of congestion around registration.
 Technical & Safety Inspection: Satis. Chief's Name Candy Schaf
 Pit & Paddock Control: Satis. Chief: Eric Weiss Comment: Chief on log book. Lack of workers kept this group from being visible except at point where cars entered course from pits. Pit entry warning horn should be used.
 Course Control: Satis. Chief: Peter Watson Comment: Good Job!
 Grid Marshaling Control: Satis. Chief: Jack Hanifan Comment: Chief on Log Book. Appeared to have some difficulty getting drivers into cars. Also hampered by poor communications with operating Stewards.
 Timing & Scoring: Excellent. Chief: Connie McIntyre Comments: An amazing job for only two or three people.
 Medical Facilities: Excellent. Comment: A fine performance given in an emergency situation involving a driver injury.

Competition

Conformance to Schedule: Unsatis. Comments: In addition to a delay caused by a late opening no time allowance was made for predictable delays. (see summary)

Drivers' Attitude & Conduct: Satis.

General Standard of Driving: Satis.

Summary of Entire Event and Recommendations

The inability to conform to the schedule tainted an otherwise very good event.

Recommended that:

1. Arrangements be made for earlier gate opening.
2. Schedule be made more realistic. (i.e. allow more time for clean up between sessions)
3. Start on time.
4. Arrange for earlier opening of concession stand.

Regional Race Report

Harry Handley, Chairman of Stewards of Meet.

General Standard of Race Organ. & performance: Excellent

Officials' Performance: Satis to Exce.

Pre-Race Preparation: Satis. to Excel.

Registration: Excellent. Chief: Marilyn Heacox Comments: Open evening before. Appeared well organized, speedy & without hassel. Track policy of not unlocking access road to paddock until 7:30 a.m. caused buildup of people already thru regist.

Tech & Safety Inspection: Satis to Excel. Chief: Tim McIntyre Comment: Open evening before. No long lines. Used station system which appeared to flow smoothly.

Pit & Paddock Control: Satis. Chief: Clark Nicholls

Course Control: Satis. Chief: Starter-Jim Chipps F/C Peter Galfas Comments: Heavily dependent on workers from other regions.

Grid Marshaling Control: Satis to excel. Chief: Jack Hanifan Comment: Lack of direct communications link between false grid & Chf. Stew./Starter overcome by piggybacking on sfty communications phone network.

Timing & Scoring: Satis to excel. Chief: Connie McIntyre Comment: Continued efforts are necessary to find ways of attracting and motivating more experienced & skilled workers.

Medical Facilities: Satis.

Competition

Conformance to schedule: excellent.

Drivers' Attitude & Conduct. Excel. Comment: Drivers displayed excellent demeanor. Fewer complaints than normally & most were able to be resolved or accomedated.

General Standard of Driving: Satis.

Summary of entire event and recommendations

Mohawk-Hudson did a very good job in presenting its annual race event. The region is to be commended for the friendly, cooperative attitude which appeared to prevail and which helped make the event enjoyable for almost everyone taking part. While the performance of some of the individuals cannot be improved upon, the relatively small size of the Region makes the race organization heavily dependent on workers from outside regions. Continued efforts are recommended to draw more people into the race worker organization to broaden the experience base.

Summary of actions taken by SOM

1st practice session for all open wheeled classes combined produced some driver complaints, so openwheeled cars were then split into 2 groups-FV & FF/FSCCA- with separate sessions. One additional short session for each of these groups was added at end of practice sched.

Note: at the specific request of one of the SOM who believes that the speed differential between slow FV's and fast FF's/FSCCA to be too great for use of a single group practice to be considered safe, his recommendation is passed along that this situation should be specified in the GCR, with provisions for very small Formula car fields.

Glen 100 National
or
Group 43 Runs in the Rain
or (Blew it in the Rain)

Friday nite we loaded race car and camper and picked up Pete and Diane Smith and "Smitty" with their Open Road. Got going up the Thruway nicely - its especially nice to be able to chat back and forth with the CB's - its also nice when one has problems like when their battery starts to go because of a bad fan belt on the Smith's Van - A stop at a rest area to tighten belt and then - no restart - so a quick tow job to the next service area which is about 10 miles - someone said this is illegal but you know me - I'll take any kind of challenge like this (like Saab wheels?). We had our own convoy with the race car in the rocking chair. A quick charge for about 20 minutes and we're on our way again to the Glen.

Arrived a little after midnite and bedded down in the paddock, behind the pit grandstand - found an AC outlet on pole and begin to charge up the van for tomorrow. We needed it to go back to registration in the a.m.

Up early and off to registration and back again for practice. I go out with the car for practice with the old 1½" SU's and then plan to try the 1½" SU's we brought along in the afternoon practice, but sometime during the day we think we may have a problem with bearings - so we proceed to pull down the pan and hastily install new rod bearings (which were worn badly). We manage to get in a few laps of practice and when we find that the new carbs are running so rich that we may have to take them off, but we run almost as fast with the problem - in fact one second faster.

We sure need to go faster because we are only 17th on the grid now - there are 13 more behind me. So I go off to find Mike Barrett to see if he can help my carb problems and also I stop and ask for hard luck practice on Sunday morning.

Saturday nite seemed nice to just sit by fire and tell stories and eat popcorn or smoke!! Cissy & Smitty get along good and play real well - they also bark at anyone coming near our camp fire - so maybe we had better call it a day and get a good nights rest. See ya all tomorrow.

Sunday comes Cloudy and Warm but no rain (yet). First on agenda comes SSS car practice because they didn't get their last session on Sat. because of a certain Pantera taking down about 7 catch fences in the 90.

After this comes closed wheel practice and we go out and try the carbs - they seem to quit at about 7500 so in I come and Pete turns them 2 flats richer, out I go and it only goes to 7300 so in I come and Pete turns them 4 flats leaner and out I go and they quit at 7800 so we go 2 flats leaner and I can't get out

more.....

Group 43 continued.....

of the pit lane because the session is over. Oh well - what now? Do we run with these carbs or put the tired and true little ones back on for the race???

Race one is for SSS cars and out they go. You have to see them as you can't hear them. Race two is next, FV's they are having a real go at it - looks like we may have a shower. My race is #3 but after lunch so who knows??? Mark has been doing a rain dance all morning. Even Bob Spreen was praying a little - for rain that is. All of a sudden we have a real down pour and Formula Vee's are spinning everywhere. They not only can not stay on the pavement but they couldn't see either - it was so bad that the race was shortened. Seemed very sensible with all those cars out there with slicks on - well now it's lunch time and will it keep raining or will it stop and if it does will we run rain tires or drys - Decisions-decisions Always!!!

Well time to go to grid so off I go with rain tires and it is still sprinkling and no cars on the track for an hour or so. This makes it impossible to go any other way than with rain tires.

Seventeenth in line next to David Belden in G Spitfire. On the pace lap David's car starts to miss seems a plug wire fell off - and he had to pull in at the start (Shades of Harold Cameron at the MH Regional). The green is waving and we all head for the STUPID chicane and single file we go thru and then on around, by now it is really raining again - hard. At the end of lap one I was up to ninth and by lap two I was sixth and looking for anyone to pass by now because I am in my glory running in the wet. Sure does help to train in the winter at the ice races for just such days as this. These kind of races kind of equalize the competition much closer to my end.

Remember now Harold, that this is a National not a little ole regional so don't get carried away because you passed a few cars which should have been behind you on the grid anyway. Now I come upon Spreen and Collier and go right by them - Boy I am smiling much more - now I come upon the #9 Saab Sonnett of Jim Hayden - He was 4 seconds faster than me in practice and started 3 or 4th on the grid and besides he has front wheel drive - but after chasing him 2 laps I get on by and am on my way. Mark, Mary & Diane are jumping up and down and I can read their lips Go GO, GOOO, GOOOO!!

About lap 11 I come up behind a car in the mist - what is that number - its orange - its 77 - its Jime Newcombe and he is the leader in FP. Well, Harold, if you can catch him you must be able to pass him, so here we go - I never won a National so maybe this is my first real opportunity - I chase and chase thru lap 13 and chase past start finish head to tail on lap 14 this last lap I have to really try harder - thru the chicane right on his tail - the front stretch he pulls me about 2 car lengths and in the big right hander I catch a little and then the left hander

more.....

Group 43 cont....

going down hill I go to the outside and come right behind and in the toe of the boot I go outside again and come around very nicely and along side of his rear fender and BOOM - a very earth shattering noise and explosion sort of thing that I have never witnessed before myself - the car jumped off the ground and out of gear and everything else - there was smoke everywhere and burnt oil smell - Phew how it did stink.

Now the engine is still running making loud noises and vibrations-vibrations, hell - just lots of clunking. So I put the car in gear and it moves so I start up the hill and on towards the finish. I keep it going to about 100 yards from the finish line Jim Buffo #11 CS passes me - #39 FP passes me - #19 FP passes me I coast on to the pits - rejected in my bid for a one time chance to win a National competitively or at least finish second - I coast to my pits and to see the looks on my crews' faces was confusing to me and to them as they didn't know what went wrong or right.

First put out the fire under the hood as a couple of the left-over bearings didn't have any oil since the half lap mark. Now everyone is glad to have me back OK but I now feel that I have let my crew and family down for not looking at gauges or anything but try and win for the last 2 laps, but we now all agree that that is what racing is all about.

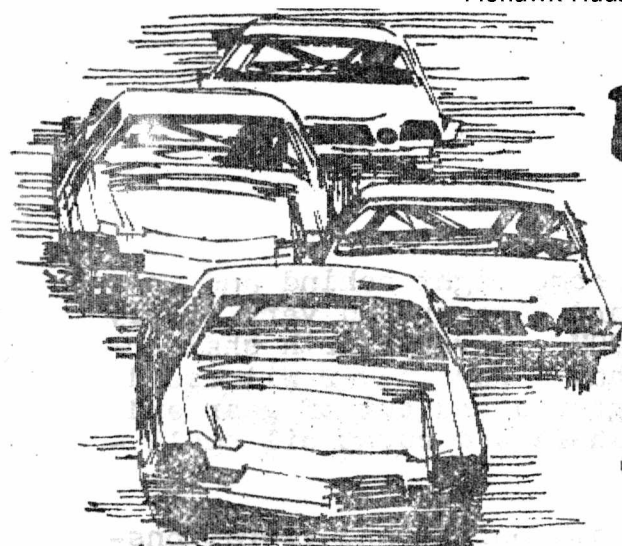
So to summarize what I did this rainy afternoon at the Glen - I managed to finish fourth in Class, sixth overall of 40 cars. I turned the fastest lap in the race (lap 11) (by 2 seconds over CS car and Bob Henderson).

After checking every thing over the next day at home we discovered that what happened to my engine was this - rod nut on #2 rod came off - rod cap and bearing spin around - rod came sideways and up - piston broke in half - came sideways thru the block and then down slicing six inches towards the bottom of the pan - David Belden calls this condition - oil pan failure.

I call it foolish to change bearings in the pits and not use lock tight on cap nuts.

But still the world has not come to an end and we will build another engine - maybe it will be faster than the old one and then maybe another national race somewhere it will rain again and I will have another opportunity to get a first place in a National....

Group 43 Racing
Mary, Mark & Harold
(Don't forget Cissy)



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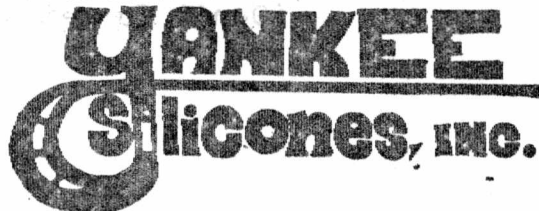
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LIME ROCK NATIONALS ON LABOR DAY

by Craig Robertson

The Labor Day Weekend National at Lime Rock had a new twist this year with two pro races on Saturday as well as a full slate of Monday races. The weather both days turned out to be fine despite a threat of rain on Saturday.

The first Pro race was the Bilstein Cup Scirocco race. Going into Lime Rock, the last race scheduled in the series, four drivers could win the series. Mo-Hud's Paul Hacker led the series in the Colonie Motors entry. Four points behind was Lou Gigliotti, third and fourth were Tim Startup and veteran driver Eddie Wachs. When the green dropped Gigliotti jumped into the lead followed closely by Hacker, Startup, Wachs, Joel Bradley and John Williamson. Paul slipped by into the lead on lap three, the first time he has led in the series. However, Gigliotti was faster on the straights and didn't allow Paul to build up any lead. Startup was just behind in third and all three cars had opened a large gap to fourth. It was super tight racing all the way with Gigliotti requiring the lead on lap 12 and holding it to lap 18 when Hacker took over again. This time Startup also slipped by into second. Gigliotti used his speed to get back into the lead on lap 22. Now Paul was in the position of having to finish no worse than second to Lou in order to win the series. While unable to pass Gigliotti, Hacker was able to hold off the stiff challenge from Startup. Meanwhile Eddie Wachs seemed to fin a lot of extra speed in the last few laps but could only close up enough to get by Startup. It seems he waited a little too long to turn up his boost.

The Pro Ford race was a wire to wire victory for Bruce MacInnes. The mentor of Segmor Chicken was in control all the way but the battle for second between Tim Evans and Brian Goodwin was spectacular with Evans coming out on top. A good come from behind drive by Dave Weitzenhof after fifth lap problems netted him a fourth place. Evangelos Zervoulis, M-H, put in an excellent performance running as high as ninth in his Titan before coming to grief on the oily track. Mike Field also did well running tenth or eleventh up until the next to last lap when he spun off at the downhill and couldn't restart. Ex Mo-Hud member Andrew Gilberg, of the Group W Bench, finished fifteenth. The win put MacInnes in a commanding lead in the Pro Ford points for the year.

The first race on Monday was for B & C Sedan. Elliot Forbes Robinson was on the pole in the Bob Sharp Datsun 610 with Bill Coykendall in a 510 alongside. The leading C-Sedan was Gary Rutherford's Alfa in the fourth place with Jim Buffo next to him and Bob Henderson right behind. John Stim placed his Datsun 1200 in 18th spot in his first National of the year. Elliot qualified at 1:00.966, 1½ seconds under the old record. He led from start to finish and ran a race lap of 1:01.14, a new record. Second place was a fight between Coykendall, Bob Dyson and P.L. Newman in 510's. Dyson finished second and Newman nipped.

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LR Nationals cont....

Coykendall for third. The C-Sedan portion was all Bob Henderson who finished fifth overall. Second in CS with a new lap record 1:02.3, was Gareth Nagy in a Mini. John Stim finished 7th in CS.

G, F & H Production made up the field for Race two. Steve Johnson was on the pole with John Kelly and the Group 44 Midget alongside. Two other super F cars were in row two, the Pumpkin Racing Spitfire of Jim Newcombe and Tom Collier's silver spitfire. Thomas Wheeler was 12th on the grid in the fastest HP car. Harold put the Group 43 midget 14th on the grid. Kelly got the jump on the field and lead from Newcombe, Johnson and Collier at the end of lap 2. As they exited big bend, Collier spun off. In the left hander, Collier & Johnson came together and spun off. This provided enough of a margin for Kelly to ease home with the win. Johnson ended up a second in a spirited drive. Sixth overall and the first GP car was Bernard Diedrich in a Spitfire. He took over after Bob Boig and Alan Sadwin had dropped back. Fred Wentzel won in HP despite the best efforts of Wheeler. Harold Cameron finished 15th oa, 8th in FP. Newcombe set a new FP lap record of 1:00.990 in his attempt to recatch Kelly.

Race 3 was for D & E Prod. Group 44 had another pole spot with John McComb and the TR-7 followed by Tom Robertson's fast Lotus 7. Ken Slagle put his TR-7 third and P.L. Newman put the TR-6 fourth on the grid. Waino Kangas had the fastest EP time in 6th spot while Don Valenti was 8th with his 914. Back in 22nd position and a real threat was Alan Howes' Porsche. Paul Newman held the lead for the first two laps then slipped to third behind McComb and Dave Manzolini's Datsun 2000. Meanwhile Howes had moved up to 10th before going off the downhill and parking it on the bridge over the stream. On lap five Ken Slagle leapfrogged from 4th to 2nd making it TR-7's first and second. Newman got by Manzolini. Valenti was sixth, a solid 1st in EP. Manzolini pitted on lap 27 for the only other change. Adding to Triumph's triumph, Drew Wagner finished third in EP in his TR-3. Slagle set a new DP record of 1:01.4.

The next event was the Formula F cars. Some of the drivers from Saturday were back. On the pole (54.938) was Scott Harvey who finished 7th on Sat. Next to him was E. Zervoulis. Mike Field was gridded seventh, Walter Wurzbach sixteenth and Jack Loda 25th. At the start Wurzbach elected to start 33rd in the scratch position. The lead went back and forth between Harvey and Brian Goodwin and then between Goodwin and Bill Sucher. Zervoulis was running fifth and Field seventh and Wurzbach was up to 16th. Mike Field pitted on lap 16 when Bill Sucher took over the lead for good. Zervoulis dropped out on lap 21. Wurzbach was now in 10th position. At the finish the order was Sucher, Goodwin, Kimbrough and Harvey. Wurzbach finished 8th after an outstanding drive from last position in a super competitive class. E. Zervoulis seems to have put it together also with two good performances over the weekend even though problems put him out. Mike Field seems to be in top form also.

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More on LR NtIs.

The Formula Vee race was a real cliff hanger. Jon Van de Car had qualified third behind Ford Smith and Jim Havell but squeezed into the lead on lap 3 pursued by Paul Lawless and Havell. Meanwhile lets check in on the second Vee race. That's right there were really two! On the first attempted start Stan Czacki and Tom Collins jumped the gun and raced away from the field. But the starter never gave the green! The pair raced past the start finish with about $\frac{1}{2}$ lap on the field and they got a yellow. The formed up field came around, got the green and started. Next the second field (of 2) raced by and also got the green, $\frac{1}{2}$ lap behind the field and I wonder what they thought when nobody else in the entire 18 car field was in their mirrors! Back at the front Van de Car was being pursued at a distance by Havell after Lawless had pitted, Jon thinking the yellow car behind him was Lawless who he knew he had a lap on at least, let Havell close right up on his exhaust pipes. Havell pulled out of the draft heading for the checker and Jon's margin of victory was about eight inches. What a start and what a finish!!

A,B,C, & D Sports Racing was the next attraction. On the front row were the fastest BSR's in the East, Anthony Ciccale and Jeff Jones' rebodied Mc Laren. Fred Stevenson headed the CSR contingent from fourth and Dave Ammon had the fastest DSR. At the tail end of the field was Sam Gilliland in his quick CSR with no time listed. Ciccale cleaned house lapping the second place car (Gilliland) once, the third place car twice, the fourth place car three times, and the fifth place car 5 times. Jones dropped out on lap 21. Gilliland went from 19th to 4th in two laps and took over second when Jones dropped out. In DSR Dave Ammon stopped on the course on lap 18 and didn't restart till the last lap. The winner in DSR was Dick Johnson driving a cut down Saab Sonnet.

Race 7 featured the F SCCA cars & Super Vees. There were 29 of them including 13 Formula B's and 7 Super Vees. Ken Duclos was on the pole at a 51:48 just under the record. Some opening lap foul ups dropped Duclos to 6th and John Mortenson led after lap three. Duclos worked his way to third by lap 8 second on lap 12. He set his sights on Mortenson and got by on lap 21 to finish first ahead of Mortenson, Rick Bell, Joe Sposato and Eric Kerman who had a strange smoking malady early in the race. Easy Formula C winner and sixth o.a. was Mike Rand. The first super vee was Chris Gleason while Norm Marx won FA.

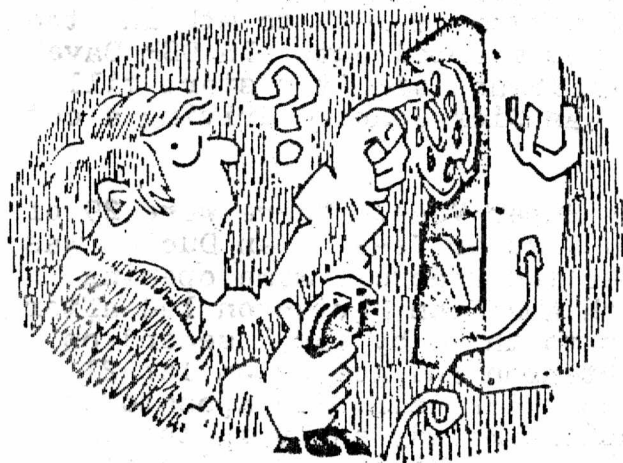
A,B, C Prod. and A Sedan gridded up next. Frank Panzarella was supposed to be on the pole but couldn't replace an engine blown on Sat. Elliot F-Robinson in the Sharp Z car moved over and Bob Tullius moved the new Jaguar up to the front row. On the second row were the two Sting Rays of Bernie DeGraff and Bob Lopane. Bob Tullius jumped out a first lap lead that he retained for the rest of the race. Sylvan Cornblatt and F-Robinson settled into second and third. DeGraff and Lapone battled it out for fourth until Bernie spun out at turn 5 and couldn't re-

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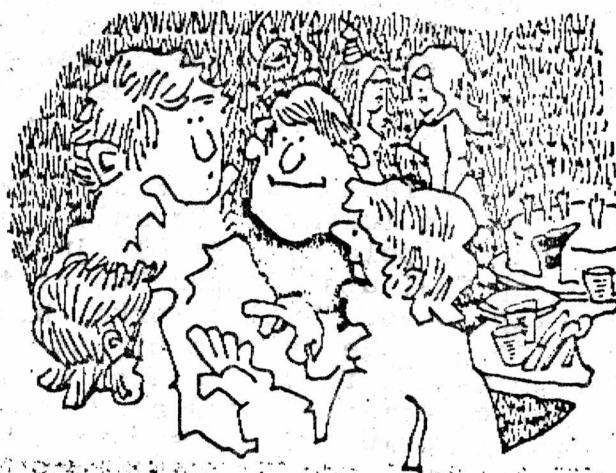
LR Ntls.....

start. Jim Crittenden led A Sedan and finished fourth when Lapone dropped out on lap 23 due to a shunt.

The finale was provided by the Showroom stockers. A very large field of about 28 cars was gridded, although a few like Pat Bedard didn't enter the race. The annual bout of C & D fever is getting the SSS drivers and the last couple of Regionals should also have bigger fields as drivers polish up for the challenge. Roger Seidel in his SSA Datsun 280Z led the entire race followed by the Wabbit Wacing cars of Jon McKnight and Carlos Ramirez. Fourth place was a battle between Patrick Jacquemart in the Team Renault SSC car and first Wayne Keene then Frank Lawrence. The Renault came out on top. In 8th spot was the second SSC car, Dave Perlman's Honda. Mo-Hud's Jack Fantelli and Connie McIntyre both finished somewhat back in the field. However Jack's CB radio show, including a blow by blow description of a rolling Honda, was a hit with the fans.



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OCTOBER 24, 1976

N.Y.S. Peripheral Parking Lot
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Registration: 11:00 a.m.

First Car Off: 12 Noon

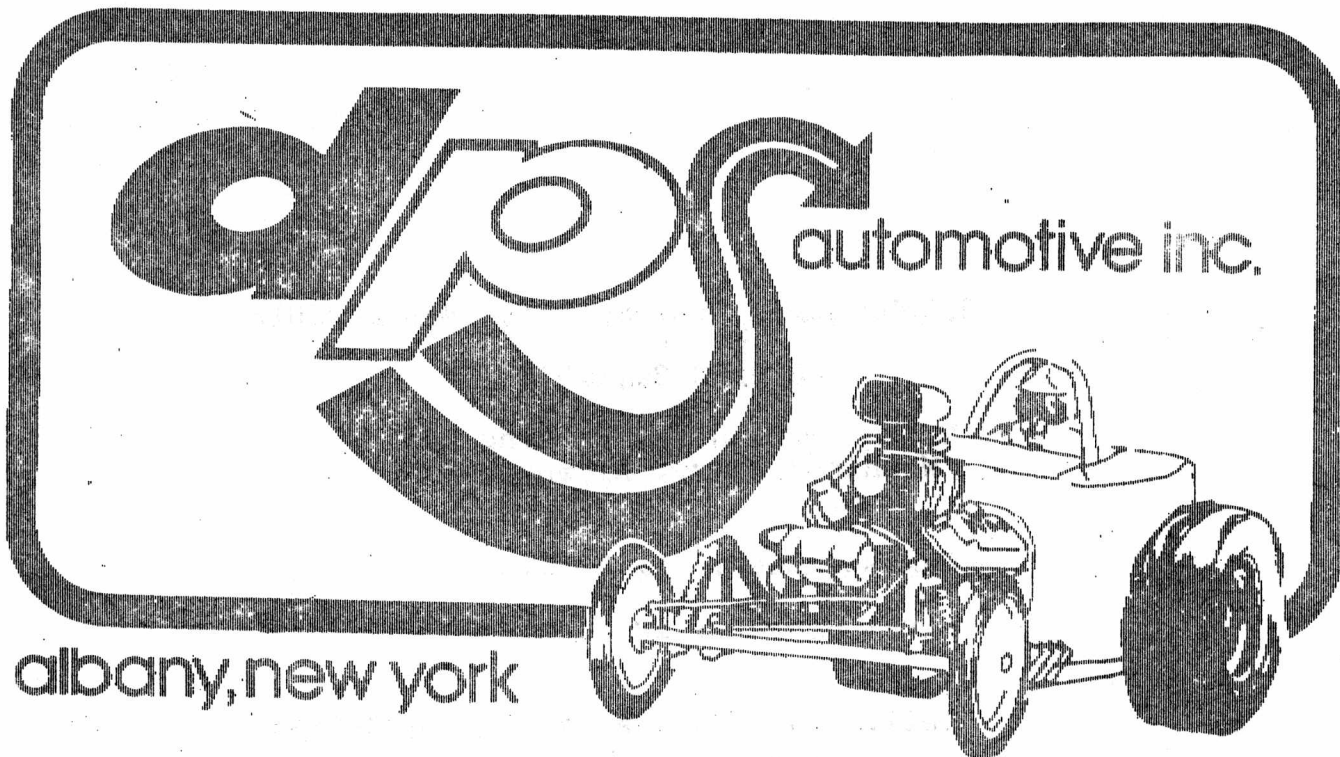
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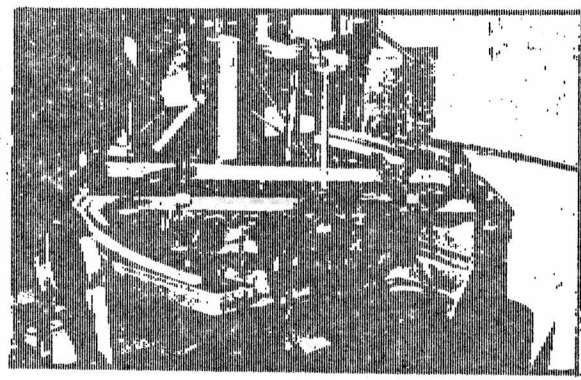
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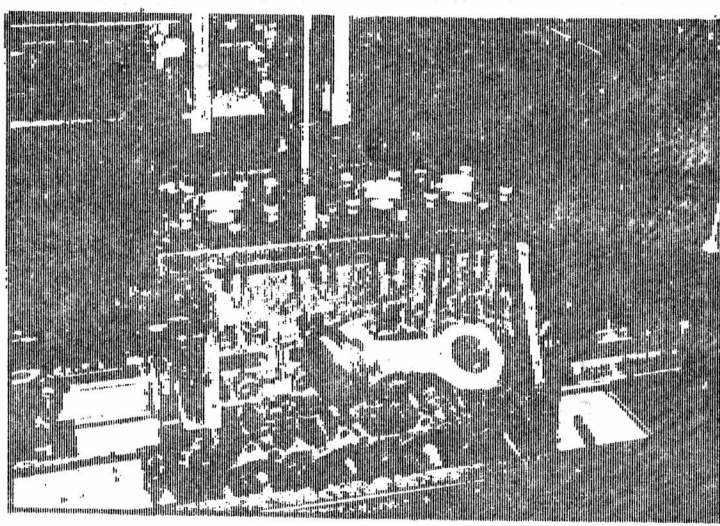


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what's happening?

Sept.	26	Mo-Hud Autoslalom	Peripheral Lot	
	27	Mo-Hud Executive Meeting	Corrin's	
Oct	2	Regional Race	Lime Rock	NNJ
	2	Steel Haul Natl Rally		St.Cit.
	3	Quaker State Div Rally		Mah Val
	3	EMSC Autoslalom	Peripheral Lot	
	6	Mo-Hud Membership Meeting	Center Inn	Glenmont
	9/10	US Grand Prix	Watkins Glen	Glen
	9/10	Regional Race	Nelson Ledges	Mah-Val.
	9/10	Weatherly Hillclimb		NEPa
	10	EMSC Rally	NARS series	
	10	BMSC Rally	State Line Mass.	
	16	Car & Driver Challenge V	Lime Rock	NYR
	16/17	Regional Race-4 hour End.	Pocono	Tri-Reg
	17	BMSC Autoslalom	Adams, Ma	
	17	AMEC Autocross	Malta	
	24	FAP Challenge	Peripheral Lot	EMSC
	23/24	Regional Race	Watkins Glen	Glen
	23/24	Regional Race	Summit Point	DC
	23	Appalachian Natl. Rally		Phil.
	25	Mo-Hud Executive Meeting	Bill Morris'	
	30	BMSC Annual Halloween Rally		
	30/31	Regional Race	Nelson Ledges	WNY
Nov.	3	Mohawk-Hudson Membership Meeting	Center Inn	
	7	Mohawk-Hudson Rally	NARS SERIES	
	6/7	Drivers School	Summit Point	DC

Results of August 22 Autoslalom
Dale Brodsky, chairman

A	5-Mitch Miller	Dutton	45.82*	39.55	40.55	49.03*	40.81 +
A	26-Kenneth Ostrye	Capri	44.72	42.85	42.45	43.64	42.01
A	99-Jack Hanifan	Fiat	45.76	45.12	45.60	45.05	55.64**+
D	16-Tom Pelkey	Datsun	43.94	43.53	44.65	44.00	42.49
D	21-Dale Brodsky	MG Midget	44.47	44.14	46.44	43.10	43.52 +
D	77-Ron Jones	240Z	47.79	46.31	45.37	45.13	44.59 +
D	30-John Doum	MG Midget	55.81	46.33	45.71	50.68*	45.59
D	9-Andrew Mace	TR-GT6	48.53	47.44	50.53*	46.34	+
D	22-Bill Kisner	MG Midget	46.79	45.79	46.10	46.44	56.83*+
D	74-Tom Phelan	TR-6	56.24	46.31	52.71*	47.18	47.55 +
D	36-Ronald Brown	TR-6	57.73*	51.63	oc	51.75	DNR
E	44-Peter W. Fullam	TR-4	46.81	45.03	45.35	45.35	
E	25-Van Asimakis	Alfa-Romeo	48.01	47.41	46.00	46.86	
E	12-Robert Giordano	MGB	o.c.	48.58	47.66	47.44	
	8-Mark Leonard	Saab	48.53	47.14	46.57	dnr	46.27 +
	7-Jim Leonard	Saab	49.66	58.46**	49.43	dnr	47.87
	55-Jack Hanifan	Fiat	54.51	53.30	52.26	o.c.	54.59
G	23-Wilson Wright	VW	42.85	44.34	42.65	42.96	44.96
G	15-Steve Magee	Olds	52.96*	46.26	44.84	44.43	o.c. +
G	6-Tom Langdon	Saab 99	47.88	46.76	49.63	dnr	dnr
G	13-Don Fisher	Mustang II	48.56	48.22	47.70	47.71	47.05
G	3-Dick Brooks	Cricket	50.91	48.74	47.67	47.36	47.13 +
G	27-Rick Bullock	Cricket	49.49	48.33	47.86	47.43	47.65 +
G	1-Albert Jackson, Jr	Pinto	51.67	50.60	49.63	49.26	47.96
G	4-Dan Gensheimer	VW	51.17	50.02	50.64	48.34	dnr
G	14 Joseph Hovorica	Toyota	54.04	50.46	49.63	49.07	53.41*+
G	10-Michael Dalbey	Vega	53.05	52.02	52.27	50.19	49.56
G	69-W. David Mackay	Vega	57.01	53.67	53.83	56.82*	50.16
H	2-Loren Harrison	Mustang	43.07	42.73	41.71	48.30*	dnr +
H	42-Donna Fisher	Camaro	o.c.	51.58*	45.34	46.19	46.07 +
H	29-John Harris	Pontiac	46.56	45.68	46.29	45.53	o.c.
H	17-Peter Kennison	Camaro	49.54	47.08	o.c.	46.16	50.96*+
LF	32-Lisa Hanifan	Fiat	53.24*	47.03	58.36*	48.58	48.16 +
LG	28-Candy Schaf	Opel	51.25	49.98	48.14	48.33	47.67 +
LD	11-Claire Phelan	TR-6	53.44	50.41	50.18	49.04	49.75 +

Thanks to all the people who worked on the event. Special thanks to Bill Kisner who ran tech, and Candy Schaf who brought the trophies and ran the timer. Because of everyone's cooperation we were able to get 5 runs in for the first time this year. Thanks again & Happy Racing.

Dale E. Brodsky

* denotes one pylon
+ denotes workers

R. E. GIONAL RAMBLINGS

By the time most of you receive this issue, the Region will have finished the bulk of its summer activities. It has been a very full year with the reinstatement of a Mo-Hud drivers school, after several years. We have also sanctioned two Skip Barber Schools and put on our own race and Autosprint. The working members of the region have been called on more and more this year to support our events and get new people interested. Also the drivers were asked to help in an educational capacity at our school. Both factions came thru when needed but we still need more new workers and the return of a few more of the former race workers in the region.

Our solo program has been a little sparse compared to other years, but the drivers who ran, and subsequently went to the divisional runoffs gave Mo-Hud its best finish ever. Several of them are going to the National runoffs later this month. We wish them the best of luck.

At this date, providing no more races are scheduled, Paul Hacker has won the Bilstein Cup. His Colonie Motors Scirocco squeaked thru to a two point victory. Congratulations! I expect there will be other racing members of the region bringing in honors from other series as they finish.

In the future, elections are approaching. Members should be thinking about who they would like to see in various offices and which offices they want. A slate of nominees will be presented at the October meeting and petitions (signed by 10 members) must be in by the close of the November meeting. Now is the time to do something about and for the region.

Also upcoming is the NEDiv Mini Convention to be held in Rochester. You can make your gripes known to the Governors in person. You can also get constructive ideas in the many activity areas to people who can do something about it. Lastly you find out the latest plans for next year. If you are interested let one of the officers know and when the reservations come in we will get you one.

That's all for this month,

Craig

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