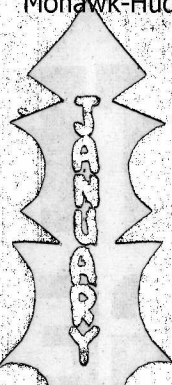
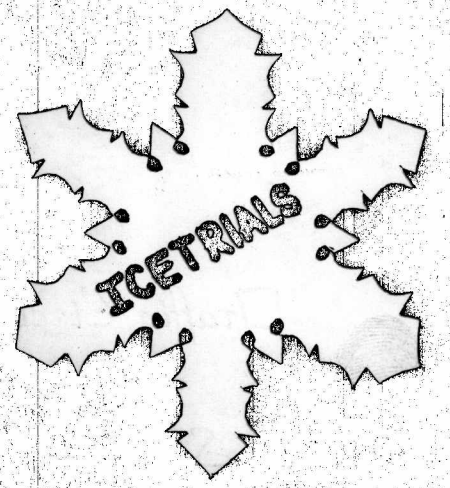
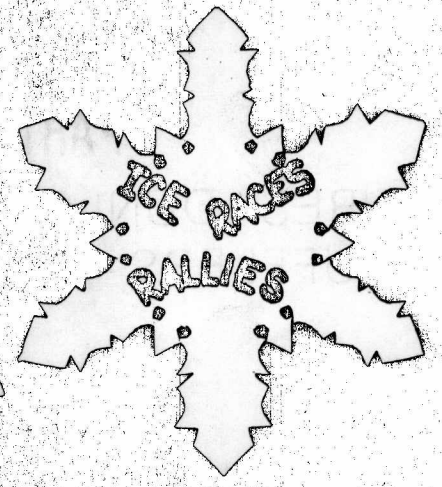


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Anyone wishing information on membership or events may attend our meetings or contact any of the Officers listed above. Membership in the Mohawk-Hudson Region is open to anyone residing in the Counties of Albany, Clinton, Columbia, Essex, Franklin, 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.



# CLEVELAND CORRESPONDENCE

Stan Bubar



In view of the current furor over air pollution, I thought you might be interested in the following quote from an essay by Count Rumford, an American scientist, written about 1800 while living in England.

"The enormous wast of fuel in London may be estimated by the vast, dark cloud which continually hangs over this great metropolis and frequently over-shadows the whole country, far and wide. For this dense cloud is certainly composed almost entirely of unconsumed coal, which, having stolen wings from the innumerable fires of this great city, has escaped by the chimneys and continues to sail about in the air 'till, having lost the heat which gave it volatility, it falls in a dry shower of extremely fine black dust to the ground, obscuring the atmosphere in its descent and frequently changing the brightest day into more than Egyptian darkness.

I never view from a distance as I come into town this black cloud which hangs over London without wishing to be able to compute the enormous number of caldrons of coal of which it is composed."

The more things change, the more they remain the same!

When one lives in an area for a while one generally notices habits peculiar to the people of that area. In the Cleveland area there are two things you soon notice about the drivers: 1) If someone wants to pick somebody up, or talk to somebody on the curb, they just stop - in the traffic lane - and completely ignore the other drivers, with no sign of being in a hurry. 2) One sees a great deal of "stop-sign running", so that you watch your opponents very closely around here. I believe I understand why this is so. Many intersections in this area have both traffic lights and stop signs. The theory is that during the day one obeys the lights and ignores the stop signs (legally). At night, instead of putting the traffic lights on "flashing", they simply turn them off, and you're supposed to obey the stop signs. I've concluded that people get in the habit of ignoring stop signs in the presence of a traffic light and then habitually ignore them at those intersections that have no lights.

Another device used frequently around here is the "4-way stop". This is the greatest abomination ever visited on the driver by a sadistic traffic engineer. The net result is cars piled up in four directions, with no one having a legal right-of-way. Thus there is a lot of false starting with one car at a time getting through the intersection, instead of two or more.

I just received , in the mail, a K-O award plaque for "Most consis-

## Cleveland Correspondence (continued...)

tent contributing non-member 1969". I thank you very much for the thought. It's nice to get awards for shooting off your mouth. It already proudly hangs in the hallway. We also received a Christmas card from the Group W Bench Racing Team, some of whom we have not had the pleasure of meeting. Regards to all! Hap and Helen Farnsworth sent us some movies they thought we'd like to see. The meanies use a "Super 8" knowing I don't have a "Super 8" projector.

Sports cars do have their practical value. The Lotus has very nice weight distribution - about 52% on the rear wheels. Consequently it handles nicely in snow - no problem. The BMW however has weight distribution more in line with your average U.S. car - about 45% on the rear wheels, consequently it is easier to get stuck with. Our driveway - unpaved - is about 200 feet long. I got up the other morning to find 8-10 inches of snow (How about 30 inches!!...eds.) on it. Realizing the BMW would probably get stuck, I fired up the Elan and charged back and forth up the driveway a few times to break a trail. It's so low, that the BMW undercarriage then doesn't drag either.

I just finished driving a new pipe for mounting our mailbox. Another pleasure of this country living is having the snowplow knockdown your mailbox. Our garage is nice and large. With both the BMW and the Lotus in it, I still have plenty of room for a workbench, cabinet and a racing machine. Now if only Santa has read my "Christmas Dream"...

The K-O is really quite a magazine. How many other regional publications can boast of three "foreign correspondents" - Mac Townsend in California, myself in Cleveland, and now Tom Dutton in Midland.

\*\*\*\*\*

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## OFFICERS 1970

In addition to the officers regularly listed on page one of "The Knock-Off", the following people have agreed to serve for the year 1970.

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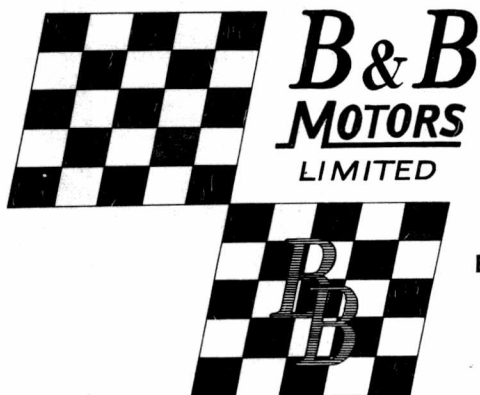
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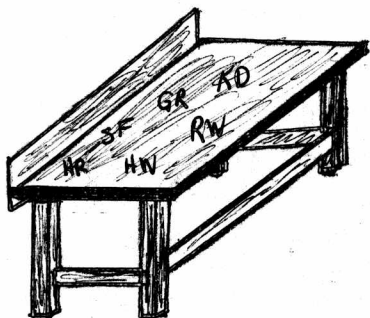
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from the  
GROUP

W BENCH

greetings, your friends and neighbors have chosen you to read this column.

Despite its gee-whiz title Peter Manso's book Vrroom is not the latest "Hot Wheels" kiddie adventure novel. What it is is a deeply penetrating, sometimes enlightening, sometimes embarrassing look at those men who have hitherto been the great Unknown Factors, the Men who drive grand prix. As Manso states (with validity) the human-emotional aspect of the Man in motor racing has been too long ignored in deference to telemetric readouts on suspension movement, engine load factors, etc. He then examines (or rather interviews) a number of drivers. In effect we are treated (?), perhaps permitted is a better word, to listen to their thoughts--not the "Well I started in jalopies, worked my way up, till I got The Big Ride", but rather a very frank discussion of sense perceptions, fear and the art of driving a racing car. Herein may lie the secret. Manso has taken ten seemingly super-men and reduced them, or rather they reduced themselves, to the human plane. In effect, they attempted, if not always succeeding (for succeeding at explaining one's motivation and emotion is like trying to tell someone else about something that you have experienced--an impossible task) to show that for all of the print devoted to them they are flesh and blood, and yet by their answers they are not the same as you or me. Charisma, in a sense. I especially found Stirling Moss to be a fascinating character; his short philosophical treatise on love, passion and emotion may just be one of the most profound things to ever come out of a motor racing book. Manso, unlike his sometimes paranoid-sadist-masochistic forerunner Robert Daley, has placed his emphasis not on the machine, or even the sport, but where it really all begins, the competitive man. It is a fascinating book about racing drivers, it is a fascinating book about a man called Peter Manso, and it is a fascinating book about life/art.

What else is happening besides my emotional renaissance. Let us toss this around: Why not eliminate the doldrums of under two liter Trans-Am racing by making it under-THREE liter; this would let in Corvair (it might even rise again), Volvo, Ford Maverick and Hudson (?) Hornet. That would be neat: super-tuned six cylinder mini-Compacts with four-speeds, heavy duty suspension and big, big brakes. Would a dohc Alfa be a match for an American pushrod 6? Will we ever know???

Trans-Am, as has already been stated by hW, should be the series to watch, and, although the factory boys seem assured of taking top dollar, more and more semi-factory efforts are being taken: the Ownes-Corning Team has switched from Corvette to Camaro; supposedly Lloyd Ruby will have a T-A car; and a while back CP+A said that none other than Fred Lorenzen would be back, wheeling an independent Mustang. Meanwhile,

group W bench (continued...)

the Can-Am may undergo a rebirth of competitiveness with BRM, Ferrari, Autocoast, the yet untried AVS Shadow, and of course the Tom Dutton/Chapparral combo. Without trying to sound like an oldtimer, I remember when Tom was second overall, first BP at Lime Rock on Labor Day. The year, 1967. Class will always show. Tom, what's this about Jim Hall going Trans-Am with Camaro. Fact or Fiction. Or currently classified.

Read an interesting article the other day entitled "What's Killing Sports Car Racing: Professionalism". The date, May, 1957. Makes one wonder sometimes.



peace

greg rickes

————— ODDS + ENDS —————

indented and QUOTed  
by haL woOd

Finals are approaching here at Winter Wonderland so journalistic e...cre-  
ment on my part will be limited this month. In case you're wondering what  
the Bench is doing (besides causing undue chaos to society), here 'tis:  
Greg is building up the black Dauphine for the ice. He's done some engine  
work and the car now has enough torque to get onto the trailer. His major  
problem is mounting a larger fuel tank in hopes of entering the enduro at  
George with Andy Gilbert co-driving. Ever try to cram a Ford station  
wagon tank into the front of a Renault? Rich and Kent are going on ice  
with a freebie Nash Metropolitan (?). Only one problem: It's buried up to  
the roof about fifty yards from the nearest road. Greg and Rich were walking  
through the field looking for the car until they realized that they were  
standing on the hood. Hector's saving his bucks from the Cellar to build  
up the VW this spring. Dave's recovering form Oneonta Snow Shock, and  
I'm not doing much of anything. Old Man Fisher has the enjuyn out of  
the Alpine and distributed a piston to each of us for conversation pieces

Anyway, come to the group W Icekhana, wherever it is.

————— → QUESTION OF THE MONTH: ← —————

What foreign car uses a plastic oil pan?

#####      #####      #####      #####      #####      #####      #####      #####



39

From *PARSIMONIOUS RACING* ...

39

Last month's article entitled: "So, You Want To Go To Driver's School?" gave the cost of equipment and car which would enable you to finish one three-hour driver's school with a satisfactory rating, albeit rather poor marks in "competitive lap times" because of the 'stockness' of the car.

Of course you also take a chance of making a boob of yourself if the stock engine and suspension are well worn; when quoting "stock" in the previous article and above, we assume at least good street tune, brakes, shocks, etc.

This next group of figures, options and modifications will supposedly enable you to finish in the upper half of your class in school or regional races (this is approximately how Parsimonious Racing Spitfire is prepared). Just remember these figures do not include any money for labor except alignment and machine shop work.

Suspension, Front

Alignment	\$ 8.50	
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(2) Koni shocks, front	49.00	
		\$104.45

Suspension, Rear

Competition spring	\$ 38.00	
Metallic brakes	16.95	
Konis	49.00	
Camber compensator	29.95	
De-arching of spring	10.00	
Alignment	8.50	
		\$153.40

Chassis

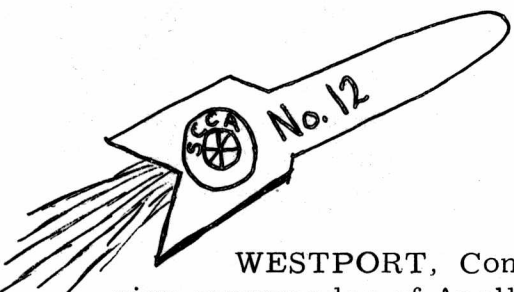
Wide steel wheels	\$ 64.00	
Electric tack	25.00	
Electric fuel pump	25.00	
Racing mirrors	12.00	
Exhaust pipes	20.00	
Equalock rear end	115.00	
4:55 gears	45.00	
Wheel and tire balance	8.00	
		\$314.00

Engine

Oil cooler	\$ 65.00	
Headers	60.00	
Rebore .040	26.00	
.040 pistons	48.00	



# SCCA's Man On The Moon



WESTPORT, Conn., Nov. 21, 1969 -- Charles (Pete) Conrad, Jr., mission commander of Apollo 12, has been issued race driver license number 12, the Sports Car Club of America announced today. Conrad's application for SCCA's top grade of competition license was received at the organization's office here on the day he walked on the moon.

In extending congratulations to Conrad, Tracy Bird, SCCA executive director said, "Conrad's timing of his application was not entirely coincidental and we're delighted he gave us the opportunity to do this. Normally, a license application received this late in the race season would be held until after the first of the year when we would issue a 1970 license. But Conrad wrote saying he would especially like to have his national license waiting for him upon his return from the moon. In fact, the night before Apollo 12's launch he telephoned checking on the paper work for his application. So, we have mailed him a current 1969 license with a routine, high number. And we have 1970 national license number 12 reserved for him and ready to mail in January."

Conrad joined SCCA and its Central Florida region in 1968 and quickly qualified for a regional competition license after attending SCCA race driving schools at Osceola, Fla. At the lower, regional level of competition he raced at Osceola, Daytona International Speedway and Miami-Hollywood Speedway in Florida during 1968 and 1969 in order to meet the qualification requirements for the senior, national license. He completed his racing requirements for a national license a few weeks ago.

---

From Parsimonious Racing (continued...)

Engine (continued)

Rings .040	\$16.00	
Bearings	26.00	
Gaskets	10.00	
Hoses	10.00	
Camshaft	58.00	
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Bob Claffie





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- Jan. 25: Icekhana, SCCA, Contact Rich Waring or local CWB Rep.
- Jan. 28: Executive Meeting, at Philada Te. Club
- Feb. 1: Ice Trials, BMSC, Pittsfield, Contact Vern Emerson 413 743-3316
- Feb. 7-8: Ice Races, Lake George, Contact Colin Taylor
- Feb. 7-8: Canadian Winter Rally
- Feb. 15: Ice Trial, SCCA (tentative), Contact Ed Holeva
- Feb. 21-22: Lake George Ice Races, Contact Colin Taylor
- April 5: Gymschool
- April 12: Gymkhana #1
- May 3: Gymkhana #2
- June 7: Gymkhana #3
- July 12: Gymkhana #4
- August 8: Autosprint (Lime Rock)
- Oct. 4: Toys for Tots Gymkhana

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Contact: Tom Frederick, 150 Kingsboro Ave., Gloversville, N.Y.,  
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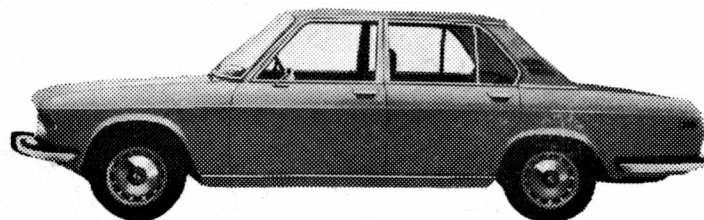
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