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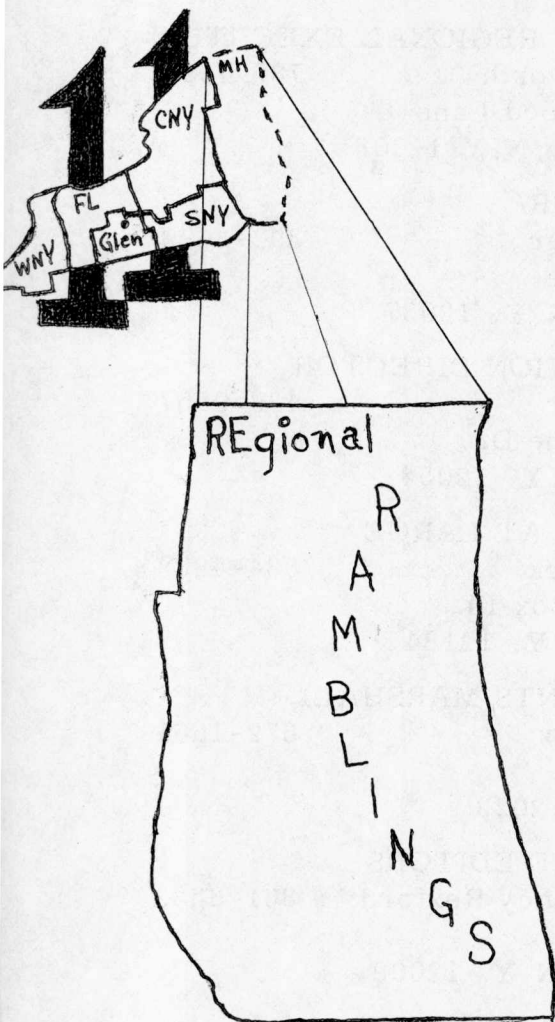
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Anyone wishing information on membership or events may attend our meetings or contact any of the Officers listed above. Membership in the Mohawk-Hudson Region is open to anyone residing in the Counties of Albany, Clinton, Columbia, Essex, Franklin, Fulton, Greene, Hamilton, Montgomery, Rensselaer, Saratoga, Schenectady, Warren, and Washington.

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



The elections are over, and I extend a hearty welcome to the new officers for 1970. We will be working together to plan the year's activities, and as always, suggestions from the members are encouraged. A winter rally, ice trials, Gymschool, a complete series of gymkhanas, a drivers school, a National Race, and of course, Auto Sprint II, are presently in the planning stage. During the years that Uncle Gene was R.E., this region made tremendous advances, and last year we worked at consolidating some of these. But 1970 is the year to move again, and we are implicitly counting on the enthusiasm and support of the members to accomplish this.

The NEDiv Convention at Philadelphia November 15, 16 was bigger and better than last year, and was an excellent opportunity to talk with the officials from other regions and Westport. The affiliation of "Welcome Aboard" Tours with SCCA looks like a good deal for arranging trips in conjunction with sports car events. In addition to the scheduled tours, they will arrange travel accommodations for any SCCA member at "the lowest possible price", and if they find a sizable group headed for the same destination, more substantial discounts can be arranged. Keep them in mind when making travel plans.

Flag and Communication procedures are due for a major revision, with particular attention to the safety of the corner worker. 1969 was a bad year for flaggers, and there are proposals for using flashing lights at dangerous spots, protective barriers, and additional training for the workers. The new tracks being built are faster, and even on the older tracks, what was safe for a race of MG-TC's hardly holds when the Formula A's come to town.

The duties of the stewards at a race are apparently a big secret, unless you happen to be a steward. These were spelled out in more detail in one of the sessions so that the race chairmen, specialty chiefs, drivers, and workers could become a little more familiar with the operating procedures. For example, there was one case when the chief steward refused to accept a protest and the accompanying fee; in that case, you go to the Chairmen of the Stewards of the Meet. In general the SOM's advise the Chief Steward, but they also have the power to act when he cannot or will not.

Insurance rates are probably going up again. The reason: a rather poor record. Course construction, safety of corner workers, and a more thorough tech inspection are areas for additional attention.

SCCA. NEWS

WESTPORT, Conn., Nov. 24, 1969 -- A variety of secondary changes in the rules and practices for 1970 Sports Car Club of America racing have been announced following the regular fall meeting of the club's board of governors in Atlanta, Ga., Nov. 22-23.

Proposals by the SCCA competition board approved by the board of governors include:

- establishing the rolling start as the standard SCCA starting procedure and requiring it at all SCCA races except where an executive steward specifically approves a standing start for an individual event. A detailed rolling start procedure has also been included in the rules.
- extension of the expiration date of all race officials' licenses to March 1 of the subsequent year beginning with 1969 licenses.
- deletion from the General Competition Rules of the 200 square inch limit on the amount of advertising a race car carries;
- credit to Canadian competition license holders for Canadian event participation on a one-to-one basis with SCCA events when applying for SCCA licenses;
- increase in the sanction fee for SCCA national race events from \$200 to \$500;
- reduction in the protest fee at regional and driver school events from \$25 to \$10;
- establishing Chief, National or Divisional grade race officials' licenses for specific jobs dependent upon level of event. Previously, the requirement was only that certain officials hold some grade of licenses;
- approval of a restructuring of the SCCA Medical-Safety Committee and its responsibilities to give it a greater role in competition activities and provide more assistance to the competition board.
- requirement that all glass and plastic head and parking light lenses be removed from cars in races due to the increase in cut tires from broken glass.
- development of minimum corner worker protection standards involving distance from course and guard rail or equivalent protection.

###

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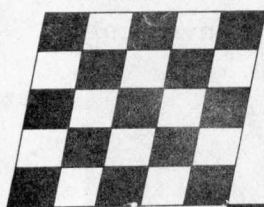
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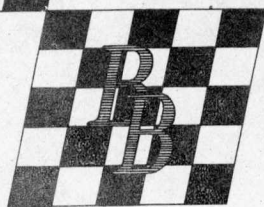
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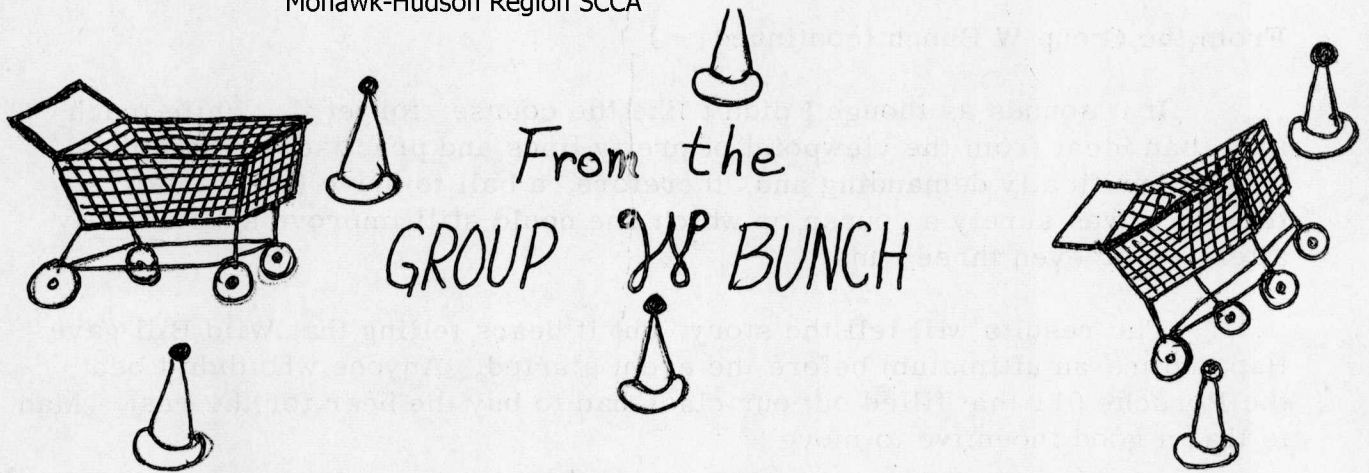
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I ain't never gonna take my Mini off the blocks again - not after Toys for Tots. Borrowing cars is the only way to go, I'm sure.

Well, we were a little short of rubber for the Min, so the family trooped to Two Guys in the old (not really, just dirty) faithful (??) Plymouth wagon. A quick ride around the pits elicited a couple of offers for rides, one of which came from old (no) faithful (very) R. E. Bill. And who could resist an Elan with racing tires?

Of course, it was necessary to share the car with Bill and with Hap Farnsworth, but I was generous enough not to mind particularly.

For some reason, certainly not due to lack of effective publicity, attendance that day was sparse, but there were advantages to that situation from the entrant's point of view. Fewer competing equals more runs.

Yes, I guess you could call them runs, but squiggles might be a more realistic term. This is not derogatory (not really), merely descriptive. Group W bench Racing Team even admitted it. What they did was to set up a beautiful gymkhana course and proceed to mess it up in a very subtle manner with utmost finesse. All knowingly, intentionally, and masochistically.

A bunch of misanthropes, that's what they are. I won't give them the satisfaction of calling them anarchists.

Anyway, a set of esses paralleling the store front from our usual starting point led into a lovingly conceived serpentine that was perfectly straight and regular until the end. There it curved left toward the lane between the two sides of the lot and tightened up. Then through the pass to the other side and a left turn into a loop that can be best described as half of a very irregular hexagon. Euclid couldn't find a geometrical curve through that maze!! Continuing clockwise, we found a funny little gate that, if approached correctly, could be taken almost flat out into a short straight and another of those strange turns back to the inter-lot pass.

Next was a fast left that was actually a slow left (yes, Virginia, there is a spin fairy) preceding a clockwise loop of indeterminate shape which led to the more familiar wiggle-woggle to the finish line.

From the Group W Bunch (continued . . .)

If it sounds as though I didn't like the course, forget it. While much less than ideal from the viewpoint of pretty lines and practised entry points, it was terrifically demanding and, therefore, a ball to drive (after the first time). It was surely a course on which one could still improve substantially after two or even three runs.

The results will tell the story, but it bears telling that Wild Bill gave Hap and me an ultimatum before the event started. Anyone who didn't beat the Porsche 911 that filled out our class had to buy the beer for the rest. Man, is that a good incentive to move!

A few other points of interest: Paul Hacker moved his Min in an unbelievable manner - watching him at the finish was a beautiful demonstration of understeer. . . . Halsey Frazier is getting to be a definite threat in his VW - another reason to leave the Min home on blocks. . . . group W talks a lousy game but performs good, good. . . . announcing was excellent - we need more of this without a doubt. . . . Mike Rossi has no right to move a big Mustang quite so fast on a funny little course. . . . it was HOT out there, and we all had sweaters, wool slacks, etc. . . . thanks to Ted Baran and Northeast Foreign Car for the FTD case of oil. . . . thanks to group W for the champagne trophy for the Executive Board Shopping Cart Race. . . . no thanks to Howard Geer for fouling Farnsworth and Frederick in the same race. . . . no luck for Bill Morris trying to run the course backwards in his super-modified Lotus shopping cart, Hap popping the world's first shopping cart wheelie. . . . lots of luck to group W for a great event.

- Art Frederick

* * * * *

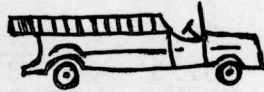
REgional Ramblings (continued . . .)

The 1970 Race Schedule: once again it is held up temporarily by the efforts to work out the Pro schedule. The National races are causing the most commotion this year. It is agreed that either split Nationals or combined (with Pro events) are undesirable, but it is not clear that anything will be done about it. Again we will probably get caught in the middle, as the other regions wheel and deal with the promoters for the best available dates.

What does a region get out of putting on a professional event, such as a Trans Am at Lime Rock? Answer: \$3500!

Now that's what we need.

Will Bill



TOYS FOR TOTS
GYMKHANA



Class I: A+B Production

| | | | | |
|----------------|--------------|------|-------------|-------------|
| 1. Howard Geer | 327 Corvette | 60.6 | 59.9 | <u>59.3</u> |
| 2. Bob Claffie | 427 Corvette | 73.2 | 62.6 | <u>60.0</u> |
| 3. J. Evers | 427 Corvette | 77.7 | <u>62.0</u> | <u>66.7</u> |

Class II: C Production, Modified

| | | | | |
|----------------------|--------------|------|-------------|-------------|
| 1. Art Frederick | Lotus Elan | 58.6 | 55.2 | <u>53.6</u> |
| 2. Bill Morris | Lotus Elan | 66.0 | 61.7 | <u>54.1</u> |
| 3. Hap Farnsworth | Lotus Elan | 67.1 | 57.2 | <u>54.5</u> |
| 4. Dennis Saurigarte | Lotus C/SR | 60.9 | <u>57.3</u> | <u>76.9</u> |
| 5. Stu Shalat | Lotus Elan | 61.0 | 58.2 | <u>57.9</u> |
| 6. J. Petrella | Porsche 911S | 72.4 | 69.2 | <u>64.0</u> |

Class III: D+E Production

| | | | | |
|--------------------|-------------------|------|-------------|-------------|
| 1. Jack Fantelli | Lotus Europa | 73.4 | 62.4 | <u>60.8</u> |
| 2. D. Pasquariello | Fiat 124 | 72.7 | 62.5 | <u>60.9</u> |
| 3. J. Swingle | Mercedes-Benz 280 | 76.8 | 70.1 | <u>61.8</u> |
| 4. Chuck Barbero | TR-4 | 74.7 | 62.9 | <u>62.2</u> |
| 5. J. Burns | Datsun | 72.1 | 64.8 | <u>62.8</u> |
| 6. Larry Verch | Datsun | 67.5 | 64.1 | <u>63.0</u> |
| 7. Ihor Kasianczuk | A-H 3000 | 77.2 | 64.2 | <u>63.1</u> |
| 8. D. Kaufmann | MGB | 65.2 | <u>63.7</u> | <u>66.8</u> |
| 9. D. Kingsford | Mercedes 280SL | 67.4 | <u>64.9</u> | <u>70.9</u> |
| 10. M. Mirsky | Porsche | 71.8 | <u>65.5</u> | <u>65.2</u> |
| 11. Kent Doan | TR-3B | 85.5 | 67.1 | <u>66.3</u> |
| 12. Dick McNamara | A-H 3000 | 78.8 | 74.5 | <u>68.0</u> |
| 13. Ron Singer | Porsche | DNF | DNF | <u>DNF</u> |

Class IV: F Production

| | | | | |
|----------------|--------|-------------|-------------|-------------|
| 1. Pete Keitel | MGA | 73.7 | <u>62.0</u> | 67.5 |
| 2. Tom Kieran | MGA | 64.2 | <u>64.9</u> | <u>63.3</u> |
| 3. S. Fleming | Datsun | 70.0 | 72.2 | <u>64.6</u> |
| 4. S. Sauntry | Datsun | <u>69.0</u> | DNF | 73.6 |

Class V: H Production

| | | | | |
|-----------------|------------|-------------|------|-------------|
| 1. R. Gildey | A-H Sprite | 63.9 | 62.0 | <u>61.3</u> |
| 2. Bruce Becker | Sprite | <u>74.6</u> | 88.1 | <u>86.6</u> |

Class VI: Sedans to 1200cc

| | | | | |
|----------------|-----------|-------------|-------------|------|
| 1. Paul Hacker | Mini 1100 | 59.7 | <u>58.8</u> | 59.6 |
| 2. W. Welsh | MG 1100 | <u>70.1</u> | <u>76.6</u> | 73.2 |

Class VII: Sedans 1201-1600

| | | | | |
|-------------------|----------|-------------|------|-------------|
| 1. Halsey Frazier | VW | <u>61.8</u> | DNR | DNR |
| 2. Bill Getz | BMW 1600 | 67.4 | 65.5 | <u>62.7</u> |
| 3. Carl Corrin | Datsun | 66.4 | 65.4 | <u>62.9</u> |
| 4. Brad Townley | BMW | 65.8 | 64.1 | <u>63.3</u> |
| 5. W. Merrit | BMW | 68.1 | 66.2 | <u>64.8</u> |

Toys for Tots (continued...)

| | | | | |
|--------------|-------------|------|------|-------------|
| 6. J. Peters | Karman-Ghia | 78.4 | 66.9 | <u>65.4</u> |
| 7. H. Rivera | VW | DNF | 81.3 | <u>66.8</u> |

Class VIII: Sedans 1601-3000

| | | | | |
|------------------|----------|-------------|------|-------------|
| 1. G. Peters | BMW 2002 | 72.4 | 66.8 | <u>66.4</u> |
| 2. W. VanAlstine | Corvair | <u>69.5</u> | 80.0 | <u>85.6</u> |

Class IX: Sedans over 3000cc

| | | | | |
|------------------|---------------|------|-------------|-------------|
| 1. Mike Rossi | Mustang 351 | 65.2 | <u>63.5</u> | DNR |
| 2. Eric Cahill | Mustang 6 | 82.6 | 77.1 | <u>64.6</u> |
| 3. John Deans | Cougar 289 | 67.5 | 71.9 | <u>64.6</u> |
| 4. Karl Danneil | Dodge Charger | 71.1 | 68.2 | <u>68.9</u> |
| 5. Walt Chovenac | Pontiac GTO | 71.0 | <u>75.5</u> | <u>74.9</u> |
| 6. J. Barlow | Mustang 351 | DNF | 113.1 | <u>75.4</u> |

Class X: Ladies (based on handicap)

| | | | | | |
|---------------------|----------|------|------|------|------|
| 1. Donna Deans | Cougar | 89.3 | 69.0 | 72.2 | 3.4 |
| 2. Nancy Geer | Corvette | 70.7 | 69.8 | 67.5 | 6.5 |
| 3. Linda Flynn | MGC | 70.2 | 66.8 | 65.9 | 8.3 |
| 4. M. Becker | Sprite | DNF | 87.3 | 73.4 | 10.5 |
| 5. Monica Caulfield | A-H 300 | 70.4 | 70.2 | 83.9 | 16.3 |

Executive Board Shopping Cart Race

1. Art Frederick
2. Hap Farnsworth
3. Howard Geer
4. Bill Morris

Eliminator Run-Off (class winners run one more run, best improvement over previous time wins)

| | | |
|--|-----------|----------------|
| Howard Geer | 59.3-59.3 | 0 |
| John Deans (driving for Art Frederick) | 53.6-58.7 | -5.1 |
| Jack Fantelli | 60.8-60.9 | -0.1 |
| Pete Keitel | 62.0-64.0 | -2.0 |
| R. Gilday | 61.3-60.3 | +1.0 |
| Paul Hacker | 58.8-58.8 | 0 |
| Halsey Frazier | 61.8-61.1 | +0.7 |
| Mike Rossi | 63.5-62.8 | +0.7 |
| Donna Deans | 69.0-67.5 | <u>+1.5***</u> |

FTD: Art Frederick 53.6, wins case of oil from Northeast Foreign Car.

Pizza Hut "Pizza Bucks" to all class winners

Workers:

- Dave Wachtel
- Rich Waring
- Hal Wood

Special thanks to:

- Dave Lynch--Staging Area Director

November 11, 1969

Company "H"
2d Battalion, 25th Marines
4th Marine Division, FMF, USMCR
Washington and North Main Ave.
Albany, New York 12203

Dear Sir,

The Mohawk-Hudson region of the Sports Car Club of America is one of many regions that make up a national organization that covers every square inch of the U.S.A. It is formed solely of people who are interested in sports car activities. These activities include road racing, rallying, and gymkhanas.

A gymkhana is an event held in a local shopping center parking lot in which there is a roped off area set up with rubber pylons to make a winding course to drive through. The object of the game is to drive through the course as fast as possible without knocking over any of the rubber pylons. The winner is the person who has the fastest time through the course. As the average speed in one of these events is about 30 MPH, no one gets hurt and every one has a good time.

Here in the Capitol district our club, Mohawk Hudson Region, (which has about 120 members) puts on about 6 gymkhanas during the summer season plus a gymkhana school to teach new drivers how to do it better. For the past several years, the profits made at our last gymkhanas of the season have been donated to the Toys For Tots campaign and this year is no exception. We are pleased to include with this letter a check for \$108.00 which is the total profits taken in at our October gymkhana which was held at the Two Guys shopping center in Menands, N.Y. On behalf of Mohawk-Hudson Region, I hope this will make it a merrier Christmas for some needy children.

Sincerely,

Howard Geer, treasurer
Mohawk-Hudson Region SCCA
6 Jones Ave.
Chatham, New York 12037

FROM PARSIMONIOUS RACING ...

So, you want to go to driver's school? ? ?
This is what you have to do! (spend?)

| | | |
|---------------------------------|---------------|---------------------------------|
| 1. Join SCCA | Regional dues | \$ 5.00 |
| Join SCCA | National dues | 17.50 |
| Get novice permit | | 5.00 |
| (includes PCS + GCR's) | | |
| Doctor's physical | | 10.00 |
| Total | | <u>37.50</u> |
| 2. Personal equipment: | | |
| Nomex sox | | 6.95 |
| Nomex underwear | | 22.95 |
| Nomex suit | | 75.00 |
| - or - | | |
| cotton suit treated | | 25.00 |
| Helmet + face shield or goggles | | 40.00 |
| Gloves (Leather or Nomex) | | 13.50 |
| Total | | <u>min. 108.40; max. 158.40</u> |
| 3. Car: Anything stock; cost | | ? |
| Roll bar | | 59.95 |
| Belt + harness | | 34.00 |
| Fire extinguisher | | 15.00 |
| Scatter shield | | 39.50 |
| (4) racing tires | | 140.00 |
| Tow bar + hitch | | 40.00 |
| Racing oil + filter | | 8.00 |
| Total | | <u>336.45 + the car</u> |
| 4. Entry fee (1) school | | 30.00 |
| Motel fee (1) night | | 20.00 |
| Meals + . . . | | 10.00 |
| Gas | | 10.00 |
| Tolls | | 6.00 |
| Total | | <u>76.00</u> |
| GRAND TOTAL | Minimum | \$558.35 + the car |
| | Maximum | \$608.35 + the car |

This is running a stock engine + suspension; these figures represent the basic first cost of one driver's school. These figures can be shaved or slightly modified. After these initial expenses are taken care of, you get into modifying the engine + suspension, lightening the car, adding an electric tach, electric fuel pump, etc., but that's a whole new story.

Bob Claffie & Dave Hathaway

N.E.C. AREA 11 COUNCIL

ROAD RACING CHAMPIONSHIP - 1969

Overall point Champion Charlene Seavey 53 points
 Champion Region Finger Lakes

| Class | Pos. | Name | Region | Points |
|-------|------|-------------------------|------------|--------|
| AS | 1 | Gary Morgan | FL | 50 |
| | 2 | Warren Agor | FL | 21 |
| | 3 | Carl Engel | WNY | 17 |
| | 4 | Chuck Krueger | FL | 8 |
| | 5 | Thomas Roberts | CNY | 5 |
| | 6 | M. Barry Schmitt | WNY | 1 |
| BS | 1 | S. Sharkey | FL | 23 |
| | 2 | Mike Noble | FL | 20 |
| | 3 | Dave Meyer | WNY | 11 |
| CS | 1 | Kenper Miller | FL | 20 |
| | 2 | Mike Ehinger | WNY | 15 |
| DS | 1 | Jeff Davies | CNY | 30 |
| | 2 | A. James Manning | CNY | 18 |
| | 3 | Doug Jones | SNY | 9 |
| | 4 | Patrick Colby | GLEN | 8 |
| | 4 | Bill Petrie | GLEN | 8 |
| AP | 1 | Fred Kepler | GLEN | 41 |
| | 2 | <u>Clemence Stanton</u> | <u>M-H</u> | 15 |
| | 3 | M. L. Summers | CNY | 10 |
| | 4 | Bob Baechle | CNY | 8 |
| | 5 | Bob Luebbe | CNY | 6 |
| | 6 | Louis Marth | FL | 4 |
| BP | 1 | John Orr | CNY | 47 |
| | 2 | Joe Searles | GLEN | 7 |
| | 3 | George Perrin | FL | 1 |
| CP | 1 | Bob Spear | CNY | 17 |
| | 2 | <u>Bill Morris</u> | <u>M-H</u> | 12 |
| DP | 1 | J. Rob't Henderson | FL | 43 |
| | 2 | Alexander Falk | GLEN | 27 |
| | 3 | Bruce Walters | WNY | 13 |
| | 4 | Wm. Throop | CNY | 12 |
| | 5 | Wayne Sherer | WNY | 10 |
| | 6 | Dave Meyer | WNY | 7 |
| | 7 | Olgerts Sniedze | FL | 4 |

Mohawk-Hudson Region SCCA

I.N.E.C. Results (continued...)

| | | | | |
|------------|--------------|----------------------|------------|----|
| DP (cont.) | 8 | David Kerness | SNY | 3 |
| | 9 | Carl Engel | WNY | 1 |
| | 9 | Bob Guerin | WNY | 1 |
| | 9 | Larry Luke | WNY | 1 |
| | 9 | Bob Maryanski | WNY | 1 |
| EP | 1 | George Morris | FL | 37 |
| | 2 | Herb Naumann | CNY | 21 |
| | 3 | Ted Towle | CNY | 6 |
| | 4 | <u>Gene Birdsey</u> | <u>M-H</u> | 1 |
| | 4 | Dennis De Leo | FL | 1 |
| | 4 | <u>Ronald Spence</u> | <u>M-H</u> | 1 |
| | 4 | Neil Wiernicki | GLEN | 1 |
| FP | 1 | Paul Nichter | WNY | 34 |
| | 2 | Wm. Wing | CNY | 33 |
| | 3 | James Ostrum | GLEN | 4 |
| | 4 | R. L. Burns | FL | 2 |
| | 4 | <u>Sandy Fisher</u> | <u>M-H</u> | 2 |
| GP | 1 | David Belden | GLEN | 16 |
| | 2 | <u>Bob Claffie</u> | <u>M-H</u> | 9 |
| | 3 | Robert Gabri | WNY | 4 |
| | 3 | Wm. Gard | FL | 4 |
| | 4 | Ray Baldwin | FL | 2 |
| | 4 | <u>Ed Holeva</u> | <u>M-H</u> | 2 |
| HP | 1 | Charlene Seavey | FL | 53 |
| | 2 | <u>Pete Chester</u> | <u>M-H</u> | 28 |
| | 3 | Harold Dreighbaum | CNY | 17 |
| | 3 | Sandy Schulman | GLEN | 17 |
| | 4 | Jack Williams | FL | 8 |
| | 4 | John Wilson | FL | 8 |
| | 5 | Sylvan Barlow | FL | 6 |
| | 5 | Rob't Doggett | FL | 6 |
| | 6 | Chris Castaldo | FL | 4 |
| | 7 | Brian Benning | WNY | 3 |
| | 8 | Lawrence Shaffer | WNY | 2 |
| 9 | Kenneth Mass | FL | 1 | |
| A/SR | 1 | Fran Larkin | SNY | 8 |
| B/SR | 1 | Wm. Crosby | FL | 2 |
| C/SR | 1 | Paul Miller | FL | 20 |
| | 2 | Jack Lawrence | WNY | 11 |
| D/SR | 1 | Harold Lindsay | SNY | 11 |
| FB | 1 | <u>Don Flores</u> | <u>M-H</u> | 11 |
| | 2 | Victor Franzese | GLEN | 10 |

Mohawk-Hudson Region SCCA

I. N. E. C. Results (continued...)

| | | | | |
|----|------------------|-----------------------|------------|----|
| FC | 1 | <u>Hap Farnsworth</u> | <u>M-H</u> | 8 |
| | 2 | <u>Bill Kane</u> | <u>M-H</u> | 1 |
| | 2 | <u>Phil Raeder</u> | <u>M-H</u> | 1 |
| FF | 1 | Harold Beckwith | CNY | 33 |
| | 2 | David Smigel | CNY | 17 |
| | 2 | Mike Wiernicki | GLEN | 17 |
| | 3 | Ray Schey | FL | 13 |
| | 4 | Pete Smith | FL | 5 |
| | 5 | Dick Sparling | GLEN | 2 |
| FV | 1 | Wm. Gunger | CNY | 18 |
| | 2 | Wm. Stroud | GLEN | 16 |
| | 3 | Jay Swank | FL | 14 |
| | 4 | Doug March | SNY | 13 |
| | 5 | J. Edw. Diamond | FL | 10 |
| | 6 | Eddy Whitmore | CNY | 9 |
| | 7 | Wesley Glantz | FL | 8 |
| | 8 | Eugene DeFranco | FL | 7 |
| | 9 | Vincent Chimera | FL | 6 |
| | 9 | Wm. Marion | FL | 6 |
| | 10 | Al Phillips | WNY | 5 |
| | 10 | Rob't Schell | | 5 |
| | 10 | Frank Spedding | FL | 5 |
| 11 | Gary Moore | FL | 4 | |
| 12 | <u>Alan Peck</u> | <u>M-H</u> | 3 | |
| 13 | Eric Anderson | FL | 2 | |
| 13 | Rob't Brogan | FL | 2 | |
| 13 | Edw. Collins | FL | 2 | |
| 13 | Alan Schoanmaker | | 2 | |

| Pos. | Region | Points |
|------|----------------------|-----------|
| 1 | Finger Lakes | 252 |
| 2 | Central New York | 213 |
| 3 | Glen | 142 |
| 4 | Western New York | 91 |
| 5 | <u>Mohawk Hudson</u> | <u>55</u> |
| 6 | Southern New York | 31 |

Cover

Bill Morris

Gene Birdsey

Sandy Fisher

Hap Farnsworth

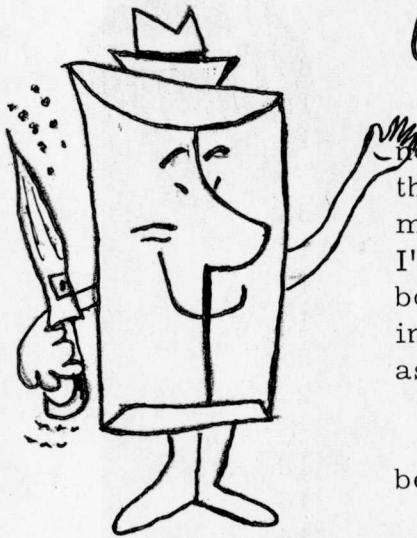
Ed Holeva

Bob Claffie

Pete Chester

... photo by Rich Waring ...

CLEVELAND CORRESPONDENCE



There's not much doing in sports cars right now. NE Ohio sent a number of people to Daytona for the runoffs this past weekend, but I don't know how we made out. Judy's all moved into her new house, and I'm all moved into my new two-car attached garage (how bourgeois!) and Inga is a little annoyed at the whole business because she's not getting quite as much attention as is usual.

Since the holidays are nearly here, I thought maybe you'd like to share "My Christmas Dream".

On the nite before Christmas, in the very dim light,
I saw a funny old man, flying 'round in a Sprite.
He slipped into the garage, but he was not there to rob,
He was going to leave me a shiny new Saab.
New Dunlops he hung, on my Lotus with care,
They were mounted and balanced, and pressured with air.
He noticed we had no car just for racing,
Up and down the garage he was thoughtfully pacing.
From the trunk of his Sprite, he took - Oh! Seventh heaven!
The funny old man left us a new Lotus 7.
Then he looked 'round to see what Judy was driving,
She'd need something larger, if a new babe was arriving.
Again into his trunk, I could scarce keep my heart in,
For Judy he pulled out a new Aston-Martin.
He noted Inga's toy cars, and knew to race she was rarin',
So for her he pulled out a bright yellow McLaren.
Then he spun on his toes, and leaped into his Sprite,
Over the roar of his pipes as he flew out of sight,
I heard him shouting this verse, thru the cold, crystal clear night.

On Alfa-Romeo, On Matra, On Cooper,
On Jaguar, On Triumph, On Porsche 90-Super,
On Tiger, On Morgan, On Ferrari and Spitfire,
This race must go on, right down to the wire.

Happy Holidays to all our Mo-Hud friends.

Stan + Judy



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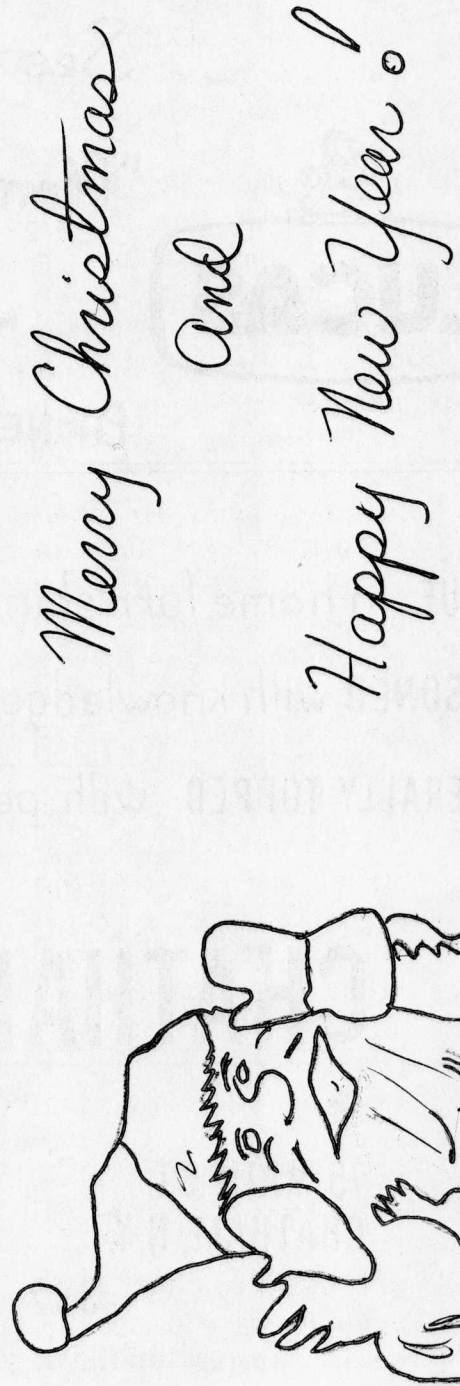
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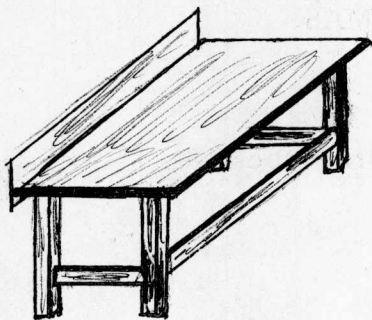
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NORTHEAST DIVISIONAL COUNCIL, SCCA
1969 Regional Roundup Data Sheet

| Region | Size | Dues | | Meetings | | N. Race | R. Race | D.S. | Fees | | | | | |
|-------------|-------------|------------------|--------|----------|------|---------|---------|------|--------|---------|----------|----------|----------|-----|
| | | Membr | Spouse | No | Att. | | | | Solo I | Solo II | N. Rally | D. Rally | R. Rally | |
| Mo-Hud | 110 | \$5 | \$0 | 12 | 50 | #35 | - | \$25 | - | - | - | - | - | - |
| Glen | 280 | 5 ⁽¹⁾ | 5 | 6 | 75 | 35 | \$30.00 | 30 | \$8 | \$2 | - | \$12 | - | \$2 |
| Finger L. | 160 | 10 | 0 | 12 | 65 | N.A. | - | - | - | 6 | - | - | - | 6 |
| Cen. N. Y. | 160 | 5 | 2 | 12 | 50 | - | 25.00 | - | - | 3-5 | - | - | - | 3-5 |
| So. N. Y. | (No Report) | | | | | | | | | | | | | |
| West. N. Y. | 180 | 5 | 2.50 | 12 | 75 | - | 27.50 | - | - | 3.50 | - | 8 | - | - |
| New Eng. | 1200 | 8 | - | 1 | 200 | 30-35 | 25.00 | 25 | - | 3 | - | - | - | 4 |
| New York | 800 | 7.50 | - | 12 | 100 | 35 | 30.00 | 30 | - | 10 | - | - | - | 5 |

(1) Entrance Fee \$7.50.





from the
GROUP W BENCH

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haL woOd

1969 was a season dominated by one marque in practically every professional road racing series: Porsche in the Manufacturer's Championship, McLaren in the Can-Am, Stewart and Matra in F-1. Trans-Am was competitive all season but the Penske cars won all the races in the last half of the season. Only the Continental Championship, in its initial season, provided the most competitive series in professional road racing and even that series leaned toward domination by the British invaders in the last few races.

But, what about next year? The world's most prestigious racing series (?), Formula One, is in grave danger due to prohibitive costs and lack of sponsorship. The number of teams has dropped drastically in the last few years, Cooper, AAR, and Honda falling by the wayside with BRM and Brabham facing the same danger. Bruce McLaren stated he would forsake F-1 if necessary because all the bucks he and Denny win in the Can-Am get sucked down the Formula One drain (does that tell you how much an F-1 team costs?), not to mention precious development time. Look for Matra to return next season along with GLTL, Piers Courage and Chris Amon in independent Brabhams, Ickx in the new flat-12 Ferrari (re: November, 1969 R+T. So, Ickx doesn't like Ferrari, eh?) along with Siffert (maybe) and Rob Walker's Lotus (Siffert is rumored to sign with Ferrari after every season but he always signs with Walker/Durlacher). Also, there will be a new entry in the form of the Robin Herd/Alan Rees March GP car powered by Cosworth (what else?). 4WD is still primitive and probably won't be competitive until 1971 (if at all).

The Can-Am is recovering from a severe case of the M8B's. One can't badmouth the McLaren organization because its goal is winning and Bruce and Denny spend a tremendous amount of time and pound sterling in development and preparation which is the name of the game. They want to win and they do. We only wish someone else would win for a change. Ford provided the Can-Am clown act although Andretti did qualify second at Texas and John Cannon brought The Great Oily Beast (read the Calliope) home second in the Fuji GP, albeit the competition isn't quite as tough in Japan. Ferrari will be a definite contender next year when the 612 becomes a 712 (!!!) as will Porsche if they punch out some more cubes from the flat-12. The Chaparral 2H could be fast if Hall works out the bugs and finds a driver (Fearless John refused to drive the car at Texas and Tom Dutton crashed the car in practice). Hall drove the car faster in practice at Mid-Ohio than Surtees so Jim may be driving next year. Charlie Parsons, George Eaton, and Lothar did well this season and rank as the outstanding independents. Dan Gurney is smiling again after switching to Chevy Power; after all, he impressed quite a few

— Cont on page 19 —

'T WAS THE NIGHT BEFORE CHRISTMAS,

on the group W bench

'Twas the night before Christmas, at the Glen and Lime Rock.
The track was empty, the paddock was da'k.
Nowhere could be heard that powerful blare;
No one was racing, not even on a dare.

We sat many hours, bored in this way.
Oh, to race, to race someone this day;
Finally, we must have lost our reason;
"Let's race Santa Claus, for he is just starting his season."

Finding his route wasn't too hard,
Just wait till he wails through your back yard.
So I in a Renault, and Fisher in his Sunbeam F Prod.
Waited for Santa, and his North Pole Hot Rod.

And then, out on the street there arose such a clatter
We sprang from our cars to see what was the matter.
It was painted bright red, and chromium aglow
Santa's wheels, to thunder across the snow.

And the gent, not rotund, not old and bent,
Motioned to us, and we went.
The sounds he made will not be forgotten by me;
It was, it had to be, unmistakably Ferrari.

The throttle was open, the tach read nine,
But even so, we were slipping far behind.
Driven on by his daring, we went like mad;
Hang on Waring, he'll not stay ahead!

And Hector and Dave and Kent joined us as we chased,
But for all of our efforts it was a waste.
Santa Claus of the Ferrari, fast and red,
Was ahead, very far ahead.

He drove like a pro, knew when and where and how to go.
An ice racer he must be, the way he drove over the snow.
And greater than even Moss, this performance so sterling,
No Jenkinson had he for it, amidst the ice and snow, swirling.

And though chase him we did, he just ran off and hid,
While we became victims of a vicious skid.
But he came back (as we sat by the side of the road).
WE were beat, but hoped it had not showed.

Go him again we would, if he so dared;
We would not be beat; we were not scared.
And Santa, sensing our grim will,
Said, "Race me again?" Okay, we will.

(Cont on page 19)

people in England with a 409 Impala in 1962 (thanks to Greg Rickes' massive rag collection for that bit of info). Next season looks promising but they said that last year.

The Enduro series will become a two-marque contest, maybe. The GT-40's have been retired and John Wyer dropped the abortive Mirage project in favor of running Porsche 917's for Gulf. Ferrari has promised two or three factory 512's if the volatile labor situation improves and it hasn't lately. Matra said no thanks, we'll stick to winning F-1 races (everybody had their hangups). Look for an occasional Lola or Ferrari in the Porsche parade.

In its premiere season, the Continental Championship showed great potential. The series is still contended by Tony Adamowicz and Sam Posey; it will be decided at Sebring on December 28 if anybody finishes; Sebring's concrete runways aren't the greatest things for formula car suspensions. With more bucks next season, this series will go places. The list of manufacturers is formidable: Lola, McLaren, Eagle and Surtees, joined next year by Lotus. More and more big name drivers are entering Con Champ races which is exactly what this series needs: publicity and recognition. For example, Mark and Dirty Roger have entered a new Lola T190 (powered by AMC?) at Sebring. Formula A/5000 is far less expensive and just as fast as F-1. When the present formula expires, perhaps the FIA will see the light and make the 5-liter formula Numero Uno.

Trans-Am will be the championship next season. The biggest news is Dirty Roger Penske's switch to Javelin; hopefully he can make them go fast like blue Camaro. The Chevrolet franchise has been awarded to Texas' fastest Chevy dealer, Jim Hall (winged Camaroes with fiberglass chassis?). Shelby has left racing to concentrate on motels, deodorant, and chicken farms so Bud Moore continues to build burly Mustangs with burly drivers. AAR will be entering Cudas for Dan and Swede and Ray Caldwell is preparing Dodge Challengers (stop drooling, Greg) with Sam driving. Jerry Titus has been promised some real Firebirds with 8000 rpm, 303 Pontiac V-8's so, with a lot of luck and Titus' determination, the Trans-Am received a tremendous shot on the arm and rose from obscurity to the forefront of American road racing. Besides, the cars are hairy (so are the drivers), they make lots of noise (so do the drivers), and they go FAST!

Twas The Night Before Christmas (continued...)

We roared off in to the night,
But again we couldn't match his flight.
And then as he called to us, we knew how he could make such a run:
"Delivering presents is all right, but racing's more fun."

"Merry Christmas you all." Then he was outa sight.

greg rickes

November 30, 1969

tales of Tom

Howdy to all the Mohawk + Hudsoners:

I guess you can call me your Midland Correspondant, as it's going to be super hard to make the meetings now. The purpose of this article is to fill you in on what has occurred, as what is ahead is mum-stuff. I joined Chaparral immediately after the Bridge Can Am Race, and set to work as a test driver engineer, working on the big wing for the 2H and developing our new car. After the Riverside race John Surtees and Chaparral mutually agreed to separate so I drove the 2H at the Texas Intern Race. I lost it in practice and hit a guardrail sidewise putting myself and the car out of commission for the race. I am presently doing all the development driving on our 70 Can Am Car which is looking very promising and radical.

The Chaparral facilities are quite complete and extensive, with an office building, research and development building, machine shop, engine build shop, drafting room, fiberglass shop, wash building, parts room, and car size oven. Rattlesnake raceway is right in back with a 1.9 mile course and skid pad, and a control shack for recording all the data transmitted from the race cars.

Midland is an excellent location not only for security but also test weather, as most days are clear and reach highs of 50-70 through the winter.

So you can imagine I am super happy, as the hard work of racing your own car on a budget in the Can Am finally paid off. I would be more than happy to hear from any of you.

Yours in racing.

Tom Dutton
Rivieras Apts #26
415 W. Schurbauer
Midland, Texas 79701

#

The following is a brief history of Tom Dutton's racing activities as provided by Howie Geer. Thanks Howie...Eds.

Tom Dutton first started in the racing game back in 1966 when he entered his 1964 Corvette in a drivers school while working for Chevrolet test development. With the help of some friends the remainder of that year was spent in taking the car apart and doing some essential type race things to it, like disk brakes and headers and stuff.

The next season, '67, saw Tom really go racing seriously. He not only earned his national license in the early part of the season but went

Tales of Tom (continued...)

on to finish third in the Northeast Division in national points! That year was highlighted by a class win at the Lime Rock nationals and a trip to Daytona for the ARRC. I believe he finished 7th there after really cooking the engine halfway through the race. By this time Tom was now back employed as a marine engineer, which was his original occupation, and was taking trips around the world to pay for next season. That winter saw the 'vette get the full race treatment in the engine department, Tom doing most of the work himself.

1968 was to be the year to win the national championship but alas it was one problem after another. The best race was the May national at Bridgehampton where he scored an honest class win against some of the toughest competition around. About half way through the '68 season the decision was made to sell the Corvette and go pro. Even though he didn't run the remainder of the nationals Tom had still earned enough points to place 4th in BP in the Northeast. After much shopping around for a good used Group 7 car Tom purchased the Lola 3B that Skip Scott had campaigned that season for Carl Haas. Here was an honest to goodness professional racing car, less engine. Back to sea to earn more money and then build an engine.

The strategy for the 1969 season was finish. Entering all the Can-Am races Tom showed he could drive consistently and quickly, and was rewarded for his efforts by an offer to work for Chaparral in Texas.

Tom has gone far in four years but don't think for a minute that this came easy. This has been the result of great desire and a hell of a lot of work. I personally feel that we and the world will be hearing a lot more about Tom Dutton in the near future.

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- Jan. 17-18 Lake Placid Ice Races
- Jan. 24-25 Mo-Hud Icekhana - Greg Rickes
- Feb. 1 BMSC Ice Trials
- Feb. 7-8 Lake George Ice Races
- Feb. 7-8 Canadian Winter Rally
- Feb. 21-22 Lake George Ice Racing Championship

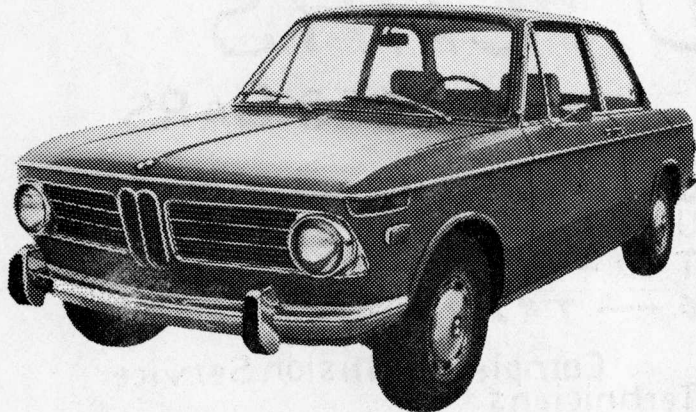
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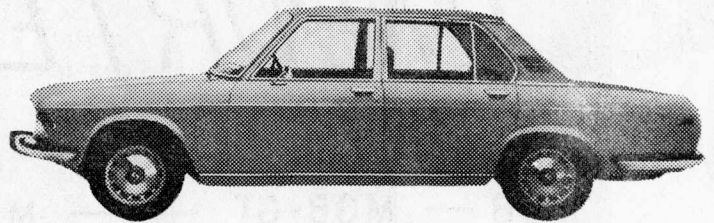
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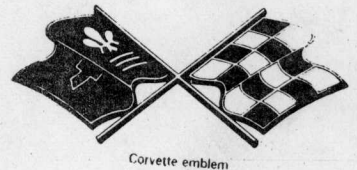
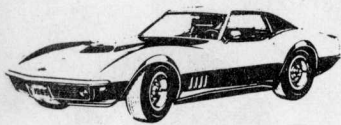
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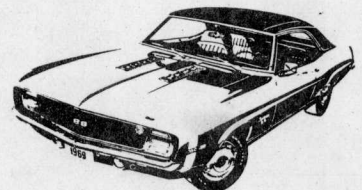
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