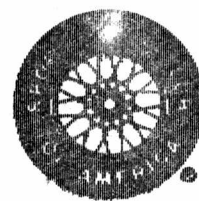
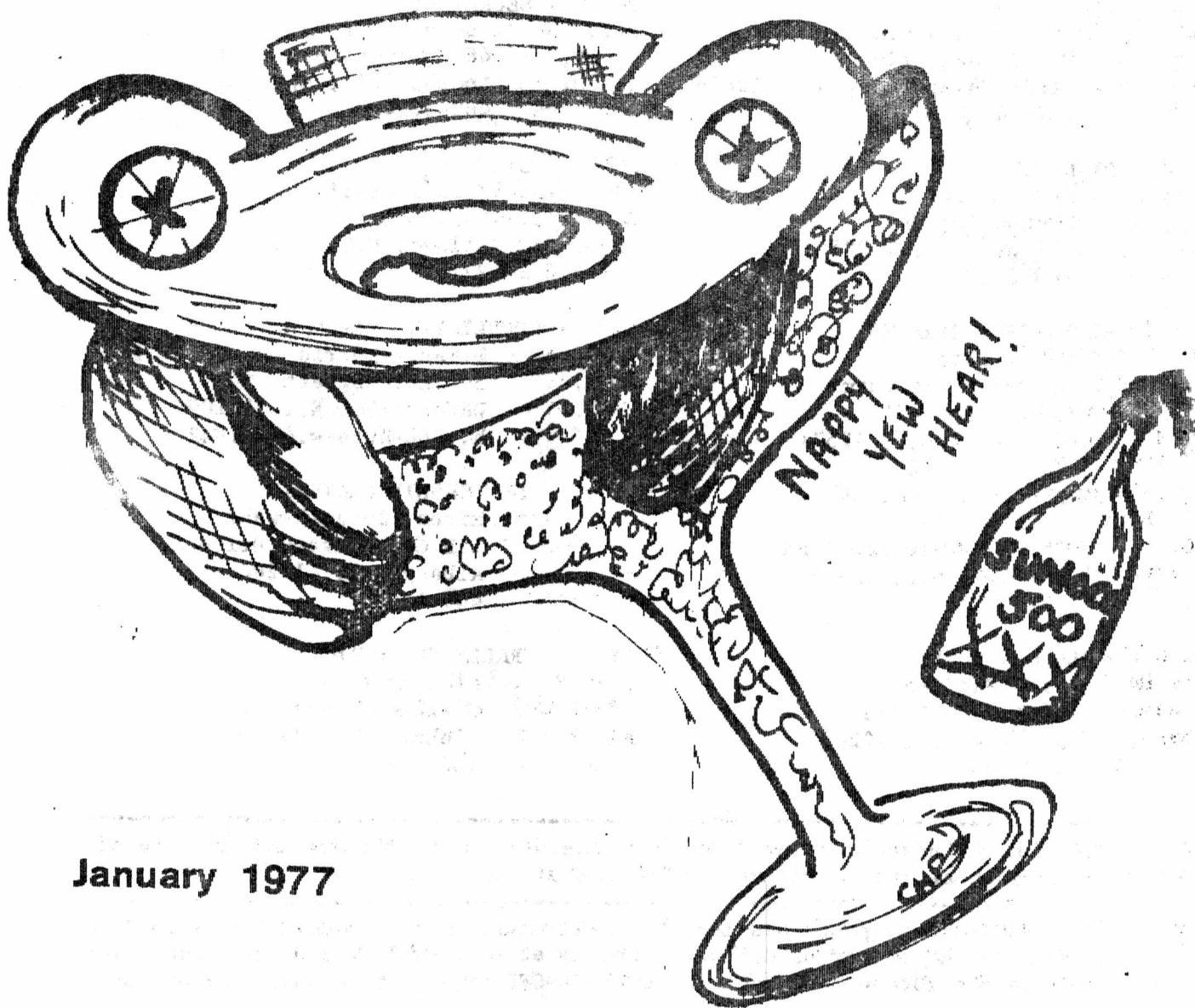




# the knock-off



Published Monthly by SCCA - Mohawk-Hudson Region



**January 1977**

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The Mohawk-Hudson Region, S.C.C.A. membership meets the first Wednesday of each month at the Americana Inn, Albany at 8:00 p.m.

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The KNOCK-OFF is published monthly. All material for publication should be mailed to the editor or delivered to him at the monthly meeting. The deadline is the 10th of the month, and KNOCK-OFF is mailed on the 16th of the month.

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.

Thomas D. Phelan  
Editor and Publisher  
Hardscrabble Farm  
R.D. 2 Box 454  
Red Hook, New York 12571

ONE MINUTE!

The January membership meeting of the Mohawk-Hudson SCCA was called to order 1/5/77 at 8:25 P.M. by R.E. Craig Robertson, who then introduced the new officers.

The treasurer, Connie McIntyre, reported that the current balance is \$9,548.48.

Activities Director, Tom Phelan, no report. The R.E. has flyers on the upcoming Northeast Performance Rally events. January 29 & 30 is the 24 Hour Goodwin's Tri-State Rally. February 18, 19 & 20 is the Triple Challenge. The R.E. also reported that AMEC has an ice race at Summit Lake on January 15 & 16.

Competition Director, Bill Morris, no report.

Co-ordinator of the Skip Barber Series, Jack Fantelli, reported that there will be eight events this year running from June through September, with most of the events at Lime Rock and Thompson. Workers are needed, especially for flagging and communications. A worker of ten series events will receive a free three-day Skip Barber School.

K-O Editor, Tom Phelan, reported that he has changed the deadline for articles from the membership meeting night to the tenth of each month, and the mailing date has been moved from the fifteenth to the sixteenth of each month. He also requested all event chairmen to make up flyers for their event to be published in the K-O. The editor presented his ideas on the format of the K-O which will include columns for race drivers and workers, Solo II and Rally people. Ideas, comments and gripes will be welcomed for additional columns, if they can't be categorized elsewhere.

Membership Chairman, Jean Fantelli, has announced that she is looking for a replacement.

Old Business:

March 11, 12 & 13 NEDIV Roundtable. To be held at the Sheraton Airport Inn (formerly the Rowntowner on Wolf Road). The committee has requested a need for workers to plan and host the convention. Please see Jack and Jean Fantelli, Bill Morris or Candy Schaf with your help and ideas.

New Business:

Tom Phelan is looking for more race workers and would like help in forming an introduction slide presentation to be shown to the local chapters of the Jaycees and the Ambulance-Fire-Rescue Squads. Bill Morris asked if there are any immediate auto shows to be planned for. Craig Robertson asked if there are any Mo-Hud driver's cars that could be presented at an auto show, if so let him know. The Snowflake Rally master, Mitch Miecznikowski, announced that the annual event will be held on February 26th in Replselaer.

Meeting adjourned at 9:10 P.M.

Respectfully submitted,  
Candy Schaf, Secretary

THE EXECUTIVE MINUTE!

An informal Executive Board Meeting was held after the January 5th membership meeting at the Americana Inn.

Executive meetings will commence at 8:00 p.m. Try to be on time or call the host if detained or unable to attend.

The January 24th meeting will be at Connie McIntyre's house in Saratoga Springs.

The February 22nd meeting (delayed one day due to the holiday) will be at Craig Robertson's apartment.

A motion was made by Jack Fantelli to allow the K-O editor to purchase a typewriter at a cost up to \$200.00 to the club. A discussion followed where several of the Board wanted the editor to try to find a donor or prices for leasing with the option to buy. No vote was taken.

Respectfully submitted,  
Candy Schaf, Secretary

\*\*\*\*\*





# from the editor . . .

## THE MANY SPOKES IN THE S.C.C.A. WHEEL!

What is sports car racing all about? My recent involvement in the sport has drawn that question from many of my friends and family. Only two short years ago, I couldn't have told them what was meant by the letters "S.C.C.A." Today I have come to appreciate the many aspects of sports car racing represented by the spokes in the wire wheel emblem.

S.C.C.A. is a camping weekend with the whole family along. It is a group of wonderfully friendly people known as flaggers. Sports car racing is a regional, a national or a driver's school, providing great sport and competition. S.C.C.A. is a chance to participate on many levels--flagging, timing, crewing, driving, writing, spectating, etc.

Last year was my first full year with S.C.C.A., and what a year it was! We started out on a cold, windy weekend in March at a driver's school at Bridgehampton. After that it was one event after another, speeding through the season--regionals, nationals, the Camel GT and IMSA, autocrosses, Auto-sprint, F5000 and the Trans Am Six Hours, Divisional Solo II Runoffs, the U.S. Grand Prix, and the Mo-Hud Autoslalom Championship, not to mention the parties. In December S.C.C.A. became an awards banquet and an elected office--Activities Director. In November it was two articles in SPORTS CAR, and now, in January, it has become editor of the KNOCK-OFF.

So, when folks ask me, "What is sports car racing all about?" I tell them, "It is whatever you are looking for and more! But look out, the speeds are fantastic and the competition frightening."

*We get letters ~*



Dear Editor:

First, my congratulations to the awards committee on the selection of recipients for "Driver of the Year," "Most Improved Driver," and "Best Performance." Harold Cameron, Don Valenti, and Tony Hilferty are most worthy of these. Next year I hope the club will incorporate the Group 43 award as a regular feature. Don Valenti was again worthy of that "honor."

Speaking of awards, I do feel that "Driver of the Year" should be given to the same person any number of times and not just once. Perhaps we should have some other awards, for say race worker, crew person, and how about one for sportsmanship?

The basic reason for writing this letter is a concern over a lack of representation. At the last election we chose two directors. With about 150 members that's a director for every 75 people spread over a diverse geographical area. In my opinion it's pretty skimpy representation. What's worse is that to be a director you have to have held a previous office (Treasurer, Secretary, R.E., etc.). On the other hand, to be R.E., the club's most important officer, you need not have ever held a previous position. This system is simply backwards and out of touch with good management principles. (Typically SCCA?) It needs to be changed. We need more directors, and the office should be open to a greater number of members. Let's hope we see some action in '77 to correct this situation.

Finally, it has been pretty frustrating in '76 to receive the Knock-Off after the meeting and events which are publicized in it are over. Content was also lacking. It seems even the R.E. couldn't be bothered to write a report more than 50% of the time. So, I guess, why should anyone else? Perhaps the club should give awards for the artwork and articles.

If you agree with the points of view expressed, why not join in changing the system? Or, if you have different ideas, why not make them known?

David Hathaway

To The Editors:

I wish to bring to your attention the serious misrepresentation appearing in the December K.O. It is in regard to the presenting of the Birdsey Trophy to Don Valenti.

And I quote, "Don started far back in the pack due to a timing error".....You have darkened my reputation.

Let me state what happened here. The grid was posted and Don saw the obvious error and approached me with it. I agreed with him instantly, as he will tell you, and told him it would be changed. He would start way out front. I began to give the word that the grid had to be redone--all former grids for that race pulled and announced that new grids would become available. Don says, "...that involves alot of work...why not leave me where I am, I'm here for fun today, let's see what happens." So that's what we did. I even asked him again if he was sure that's how he wanted it. He said it was. Well that is how it went and he went on to prove that he is a very great

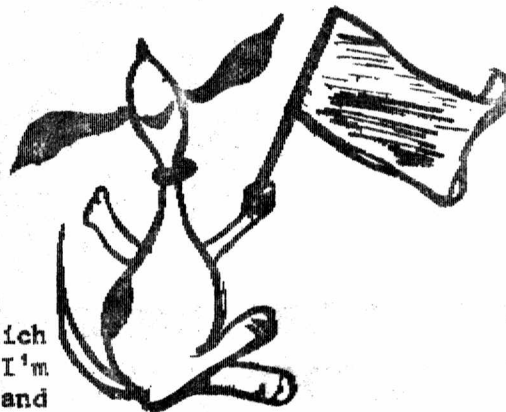
talent, taking first in class and honors as first overall.

Statements made like the one above do not give all the facts and lead to hurt feelings and bad reputations. I admit a mistake was made, but I made all the effort anyone could expect to correct it, and it was the competitor who made the final decision to let things stand as they were. You make me wonder if all my effort is worth anything.

Connie McIntyre

\*\*\*\*\*

*Green flag*



Well, it's pretty nearly time to think about going racing again, or if you're like me, going flagging. I really look forward to seeing my old buddies again, and getting out in the weather (which is not always benign), and getting my exercise. I'm anxious to see who is driving what and how well, and there's no better place than front and center, trackside. There are a lot of super folks who will be out there giving an assist to our drivers this season. Y'all come too.

h. 914-758-9522 w. 914-758-2691

*- CAP -*

Claire Phelan  
R.D. 2 Box 454  
Red Hook, New York 12571

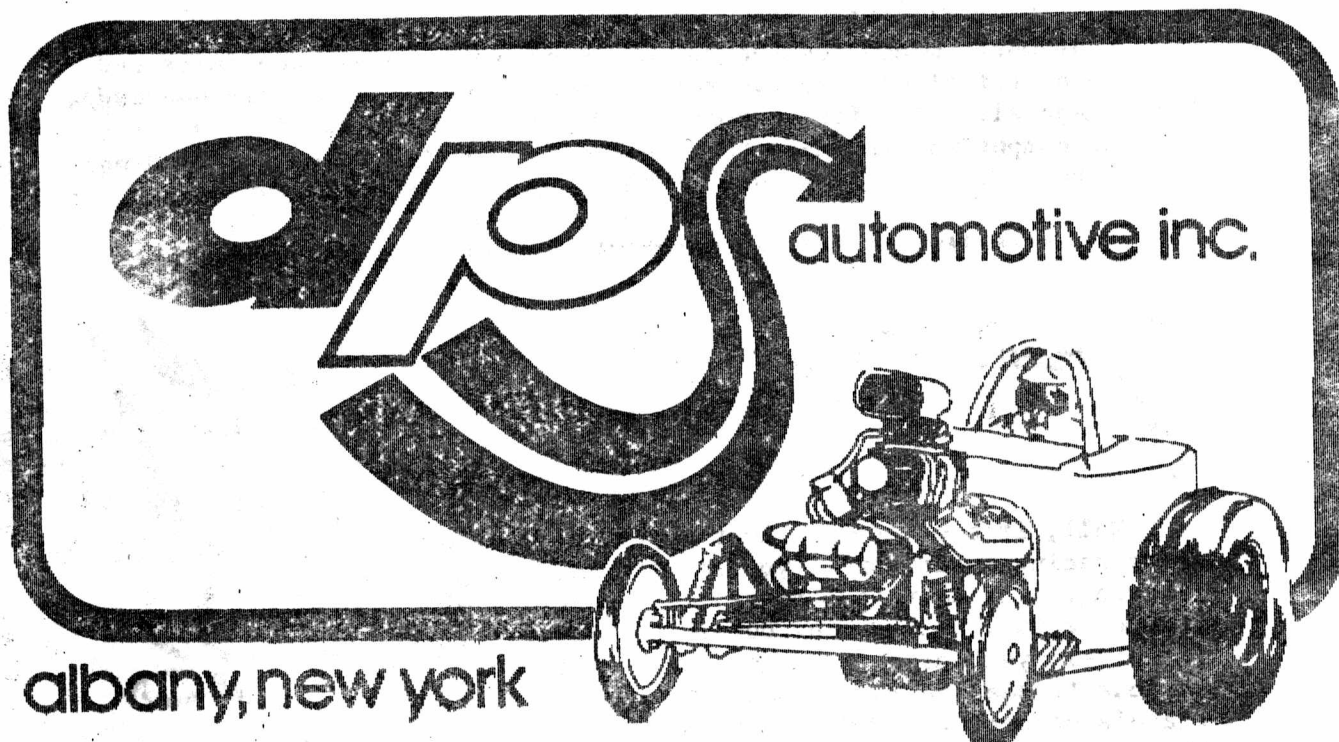
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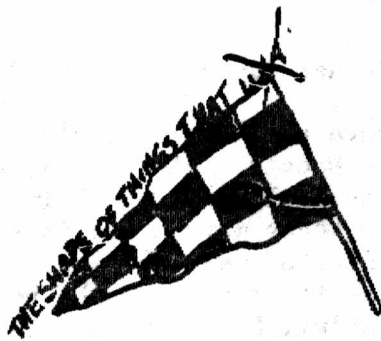
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## WINNERS and LOSERS

by Dave Hathaway

The definition of a "winner" or "loser" often depends on who is doing the defining. The checkered flag simplifies the situation somewhat. At Atlanta, the ratio between "winners and losers" is probably less than anywhere else. But...take ASR, for example. Got the money and only modest talents, then you too can be on the starting grid. The more exotic the race car the more attention it will gather. Or, perhaps if you're of Eastern European background, that fact can be exploited ad nauseum. Maybe you could become SCCA's new Polish joke? Don't plan on being a winner as long as Jerry Hansen is around. Believe me, those victories are for real and deserved. Much the same can be said for Formula A.

When Paul Newman started racing the mumbles and grumbles were the usual--"If I had his \$\$!" Newman persisted and made it to the run-offs in '75. In the competitive B Sedan field, he finished non-competitively back in the pack. So for '76 he decided to go with a proven winner, the Group 44 TR-6. However, he also kept the Datsun 510. Newman qualified both cars. In fact the tone of things to come was prefaced by a coin folder bearing Newman's picture with the caption, "Help this man beat Group 44," displayed in the window of his motor home. When Newman had the pole position sewed up, an airplane appeared with the banner, "Sixes Beat Sevens." British Leyland had a lot riding on the new TR-7. The presses were ready to pronounce it "winner" in its first year of racing. The best "pro's" in amateur racing were in TR-7, and that included Bob Tullius, John McComb, Ken Slagle, and Lee Mueller. After the Reeves' Corvair became a three-wheeler and Fitzgerald's Datsun 2000 became short of cylinders, it was Mueller and Newman. "Ole Blue" took the "Mother's" best shots and became a "winner"--a genuine honest to goodness winner in his own right.

In the same race, Linda Sharp didn't have a chance for a victory. In her own judgment, a tenth place finish would make her a winner. She was a loser by six positions.

Looking around the paddock at the array of equipment leads one to make a series of predictions about who the losers or the winners are.

However, in some cases the looks of the equipment is no measure of the men inside. Frank Monise's Lotus 23 looked like the war-weary beast it was. It was certainly not a contender, and, according to Monise, was going faster in a straight line than it was ever meant to go. Why was he at Atlanta? For the hell of it. His son wanted to come so they drove on out at the last minute from Pasadena. Frank has been racing for 23 years. He has been racing longer than the winner of the Super Vee race has been alive! Today he races for the pure enjoyment of it. Registration hassles, tech hassles, dumb officials are problems that no longer bother him. When



they come along, he waits for another day and another race. His racing stories would fill a book.

Another "Old Timer" at Atlanta was Andy Porterfield. He, along with the likes of Bondurant, Davey Mac Donald, Skip Hudson, and others, raced corvettes on the West Coast in the early days of their development. The reason that corvettes are winners today may be due in a small measure to Porterfield's activities a number of years before.

Many of the "losers" could be identified by the bent and bashed equipment which were previously shiny, bright cars. It looked like auto body shops from Circle Auto Body on the East Coast to "Friendly Dan the Bondo Man" somewhere in the West will be busy this winter.

Dave Haines of Wichita, Kansas, became a loser when, of all things, he ran out of gasoline. Ran out of gasoline and dropped from second to nowhere in the closing laps of the A Sedan race.

The real winners at Atlanta are the workers and crews. Sun, rain, heat, cold, mud, and long hours don't deter their efforts. Any driver who doesn't realize this is a real loser.

NEXT MONTH watch for "Who's That Masked Man?"

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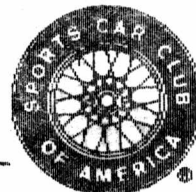
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# SCCA NEWS

Sports Car Club of America, Inc. P.O. Box 22476, Denver, Colo. 80222 (303) 751-4900



## For Immediate Release

### SCCA SETS MONEY, EVENT RECORDS IN 1976

DENVER -- In the most active season of its 33-year history, the Sports Car Club of America sanctioned and conducted a record 401 events during 1976 in a variety of programs including professional and club racing, rallying and Solo I and II competition.

Attracting slightly below the million mark in spectator attendance for the first time in five years, SCCA events were witnessed by a total of 976,955 road racing fans during the bicentennial year. The total reflects attendance figures announced by U.S. and Canadian road racing circuits conducting four SCCA professional racing series as well as the U.S. Grand Prix and U.S. Grand Prix-West, the Glen 6-Hour World Manufacturers Championship, two International Race of Champions events, three professional Formula F races and the Car & Driver Challenge for showroom stock cars.

Conducting a total of 37 professionally-sanctioned events in 1976, an increase of nine over the previous year, SCCA's pro races were witnessed by more than 733,000 fans.

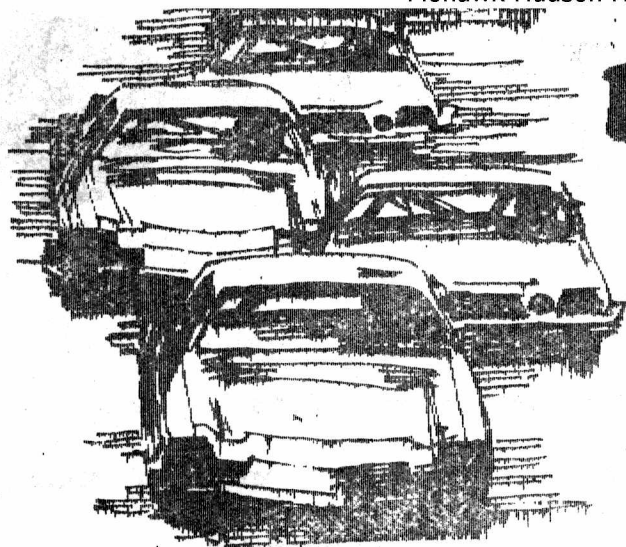
The seven race Formula 5000 Championship series drew a total of 183,612 spectators, per race attendance of 26,230.

SCCA's Trans-American Championship attracted 161,750 spectators, an increase of 52,000 over 1975, with a per race average of 20,218.

SCCA-sanctioned events of the Robert Bosch VW Gold Cup series, co-featured with top road racing attractions such as the U.S. Grand Prix, were viewed by 249,029 spectators with an eight-race average attendance of 31,129.

The inaugural year of the Scirocco/Bilstein Cup series for Scirocco sport coupes was witnessed by a total of 114,803 spectators with a six-race average of 19,134.

Club racing competition sanctioned by SCCA attracted an additional 197,761 spectators,



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an increase of 39,000 over the previous year. Of a record total of 68 National Championship weekends conducted during 1976, 35 were classified as open spectator events. The yet-to-be-announced spectator attendance at the year-end National Championship-deciding Champion Spark Plug Road Racing Classic is expected to increase club racing attendance to well over 215,000. Other SCCA club racing activity included 147 regional races, an increase of 12 over 1975, and 61 SCCA driver schools.

SCCA's National Pro Rally series was contested in six events with Californians Hendrik Blok and Erick Hauge earning the 1976 titles campaigning a Plymouth Arrow. The series attracted a total entry to 192 competitors resulting in a 32-car average per event. The 1976 series paid a total of \$6,000 in purse awards plus additional money from numerous contingency award sponsors. In addition, SCCA sanctioned and conducted 18 National and 35 Divisional rallies with Dave Flanigan and Bob Kruse, both of Huntsville, Ala., winning the Class A (equipped) title driving a Datsun B-210. Ron Hayslett, Las Cruces, N.M., and Dick Ecelbarger, Tucson, Ariz., won the Class B (unequipped) championship teamed in a Datsun 240Z. Efforts of the 1976 champions as well as other Datsun rally competitors brought Nissan Motor Corp. in U.S.A. the manufacturers crowns in both the SCCA National Pro and National Club Rally series.

In Solo competition, SCCA sanctioned 22 Solo I events, including time trials, hillclimbs and schools, seven Divisional Solo II championship events which averaged 130 entries, and the year-end British Leyland Motors Inc.-sponsored National championship which attracted a record entry of 376 contestants.

A record \$1,264,000 in purse and points fund money was awarded for SCCA-sanctioned professional road racing events in 1976. In addition, contingency award sponsors posted \$148,915 for four professional series while a record \$138,227 in contingency and manufacturer's support awards were available to club racing competitors at the Champion Classic.

- 3 -

Formula 5000 Championship series winner Brian Redman earned \$58,250 of a total 1976 series purse of \$425,000. Redman of Skipton, Eng. drove the Haas/Hall Boraxo Lola T332 to his third-consecutive Formula 5000 series crown by capturing three wins, a third, one sixth and eighth-place finishes.

George Follmer, Huntington Harbor, Calif., and Jocko Maggiacomo, Poughkeepsie, N.Y., shared Trans-American Championship series title honors, Maggiacomo capturing the SCCA Category I crown in his Jocko's AMC Javelin and Follmer the special Category II and the overall points battle driving the First National City Travelers Checks/Polak turbocharged Porsche Carrera RSR. Paying a total of \$163,900 in purse and year-end championship points fund awards, Follmer earned \$12,550 while Maggiacomo pocketed \$12,050 during the eight-race series. Porsche+Audi gamered the 1976 manufacturer's crown, 132 points to series rival Chevrolet's 103.

Tom Bagley of State College, Pa., earned the 1976 Robert Bosch VW Gold Cup title driving his Kent Oil Zink Z11. Supported by the Bosch Spark Plug Co. and Volkswagen of America, the 1976 series paid a total of \$109,000 in purse, contingency and driver point fund money, Bagley earning the lion's share of \$21,200 from his five victories and champion status.

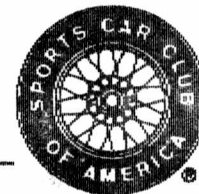
The Scirocco/Bilstein Cup series saw Paul Hacker, East Greenbush, N.Y., capture the title without winning a single race in the six-event series. With VWoA, Bilstein Corporation of America and Goodyear Tire & Rubber Co. backing, a total of \$41,500 was paid competitors in purse, accessory and points fund awards. Hacker, driving the Colonial Motors Scirocco, earned a total of \$7,250 for his consistent finishes in the run for the championship.

# # #

12.9.76



# SCCA NEWS



Sports Car Club of America, Inc. P.O. Box 22476, Denver, Colo. 80222 (303) 751-4900

## For Immediate Release

### PRELIMINARY SCHEDULE SET FOR 1977 SCCA TRANS-AM SERIES

DENVER -- An 11-date schedule of Trans-American Championship events for 1977 was announced here by the Sports Car Club of America, sanctioning organization for the popular professional road racing series.

The 11 dates matches the number of Trans-Am events staged during the 1970 season and approaches the 1968 record of 13, an era when manufacturer involvement initiated the series' popularity.

As in 1976, the Trans-Am series will be contested by cars classified in two categories.

Category I cars include those eligible in SCCA classes A, B and C Production and A Sedan, such as AMC Javelin, Chevrolet Corvette and Camaro, Ford Cobra and Mustang, Datsun "Z" cars, Jaguar XJS, Pontiac Trans Am Firebird, Porsche Carrera, Porsche 911 and 911SC. The only major rule changes for Category I are B and C Production-classed Porsche 911s and all Datsun "Z" cars will receive a weight reduction while Corvettes will be allowed to use alternate braking systems.

Category II will include cars currently recognized by the FIA in Groups 1 through 4 and, in addition, U.S.-produced cars prepared to the American version of Group 5 rules with a special provision for small displacement Group 5 vehicles. Category II Touring and Grand Touring cars will include BMW 3.0 CSL, Porsche Carrera RSR and Turbo RSR, the Chevrolet Monza and highly-modified Corvettes.

The current schedule calls for the 1977 series to open on three successive weekends on the west coast, then move to the east coast and conclude in the midwest

The series will also mark the initial SCCA professional race at the newly-opened Hallett Motor Racing Circuit near Tulsa, Okla.

Additional details and confirmation of event sites for the 1977 Trans-American Championship series schedule will be forthcoming early in 1977.

The preliminary schedule for the 1977 SCCA Trans-Am is:

May 29	To be announced
June 5	Westwood, Vancouver, B.C.
June 12	Portland Int'l Raceway, Portland, Ore.
June 26	Nelson Ledges Road Course, Garrettsville, Ohio
July 9	Watkins Glen Grand Prix Circuit, Watkins Glen, N.Y.
July 17	Mid-Ohio Sports Car Course, Lexington, Ohio
Aug. 7	Hallett Motor Racing Circuit, Hallett, Okla.
Aug. 14	Brainerd Int'l Raceway, Brainerd, Minn.
Aug. 21	Mosport Park, Mosport, Ont.
Sept. 4	Road America, Elkhart Lake, Wis.
Sept. 18	To be announced

\*\*\*

12.21.76

\*\*\*\*\*

WELCOME NEW MOHAWK-HUDSON MEMBER

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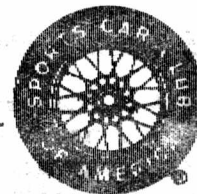
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# The National Newsletter

Sports Car Club of America, Inc. P.O. Box 22476, Denver, Colo. 80222 (303) 756-6060



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Number 2  
December 2, 1976

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*Best Wishes for the Holidays!*

K & K CONTRACT RENEWED

K & K Insurance Agency of Fort Wayne, Ind., agents for SCCA's Master Plan since 1975, has been given a two-year renewal to its contract by the Board of Governors. The contract is now in effect until 1980.

K & K Insurance Agency will be advising all 1977 Regional Executives on Master Plan details as soon as the SCCA National Office receives a list of '77 Regional Officials.

SCCA CONVENTION '77

SCCA's 1977 National Convention will be held February 17-20 at Stouffer's Riverfront Towers in St. Louis, Mo. The convention will not only feature informational seminars and meetings, social functions and banquets but also the traditional British Leyland autocross and a Sportscarama auto and accessory exhibit.

Convention chairman Harry Hutcherson has completed arrangements with General Motors to offer delegates tours of the St. Louis-based Corvette plant.

Make plans now to attend what should prove an informative and interesting convention. Further convention information is available on page 7 of the November SPORTS CAR or from Harry Hutcherson, Chairman, 1977 SCCA National Convention, 77 Aberdeen Place, St. Louis, Mo. 63105.

1977 SCCA RULE BOOKS

SCCA's 1977 rule books will be available in late January and February, with the exception of the National Pro Rally Rules (ordering details below). Due to some price changes, order forms will not be available until the first week of January. The form, with all price information and approximate availability dates for each book, will be mailed to each Region the first week of January. Please do not submit your order until you have received this form.

Two new books will be issued in 1977--a Showroom Stock Category Specifications book and a Sedan Specifications book, both similar to the PCS.

All SCCA drivers holding a 1976 Regional or National competition license as of this date will receive a complimentary copy of the 1977 GCR, expected to be off the press the third week of January. However, any complimentary GCR returned to the National Office as undeliverable for any reason will be held until SCCA is notified of a new address and a specified postage/handling fee is paid before the GCR is remailed.

Stewards will receive a complimentary GCR following renewal of their 1977 licenses. The chief scrutineer of each Region will receive a complimentary GCR following receipt of the 1977 Regional Officials form (see page 2) in the National Office.

Complimentary copies of all other rule books will not be issued.

The SCCA National Pro Rally Rules will be available by December 10. Price per book for members is \$1.50, postage included. Region ordering information is enclosed for all R.E.s.

OPERATIONS MANUAL

The Board of Governors has approved the revised draft of the Operations Manual and it will be printed in January. Additional details will be announced next month.

NEW GOVERNORS

The following were elected to three-year terms on the Board of Governors, the terms commencing with the National Convention, February 17-20, 1977: Area 1 - David Ammen; Area 5 - David Morrell; and Area 7 - Costa Dunias. A run-off election will be held in Area 8 between David Nokes and Michael Shroyer, results of which will be announced after January 10, 1977.

1977 CHARTER RENEWAL

The SCCA Bylaws provide that all Regional Charters expire at the end of the calendar year and are renewable by the Board of Governors. For those Regions which have not yet returned their 1977 Charter Renewal application, please do so by mid-January. Following the '77 National Convention, charter documents will be forwarded to those Regions whose applications have been received.

REGIONAL INCORPORATION

Reminder: It is a requirement of the Bylaws that every Region be incorporated in the state in which it exists. Most states require an annual report and billing fee in order to continue that incorporation.

1977 REGIONAL OFFICERS/DIRECTORY

All R.E.s will find enclosed with this National Newsletter a memo regarding 1977 Regional officers, along with a form for listing Regional officials. The form is to be completed and returned to the National Office where it is kept on file to answer inquiries as well as for compiling the 1977 SCCA Directory.

In order for Regions to be assured inclusion in the 1977 Directory, the forms must be returned by January 24, 1977.

1976 REGIONAL REPORTS

Many Regions have yet to submit their 1976 Regional Report and Award form to the National Office and no Region will be considered for a Regional Achievement Award unless the report is received. While the deadline for the report was December 1, those reports received in the National Office by December 15 will be accepted.

ANNUAL AWARDS

SCCA's top recognition awards will be presented during the 1977 National Convention. Various awards and criteria for presentation are listed in the SCCA Operations Manual. Those wishing to nominate candidates for 1976 awards should contact the appropriate board or committee immediately to have the nominee placed in consideration. Deadline for nominations is December 15, 1976. For additional information regarding placing a candidate's name in nomination, contact the SCCA National Office.

TWO REGIONS CHANGE DIVISION

Requests from the Arkansas Region (Midwest Division) and Pan American Region (Southern Pacific Division) to be transferred to the Southwest Division were approved by the Board of Governors.





Below are summaries of major actions taken by the Board of Governors, November 19-21, regarding Competition, Rally and Solo Event Board recommendations.

#### COMPETITION BOARD

##### Formula F:

**Tires** - The proposal to restrict tires used in the FF class to those with DOT approval and with a maximum price limit was defeated.

##### Formula V:

**Sump extension** - GCR Appendix A 5.5.r. is changed to read: "An oil sump extension may be fitted utilizing the oil strainer cover plate, provided the extension does not extend horizontally beyond the edge of the oil strainer cover plate and capacity does not exceed 250cc. The oil pump pickup pipe may be extended into the sump extension."

**Oil filter** - Added to Appendix A 5.5.: "A single standard automotive oil filter of not more than one quart total capacity, and a suitable mounting bracket and bypass valve may be installed. Cooling fins are not permitted on any component. Only flexible unfinned hose and suitable fittings may be connected directly to the oil pump cover. A maximum of 12 feet of oil line may be used. Maximum diameter of hose is one (1) inch outside diameter. Modification to the lubrication system to facilitate installation of the oil filter is permitted. All components must be contained within the body to the rear of the firewall."

**Body work** - Appendix A 5.9, paragraph 2-first sentence is changed to read: "The rear trailing arm, coil springs and shock absorbers may not be faired in and must be visible and accessible from the side without removal or manipulation of any part or panel."

**Cooling ducts** - Appendix A 5.9, paragraph 6-second sentence is changed to read: "Ducting may not be attached in any way to other parts of the engine assembly."

**Minimum weight** - The minimum weight is 1040 pounds, including driver, as raced and/or qualified.

**Fan housing** - The fan housing may be removed but it must be possible for the fan housing to be installed within the body work in its standard location. Further clarification on this item will be forthcoming from the Competition Board.

Voltage regulator may be removed.

Generator is not required.

Coil mounting location is free.

Tire charging is not permitted.

**Replacement parts** - The proposal that parts normally carrying the VW logo may be replaced with others provided they are identical in all respects has been referred back to the Competition Board for further study, possibly for implementation in '77.

##### Sports Racing:

**Doors** - Effective January 1, 1977, doors are optional, provided the coachwork as viewed from the side is not less than 12 inches high and 20 inches long on a longitudinal axis in the area where the door normally would be. The height is measured vertically from the wheel hub centerline upwards, but not including any area above the horizontal plane of the top of the body.

**CSR engines** - Effective January 1, 1977, the following C Sports Racing engines are eligible:

Sports Racing (cont'd)

<u>Size</u>	<u>Type</u>	<u>Induction</u>
1300 cc	More than 2 valves per cylinder or 2-cycle design	free
1450 cc	OHC crossflow	carbs only
1615 cc	Pushrod crossflow - OHC non-crossflow - Pushrod non-crossflow	carbs only
1615 cc	OHC crossflow	32 mm Venturis - individual runner intake manifold (4) - no plenum - no balance pipes.

All engines over 1300 cc must be derived from cars listed as eligible for SCCA Production or Sedan Category.

Sedan Category:

Class C displacement - The Board of Governors disapproved the proposal that Class C displacement be raised and the weight be proportionately adjusted.

AS lightening - The general lightening rule contained in the Class B and C Sedan rules will be permitted in Class A Sedan, effective January 1, 1977.

Exhaust system - Cross members to the rear of the engine may be modified but not relocated for the purpose of exhaust system installation only.

Production Category:

New recognitions - Lotus Espirit in C Production with 2300 lbs. listed as weight (provisional).

Classifications - Effective January 1, 1977, the following changes are made:

Turner 1500 moved to F Production

Triumph TR6 - add 100 pounds

Datsun SPL 311 and 311U - add 50 pounds

Alfa Romeo - Guilia Sprint and Spider - delete two 40 DCOE Webbers

Distributors - Any distributor may be used, provided its installation does not require any modification of the engine.

Battery location - Battery may be relocated except to the front driver/passenger compartment, provided it is securely mounted in a non-conductive (marine-type) box.

Alternate brakes - Alternate discs and calipers for the 914/4 were disapproved; alternate brakes for Corvette 350, 427 and 454 were disapproved (see September 11-12 Competition Board minutes).

Corvette 350 replacement cylinder head was disapproved.

Jaguar XJS wheels - The 8.5-inch wheels listed in the PCB be deleted; 6.5-inch wheels to be listed instead.

General:

Class consolidation - The previously approved consolidation of A and B Production and A Sedan classes has been rescinded and the classes will continue to be separate.

National Racing status - Rather than combine or eliminate classes from the present structure, the Governors approved a "2.5" plan. A National racing class may retain its status as long as the average number of National race starters remains at 2.5 cars or more, effective in 1977. If the average drops below 2.5 for any full year, the class will be allowed an additional year to increase the participation level to or above 2.5 or the class will be restricted to Regional racing the follow-

General (cont'd)

ing year. Any class not holding National status but with participation above 3.0 cars per race average for two consecutive years may be considered for inclusion in the National racing program.

Rotary engine cars - The Class B and C Sedan rotary engine preparation rules are approved for the Production Category and Class A Sedan.

Track measuring methods - Track is to be measured rim to rim instead of tire to tire and a tolerance of three (3) percent is permitted.

Tuning and testing - During circuit tuning and testing sessions, the following minimums are required: Visual line of sight with communication around the circuit must be maintained; one ambulance and EMT on duty; and fire fighting and driver extraction equipment.

Helmets - Due to late production of helmets meeting 1975 Snell standards, no changes can be implemented until early 1978. Further consideration has been deferred to the Competition Board's spring meeting.

Roll cages/protective structures - The recommendation to require roll cages/protective structures in all racing cars after 1977 was referred back to the Competition Board for development of design specifications before approval of the recommended implementation time table is given.

Brake ducting - The restrictions on brake ducts extending above the hub centerlines in the Production and Sedan Categories has been deleted.

Class Groupings/supplementary regulations - Due to some problems in improper grouping of classes (speed differential and differences between cars) and because requests for such changes in supplementary regulations are not carried out, the Competition Board will be developing precise standards in these areas.

Showroom Stock Category:

Eligibility - For 1977, the Showroom Stock Category will be restricted to 1974, 1975 and 1976 models in the interest of reducing costs and to permit time to review the 1977 car specifications.

National status - The three SS classes have been approved for National racing status with a directive to the Competition Board to investigate the possibility of holding a national championship event separate from the Champion Classic.

Blueprinting and balancing will not be permitted in 1977.

Allowable options - Certain non-performance options (sun roofs, tinted glass, interior decor groups, etc.) will be listed as allowable options, by vehicle, in the forthcoming Showroom Stock Category Specifications book.

Reclassified - The fuel injected Scirocco (special edition) has been moved from SSA to SSB. Also, the Alfa Romeo Alfetta, Alfetta GT, Berlina and 2000 Spider have been moved from class A to SSB.

Newly recognized - The Datsun F-10, 2-door sedan is recognized in SSC and the Mazda Cosmo in SSA. (Complete list of cars eligible in '77 is included in September 11-12 Competition Board minutes sent to all R.E.s.)

Driver responsibility - Each driver in SS classes must have an official Factory Shop Manual for his make, model and year of car at every event to present at tech inspection.

## RALLY BOARD

Pro Rally:

**Vehicle eligibility** - A proposal to restrict competing cars to all street licensed series production four wheeled vehicles with no changes in suspension type, effective in 1978, has been referred back to the Rally Board for reconsideration.

**Safety considerations** - Safety helmets for both driver and co-driver conforming to 1970 or later Snell standards will be required in 1977.

**Licensing** - A new structure of licensing has been established for 1977 wherein a competitor may compete in an SCCA National Pro Rally with an SCCA-issued FIA Driver's license or with an SCCA National Pro Rally license. Previously, the latter license was required. Costs for the '77 licenses are: FIA Driver - SCCA Member, \$10; non-member, \$20. Pro Rally - SCCA member, \$5; non-member, \$10. FIA Entrant - SCCA member, \$7.50; non-member, \$15. (Applications were mailed to '76 license holders on November 30.)

**Standardized noise tests** - If the noise check is conducted, the maximum allowable level cannot be set lower than 86 dba, effective in 1978.

**Advertising on vehicles** - Effective in 1978, all competing vehicles in an SCCA Pro Rally are required to display one 4 1/4-inch SCCA wire wheel decal in a visible location on each side of the vehicle. The decals will be supplied by SCCA.

**CB radios** - While it was determined no restrictions of equipment be placed on competitors, service vehicles or organizers, a recommendation to restrict competitor-service crew transmissions on frequencies used by the organizer is included in the 1977 Rules For Organizers.

**Changes in results** - Effective in 1978, the following will be added to the National Pro Rally Rules: Once the results have been properly declared official, they may not be changed even if an error should later be discovered.

**Rules changes** - Sections of the 1976 Rules for Pro Rally Organizers will become mandatory in 1977.

Club Rally:

**Halda Speedpilot** - The Halda Speedpilot may not be used in Class B competition.

**"Clean up"** - There will be substantial reorganization and a general "cleaning up" of the National Club Rally Rules for 1977.

**Single type** - All reference to open and closed rallies will be deleted in the '77 rules and all Club Rallies in the future will be those previously designated as closed events.

**Rally length** - A National rally must not be less than one day's duration and not less than 200 miles with at least 24 open controls. A Divisional must not be less than 100 miles with at least 12 open controls.

**IDs not required** - It will no longer be necessary for contestants to present an SCCA membership card or car registration certificate at registration. However, each contestant must certify the car entered is on the road legally and is either owned by the entrant or is being used with the owner's permission.

**Commerical advertising** - Display of commerical advertising is allowed in Club rallies without purchasing a special advertising permit.



Rally General:

The practice of free distribution of National Pro Rally Rules and National Club Rally Regulations books to member license holders or to those earning points will be discontinued effective with the 1977 rule books.

## SOLO EVENTS BOARD

Solo II:

Entry in Divisional Championships - No competitor may enter a Divisional Championship other than the event within his own SCCA Division of residence, except under extraordinary circumstances (such requests being submitted to the Director of Solo Events for approval). No competitor may enter more than one Divisional per year.

Entry in National Championships - Entries for the 1977 National Championships shall be limited to those competitors who competed in a Divisional Championship and the following officials from each Divisional Championship: Event chairman, chief tech inspector, chief of timing and scoring and the chief of the course.

National inspection - Annually, the SCCA Solo Events Board will make an on-site inspection of the National Championships course(s) prior to final approval of the course(s).

FTD award - Awards for fastest time of the day/top time of the day are no longer required awards.

Authorized modifications/running gear and engine-drive train:  
The Sizzoli Cinturato P7 (DOT approved) and any similar tires may be used in the Prepared Category but not in the Stock Category.  
Substitute shock absorbers may not alter ride height.  
The addition of any front anti-roll bar is permitted, but must be within certain specifications, detailed in the '77 rule book.

Wheel diameters - The 1977 SCCA Solo I & II Rules will contain an appendix listing maximum wheel diameters and rim widths for various automobiles listed in Appendix A.

SCCA identification - For National Championships competition, one 4 1/2-inch SCCA wire wheel decal must be prominently displayed on each side of the vehicle. The decals will be supplied by SCCA.

New class - The creation of a new Modified class D has been referred back to the Solo Events Board.

General:

GCR and PCS - All reference to the GCR and PCS in the 1977 Solo rule book is frozen to the 1976 GCR and the 1976 PCS.

Safety steward - The Solo Events Board has been instructed to proceed with its proposal to establish a Safety Stewards Program, effective in 1978.

Worker log books - Worker licenses/log books shall be signed, on request, at all SCCA Solo I and National and Divisional Solo II events, if the worker performs within the license specialty.

1977 APPOINTMENTS

Among major appointments made by the Board of Governors for 1977 were:

Competition Board: Hank Thorp, chairman  
 Dave Frellsen  
 Charles Earwood  
 William Spencer  
 Jon Norman

Rally Board: John Smiakol, co-chairman  
 W. David Teter, co-chairman  
 Dave Flanigan  
 Guenter Kern  
 Ron Hayslett  
 Harry Ward

Solo Events Board: Bill Miller, chairman  
 Phil Alspach  
 John Kelly  
 Dennis McCosh  
 Greg Sharnberg  
 Nick Strine  
 Pete Woodruff

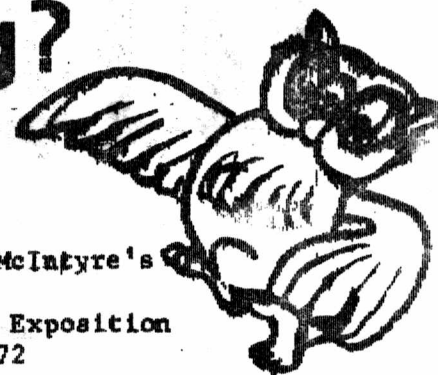
Pro Racing Advisory  
 Committee: Cameron R. Argetsinger, chairman  
 Malcolm Currie  
 Carl Haas  
 E.L. Hall  
 Alex S. Keller

ACCUS-FIA: Cameron R. Argetsinger, delegate  
 E.L. Hall, delegate  
 Thomas J. Duval, alternate delegate

Directors: Orly Thornsjo, stewards  
 Tom Flaherty, driver licensing  
 Don Ginardi, M.D., medical safety  
 Jan Poor, race officials administration  
 John Hansen, scheduling  
 Roger Lewis, court of appeals

Executive  
 Stewards: Jack Thompson, Northeast Division  
 Bryan Webb, Southeast Division  
 Foster Sturdevant, Central Division  
 Elouise Norris, Midwest Division  
 Bob Gelles, Southwest Division  
 Joe Henderson, Northern Pacific Division  
 Jerry Adams, Southern Pacific Division

# what's happening?



## JANUARY

- 24 Mo-Hud Executive Board Meeting-8:00 p.m.-Connie McIntyre's
- 22-26 New York Racing Car Show-Madison Square Garden's Exposition Rotunda-for information Tony Altomare 201-943-7372
- 28-30 Goodwin's Tri-State Rally-NER- Contact Dot Chase, Box 247,R.F.D. 2, Cumberland Center, Maine 04021 or call Bill Hall, 617-597-6247 (late)

## FEBRUARY

- 2 MOHAWK-HUDSON SCCA MEMBERSHIP MEETING-Americana Inn-8:00p.m.
- 18-20 TRIPLE CHALLENGE RALLY-NER- contact John Sedgwick 617-752-8482
- 26 MOHAWK-HUDSON SNOWFLAKE RALLY - Chairman, Mitch Miecznikowski, 518-449-1168, full details at February meeting
- 22 Mo-Hud Executive Board Meeting-8:00 p.m.-Craig Robertson's

## MARCH

- 2 MOHAWK-HUDSON SCCA MEMBERSHIP MEETING-Americana Inn-8:00p.m.
- 12-13 NEDIV ROUNDTABLE-Sheraton Inn, Albany-Host Region: MOHAWK-HUDSON
- 26-27 Driver's School-Wash DC- Summit Point
- 26 March Lion Divisional Rally- SJer Region

\*\*\*\*\*

Here are the replies I got when I asked selected members, "What did Santa bring you this year?"

- Carl Corrin--a sales tax bill for an H Prod Sprite
- Hap Farnsworth--a "giggle box" with a broken kill switch
- Jack Hanifan--new moccasins
- Connie McIntyre--a Mickey Mouse watch
- Jack Fantelli--a Dale Carnegie Course
- Steve Magee--a scuba diving outfit (returned because it was upside down)
- Don Valenti--a new oil plug
- Peter Klein--a pair of Paul Newman shoulder pads
- Craig Robertson--a telephone tree
- Tom Pelkey-- a copy of SCCA Solo II Rules
- Phil Penos-- (unavailable for comment)
- Jack Loda--sunshine or new rain gear
- Candy Schaf--a set of Corning cookware, a hibachi and a shoe shine box
- Paul Hacker-- a checkered flag
- Eleanor Morris-- a Skip Barber School
- Roly Heacox-- a set of 11 red flags
- Skip Griffin-- a "Crapi" emblem
- Mitch M.--a roll of racing tape
- Al Anderson-- a KNOCK-OFF subscription

# R. E. GIONAL RAMBLINGS

This issue represents the first under the 1977 officers. This year will see a monumental increase in the racing effort by the region with our sanctioning of the Skip Barber series. It will also see the return of the NEDiv Roundtable to this area March 12 and 13.

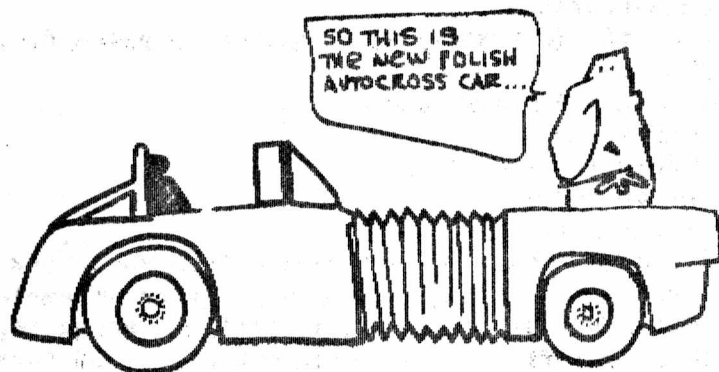
These events plus our usual Regional Race, our Solo II program and our occasional rallye mean a larger commitment of effort by the workers already in the region. It also means we must increase the membership of the region. Last year, in what must be considered not a prime year for the region in general, our membership decreased by twenty. That works out to about 14 or 15%. What we are going to need is a 20% increase.

Our ties with Skip Barber should help promote workers and members, but that doesn't mean individual members should relax and not find a few new folks.

Mo-Hud can come out of this year in the best position ever, but only if we really pitch in and work.

That's all for this month.

Craig Robertson, Regional Executive



# DATES TO REMEMBER



1977 (Proposed) NEDIV SCCA Calendar of Events (12-28-76)

## March

12 & 13 Roundtable-Mo-Hud- Albany  
 26 & 27 Dr Sch- Wash DC- Summit Pt.  
 26 March Lion Div Rally- SJer

## April

2 & 3 Dr Sch- NNJ- Bridgehampton  
 16 & 17 Dr Sch- NYR- Bridgehampton  
 23 & 24 REGIONAL-WASH DC- SUMMIT PT.  
 23 REGIONAL-NYR- LIME ROCK  
 30 REGIONAL-NER- LIME ROCK

## May

7 & 8 National-NNJ- Bridgehampton  
 14 & 15 Regional-TriRegs-Pocono  
 14 & 15 Pro Rally-Finger Lakes  
 14 & 15 Dr Sch- St Cit- Nelson  
 14 & 15 Dr Sch- NER- Bryar  
 21 & 22 REGIONAL-WASH DC-SUMMIT PT.  
 21 & 22 Solo I and Sch-Glen-Glen  
 23 & 29 Regional-WNYR Nelson  
 23, 29, 30 NATIONAL-NER-BRYAR

## June

4 & 5 REGIONAL-GLEN- GLEN  
 4 REGIONAL-NNJ-BRIDGEHAMPTON  
 4 & 5 Dr Sch-Mah Val- Nelson  
 4 & 5 Duyres Hillclimb-Blue Mt.  
 11 & 12 NATIONAL- ST CIT- NELSON  
 11 & 12 REGIONAL-NER-THOMPSON  
 11 & 19 REGIONAL-NYR-BRIDGEHAMPTON  
 11 & 19 Dr Sch- Glen-Glen  
 25 & 26 Solo I-Glen-Glen  
 25 & 26 NATIONAL-WASH DC-SUMMIT PT.  
 25 & 26 RESTR REGIONAL-MO-HUD-LIME ROCK  
 25 Appalachian Natl Rally-Phila

## July

1 Adv Dri Sch-NNJ-Lime Rock  
 2 & 4 NATIONAL-NNJ-LIME ROCK  
 2 & 3 Regional-St Cit- Nelson  
 9 & 10 15000 & Six Hour-Glen-Glen  
 9 & 10 Dr Sch- NER- Thompson

## July (Cont.)

16 & 17 REGIONAL-NYR-Thompson  
 16 & 17 NATIONAL-Pin Lakes-Glen  
 16 & 17 Regional-Mis Bay-Nelson  
 16 Giant Dipare Solo I-NEPa  
 23 REGIONAL-NER-LIME ROCK  
 23 & 24 NATIONAL-TRIREGS-POCONO  
 23 & 24 Regional-Wash DC-Summit Pt.  
 30 & 31 NATIONAL-MAH VAL-NELSON  
 29 & 30 DR SCH & REGIONAL-MO-HUD-LRP

## August

6 & 7 Solo II Runoffs-WNYR-Batavia  
 6 & 7 REGIONAL-NYR-THOMPSON  
 6 & 7 Dr Sch- Tri Regs-Pocono  
 12 & 13 DR SCH & REGIONAL-NNJ-LRP  
 13 & 14 NATIONAL-Glen-Glen  
 20 & 21 NATIONAL-WASH DC-SUMMIT PT.  
 20 & 21 REGIONAL-NER-THOMPSON  
 27 & 28 Regional-Glen-Glen  
 27 & 28 Regional-St Cit-Nelson

## September

2, 3, 5 NATIONAL-NER-LIME ROCK  
 10 Sherman Oaks National Rally-NYR  
 10 & 11 Dr Sch-WNYR- Nelson  
 10 & 11 REGIONAL-NYR-THOMPSON  
 17 & 18 Regional-WashDC- Summit Pt.  
 17 & 18 NATIONAL NYR BRIDGEHAMPTON  
 24 & 25 Reg & Enduro-St Cit-Nelson  
 24 & 25 Regional & possible Pro-NER-  
 Bryar

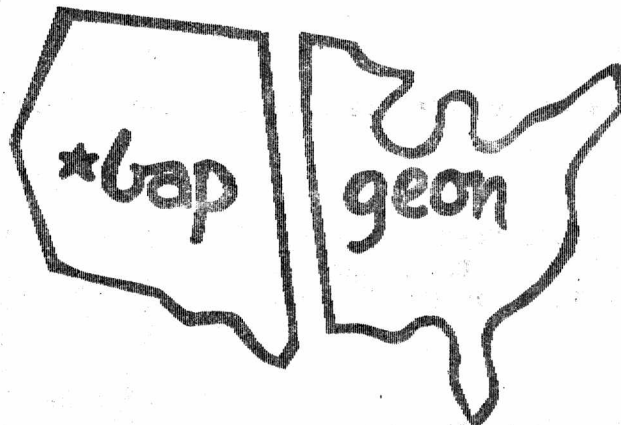
## October

1 & 2 U.S. GRAND PRIX-GLEN-GLEN  
 8 REGIONAL-NNJ-LIME ROCK\*  
 8 & 9 Regional-Mah Val- Nelson\*  
 8 & 9 4 Hr Enduro-TriRegs-Pocono\*  
 15 & 16 Regional-PinLakes-Glen  
 15 & 16 Regional-WashDC- Summit Pt.  
 15 RESTR REGIONAL-NYR-LIME ROCK  
 29 & 30 Regional-WNYR-Nelson

## November

5 & 6 Dr Sch- WashDC- Summit Pt.

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