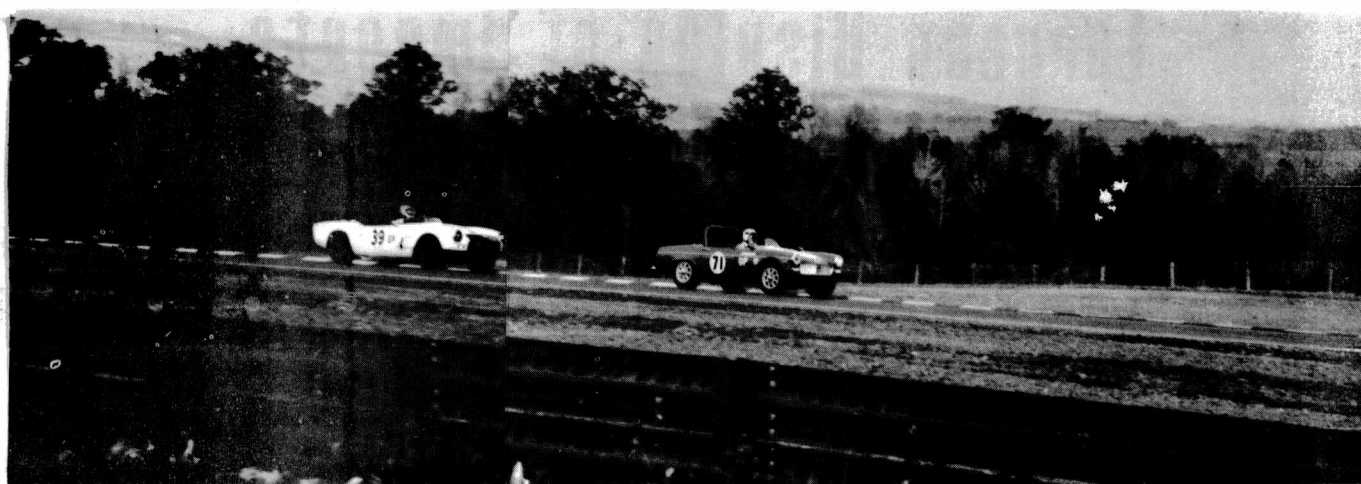




NOV. 1970



THE KNOCK OFF

NEMITH

AUTO CO. OF LATHAM, NY

NEW CARS USED CARS



MOTOR HOMES

WINNEBAGO

EXPLORER

ISLANDER

FRANKLIN CAMPERS-TRAILERS

ALL TYPE CAMPER TRUCKS

Largest Display of Imports

PARTS AND ACCESSORIES FOR ALL CARS

SEMPERIT TIRES

QUAKER STATE OIL

CASTROL

LUCAS LITES

AUTHORIZED DEALER FOR:

AUSTIN AMERICA
DATSUN TRUCKS
DATSUN SEDANS
DATSUN WAGONS
DATSUN SPORTS
ENGLISH FORDS
FIAT 124 SPORTS

FIAT SEDAN
FIAT 850
M G-B GT
M G-B
M G MIDGET
SPITFIRE MK III
SIATA SPRING

TRIUMPH GT 6
TRIUMPH TR-6
TRIUMPH SEDANS
VOLVO P-1800
VOLVO SEDANS

Traffic Circle Rte 9



Latham, N.Y.

Sales 785-8531

Parts 785-5525

MOHAWK - HUDSON REGION - SCCA
OFFICERS 1970

REGIONAL EXECUTIVE

Bill Morris 377-8117
1466 Van Curler Ave.
Schenectady, N.Y. 12308

ACTING SECRETARY

Barbara Beck 372-8802
1113 Union St., Apt. #3
Schenectady, N.Y. 12308

ACTIVITIES DIRECTOR

Ed Holeva 377-3743
582 St. Davids Lane
Schenectady, N.Y. 12309

DIRECTOR AT LARGE

Bill Sarr 477-9107
24 Castleton Ave.
East Greenbush, N.Y. 12061

INEC REPRESENTATIVE

Bill Morris 377-8117
1466 Van Curler Ave.
Schenectady, N.Y. 12308

INEC GYMKHANA REPRESENTATIVE

John Hutchison 346-2194
Van Antwerp Village, Apt. A1
Schenectady, N.Y. 12309

ADVERTISING MANAGER

Eleanor Morris 474-6725
Box 165 (office)
Watervliet, N.Y. 12189

ASSISTANT REGIONAL EXECUTIVE

Hap Farnsworth 785-4914
885 Birchwood Lane
Schenectady, N.Y. 12308

TREASURER

Howard Geer 392-3499
6 Jones Ave.
Chatham, N.Y. 12037

COMPETITION DIRECTOR

David McClumpha 439-9656
54 Adams Place
Delmar, N.Y. 12054

DIRECTOR AT LARGE

Art Frederick 384-4288
R.D. #2 Box 14
Valatie, N.Y. 12184

SOLO EVENTS MARSHALL

Pete Callaghan 399-9161
P.O. Box 82
Burnt Hills, N.Y. 12027

KNOCK OFF EDITORS

Campbell & Janyce O'Keeffe 766-2716
P.O. Box 583
Nassau, N.Y. 12123

KNOCK OFF PRINTER

Frank Rafferty 753-4520
Scrivens Duplicating Service
P.O. Box 39
Valley Falls, N.Y. 12185

The KNOCK OFF is published monthly by the Mohawk-Hudson Region of The Sports Car Club of America, with subscriptions limited to members only. All materials for publication should be mailed to the Editors or delivered to them at the monthly meeting.

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 COVER: Bob Claffe chases Ed Holeva at the Fun One at Watkins Glen.

Regional

Amblings

by Bill Morris

The elections coming up are important, and my purpose here is to convince you of that fact. First, the proposed revisions to the constitution and bylaws are mainly to make our own operating procedures consistent with SCCA policy. Read them over carefully, and vote according to your best judgement. Second, several officers for the Board of Directors are uncontested, but such is not the case for the two Directors-at-Large. Hap Farnsworth, Art Frederick, Roly Heacox, and Bill Sarr (listed alphabetically) are running, and two of the four will be elected. Each is eminently qualified, but has distinct ideas as to the direction Mohawk-Hudson Region ought to be going. Talk to them, find out their views, and return your ballot to the secretary before or at the annual meeting.

I wish that I could report that our competition schedule for next year is finalized, but such is not the case. Since Lime Rock has more available dates in 1971 than this year, we shouldn't have as much difficulty. But until the schedule for the Pro races is straightened out, we will have nothing definite. There should be some concrete progress on this at the Northeast Division convention November 13-15.

Don't miss the Annual Banquet and Christmas Party, December 12 at the Blue Apple. In addition to the usual awards, there will be a few special ones. Remember last year?

-Wild Bill

THE FUN ONE-by Eleanor Morris

The last race of the season saw seven Mo-Hud drivers compete at The Watkins Glen Grand Prix track in the "Fun One," October 17th and 18th, and bring home the hardware, including one first place trophy. Top honor went to Karl Danneil, who took the sole 1st place trophy of the weekend. Hal Cameron and Peter Callaghan both won 3rd place trophies, Hal in HP and Pete in EP. Cameron and Callaghan each took 4th place in their races on Saturday as well. Ed Holeva made it two in a row by taking 4th place in GP in both races of the weekend.

In spite of the good showing, it was a rough one on most of the drivers. Saturday dawned cold and snowy. Although the weather cleared by practice time, troubles did not, for example, Phil Raeder was unable to get his car into the race, and Bill Morris went DNF after a very good race, in which he was credited with the fastest lap in class. He was sidelined with mechanical problems. The length of the course claimed another victim. Karl Danneil suffered his first DNF, from acute fuel starvation-- he ran out of gas on the last lap, costing him second place in C/SR.

Sunday was sunny, but still tough on cars. Bill Morris was again sidelined with mechanical troubles bringing him another DNF. Phil Raeder started at the back of the pack, and by the fifth lap had moved

From the Editors:

We survived the first month's publishing and are well into this month's. The magazine is easy and fun to put together, not the nightmare some people believe it is. There are a few changes that could be made, though, in the structure, that would change the entire Knock Off. I would like to put these up for discussion to the readers because of their importance. The first is the question of first class mailing. To mail the present magazine first class would cost us \$144 more a year and bring our operating deficit up to \$1,000 for the year, so this is pretty much out of the question. Number two is to cut the material in the paper down to a bare minimum. This would give us seven pages for material and one for the cover. The savings in printing cost would more than make up for the dropping of our advertising, and we could mail it first class. Third, if we changed our printing we could fit most of the present material on the eight pages plus have the advertising. The trouble with this plan is that the cost of the printing offsets the money brought in by the advertising. This could give us a full size magazine, first class mail, at an increased cost. Last, we can leave the magazine just as it is, a big magazine that is a little slow in getting to you. Now, if someone could round up two full page ads to pay for the additional cost, we might be able to mail it first class or maybe use the money to bring down our operating costs. If you have any preferences or other ideas, please let us know. The magazine is for your enjoyment and is flexible enough to be changed to provide for that.

Campbell and Janyce O'Keefe

lotus / northeast



56 WEAVER ST.
SCHENECTADY, N. Y.

CALL
374-7422

AND ASK
FOR
BRUCE CARGILL

COMPETITION PROVEN

SERVICE

Well, the year is drawing to a close, and it's time to think about the ice, next season, and all those other good things. The Bench had a good year: a trophy for third at our Regional and a no-pit-stop finish at the last race at LRP (how about that!). Next season, Greg hopes to be part of the racing bag either with Daphne or one of our Formcars (brave boy, that Rickes). The alPine will probably be replaced, but we said that last year too.

Turning to the pro-side--SCCA's three pro-series were good and bad: The Trans-Am went to Parnelli and George and Bud, but Dirty Roger and Mark nearly did in Boss 302 towards the end. Jim Hall just couldn't get it together in spite of signing Quick Vic Elford, and protesting everybody after he got busted at the Glen. Sadly, we lost Titus. I'll never forget the Trans-Am down at Lime Rock; we were passed by two carloads of spaced-out Canadians on a three-lane road outside of Canaan, hotly pursued by Jerry Titus in a Chevy wagon. That's how we'll always remember him.

John Cannon finally turned the trick in the Continental, but ruddy Hobbs nearly caught him again, and Follmer opened a few eyes instead of closing them with a hard left. Penske and Donahue went two wins and a third in three starts just to prove they could win it if they really wanted to.

And then we come to the sick one, the Can-Am. Like the British Empire, it slid from number one almost overnight. As Ted West said, Hulme, Revson and Motshenbacher are running the Can-Am; the rest are driving the USRRC. But if it weren't for the guys in the older cars, there'd be no Can-Am. Maybe the factories should go back to simple design concepts. AVS Shadow was neat, but a pig, and the 2J was incredibly fast but very expensive, and everybody tried to get Hall busted again by saying ground-effects wasn't legal. It's very strange: everytime someone comes up with a device that blows everybody's doors off, it has to be made illegal. Interesting.

*** ** --indented & quoted by Hal Wood

Due to a variety of rarely occurring conditions, including the airplane crisis, the phase of the moon and, to some extent, the price of soy beans on the Ecuadorian open market, the Group W Bench made a right turn and missed the Fun One and ended up at LRP's Final Fall Fender Bender. The evening of the day before the race (that is to say, Friday, the sixteenth of October) started off inauspiciously enough when the weather soothsayers read the innards and said it's goin' to be cold jack, so who's going to sleep in the car tonite. Righto mate, yrs trly. Then they ran a kind of tech inspection for the towcars as they ran us around The Barn Friday night. It consisted of going through a hole of undetermined depth and emerging unscathed and intact. Scratch one muffler. So then I went to sleep and woke early on Saturday morning and shazam, it has been snowing. Great. Just what we need here in the middle of October, and what happens when it gets to be about half-past February. But not to speculate, please continue objective report of weekend.

The day was not without its little dramas for Mo-Hud members present. Jack Peck broke a throttle linkage on his Vee; Dave MacClumpha had an oil leak emanating from somewhere down in the vicinity of the Spitfire's oil filter and you friend Fisher could not convince the car to stop on command. Besides this, it was very cold and my practice sheet lists, under the heading of weather-intermittent snow squalls. So how do you warm up yon gummy race tyres? No can do.

Men Who've Got Everything Get a Lot of it from B & B MOTORS Ltd.



Mark Donohue — The B&B Motors Nomex Driving Suit is the most comfortable and best fitting suit I've ever worn. The workmanship is superb with the small, built-in extras that make the difference.



STANDARD FULL-WIDTH SCCA-APPROVED ROLL BARS — \$59.95

All bars exceed SCCA requirements. Jig welded complete with SAE bolts and self-locking nuts, mounting plates, SCCA required gusset plates and inspection hole. We have the most complete line of roll bars in the country . . . well over 50 models. **All bars \$59.95 unless otherwise noted. Shipped freight collect.**

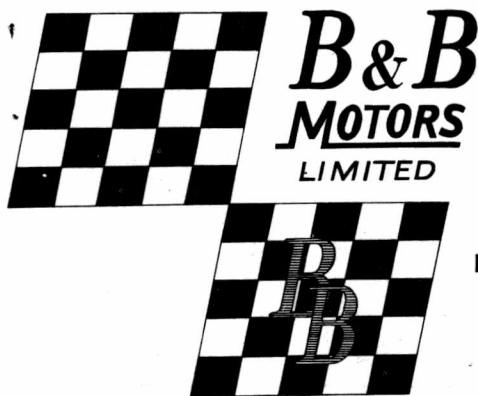
keep stuff for your car
send for our illustrious catalog

EXCLUSIVE DISTRIBUTORS:

- Abarth Exhaust Systems
- Amco Accessories
- Bursch Tuned Exhausts
- Carello, Cibie I. Q. Lamps
- Koni Shocks
- Pirelli, Semperit Tires
- Bell Helmets
- Ferodo Brake Pads
- Cosmic, Minilite Wheels
- Heuer Watches & Timers

Visit our modern showroom at 150 Lakehill Rd., and discuss your automotive requirements with Bob Bailey

IMPORTER • MANUFACTURER • DISTRIBUTOR

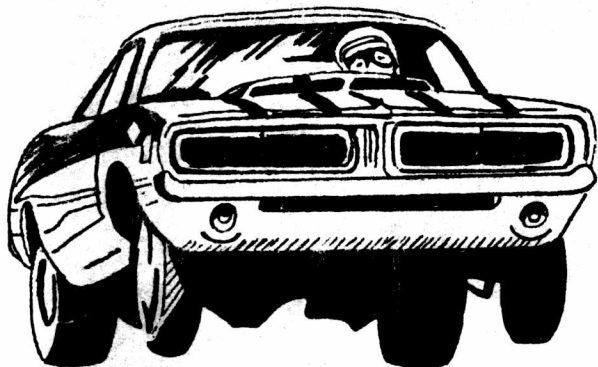


BURNT HILLS, N.Y. 12027
Phone 518/399-1161

BARNEY'S SPEED SHOP

RACE CAR EQUIPMENT
MACHINE SHOP SERVICE

**ELECTRONIC
ENGINE
BALANCING**



PARALLEL BORING
CRANKSHAFTS GROUND
CYLINDERS SLEEVED

100 CLINTON ST., ALBANY, NY. Ph. (518) 463-3501

GAUL'S GARAGE
CHESTER'S FOREIGN CAR
SERVICE

COMPLETE AMERICAN AND FOREIGN CAR SERVICE

SEE US FOR ALL YOUR AUTOMOTIVE PROBLEMS

LOCATED ON

3607 FLAT ROCK ROAD
(DIRECTLY OFF DELAWARE TPK RT 43)
CLARKSVILLE, N.Y.

PHONE 768-2013

MORE FROM GROUP W

Sandy went out and drove a good consistent race (aside from the fact that he nearly ran out of gas-apparently a common problem among M-H people). We loaded the car, and when the racing was all over, the most important event of the day took place. T.H.E. Prophet, having been liberally marinated in Castrol R went up in glorious flame and smoke to the solemn encantations of Canned Heat's "Goin Up The Country" and the symbolic pouring of Piel's Real Draft over the pile of magunja and wahgendi that was once T.H.E. Prophet. Saddened, we headed home.

greg rickes

TREASURER'S REPORT

September's Balance	\$2,790.12
	+ 152.75
	- 162.89
<hr/> October's Balance	<hr/> \$2,779.98

SAAB V4

The ability to accelerate quickly, to make its way over rough roads and around sharp corners, even in deep snow or on icy pavement --- these are characteristics of the SAAB V4.

The secret of SAAB's success?

The V4 engine, with 73 horsepower, gives SAAB its quick acceleration and the ability to maintain a high, even speed of over 85 mph, and top speed is considerably higher.



NEW SALEM GARAGE

ROUTE 85 NEW SALEM. N.Y. PH. 765-2702

THE ULTIMATE LAP

by Dave Hathaway

Is there such a thing as an ultimate lap record on any given course? Take Lime Rock Park for example. In the 1960's a one minute lap was considered as really flying. Today, in any regional race, the faster of the fastest are capable of turning times below the magic minute. In 10 years the lap record has been lowered by 10 secs. to a time of 50 and some tenths seconds. In miles per hour that's 101+ over the 1.3 mile 10 turn course.

As time marches on will 1980 see a 40 sec. lap record? Will it be 30 sec. in 1990 and 20 sec. at the turn of the century? Or will an ultimate lap record be reached?

Perhaps the ultimate lap record will be reached when the vehicles will be able to develop enough cornering power to maintain the actual top speed that a particular engine-drive train is capable of developing. Thus, if 180 mph is the straight line acceleration, each corner will have to be driven at this speed also. Impossible? Maybe, but, then again, maybe not.

Let's consider another approach. Assume there is no ultimate lap record. That a point will be reached where the gain is in such minute increments of time only extremely sophisticated equipment will be able to discern the gain. Hence, the detection of the ultimate lap becomes a contest in itself.

Finally, we can only wonder if, like the ill-fated Kiki bird who flew in ever decreasing circles, whether on the ultimate lap the vehicle will be consumed in its own tailpipe!

Post Script:

Turning a quick lap and winning a race don't necessarily go together. Almost any driver can put together one respectable lap given ample opportunity. The winner has to put together a consistent series of laps, all of which are fast. Thus, it's consistency that is the key to being a front runner or an also ran given equal opportunity. This is the big difference between a talented amateur and a professional

FOR SALE:

Trailer-suitable for formula car, small sports-racing car, or anything up to 1500 pounds. Tows very well up to as fast as I ever wanted to tow. \$150.

David McClumpha
54 Adams Place
Delmar, N.Y. 12054

Quiz:

What is the buzzard roost capital of America?

(watch next month for answer!)

leveland

correspondence

Stan Bubar

Well, I finally did it! I bought me a racy car. I'm the proud possessor of an ancient but clean looking Lotus 18. Supposedly, this car used to be Sterling Moss's Formula Jr. machine. Maybe some of his talent rubbed off on the machine for me.

N.E. Ohio's National went off well, and even had a few Mo-Hud drivers out to give Mid-Ohio a try. Bill Morris came out with Steve Short and the Corbetts to run his Zonker. Don Flores came out with his Brabham. Steve wasn't too happy over one of the roads I lead him over. You'll be happy to learn, Steve, that the road was repaved a paved a week later. See how responsive Ohio is? (ho-ho)

We went back to Mid-Ohio for the Continental two weeks later. It was interesting, but not exiting. There were no good dices in the "A" race, and the "B" race wasn't a great deal better although there was less than a ten second speed between all 35 starters for qualifying. One interesting note-in the "A" race, winner George Follmer had the only Ford Engine there. Fred Opert had six cars entered in the "B" race.

As usual, the Glen was a fun event, and it was good to see a number of M-H types there. Wild Bill had a bad weekend-I'll leave explanations up to him. I missed the "group W bench" team this year. Wha happen?

I saw the epitome of laziness the other day. Fairmount Blvd. in Beachwood istwo lanes each way with a 30 food grass mall separating opposing traffic. Some guy was idling his Saab along in the passing lane, emergency blinkers flashing, with his German Shepherd trotting alongside on the grass. Helluva way to walk your dog.

Good luck to the Campbell O'Keeffes, the new K-O editors. They've taken on a tough job, and have a high standard to maintain.

THE FUN ONE cont. from pg. 2

into first place in FC, 10th overall. Then an oil line split. He too got a DNF. Bob Claffie, who won 5th place in GP on Saturday, finished 6th after breaking the rear axle during an off-course excursion. Prior to that, Claffie had been running third in class. All in all, Mo-Hud was well represented at the Fun One.

NEW MEMBER

The Knock Off would like to welcome Walter Tracinski to the Mohawk-Hudson region!

Your Knock Off editors are in dire need of a reasonable two bedroom apartment. Also if someone knows where we could borrow an electric typewriter it would be geatly appreciated.

PIT TALK

Mo-Hud rides again. Ride, that is, to the "Fun One" at the Glen. For many drivers and workers it is the grand finale of racing because it officially closes the course for the year. And Mo-Hud was there in force as drivers, pit crews, workers and spectators.

Cheering everybody on were the Bubar family, all three of them, the Geers, including Bear, the Heacox's (always willing to listen to your problems), and the O'Keefe's. Then there's the Corrin's. Carl insists that he owns a piece of that track and word has it that he erected a flag which read "Carl's Corner." However, he was persuaded to take it down for the races because it was colored red, green, yellow, blue and white with black lettering.

Representing Mo-Hud drivers were:

Phil Reader	Lotus FC
Hal Cameron	Sprite HP
Kevin Battistoni	Sprite HP
Bob Claffie	Spitfire GP
Ed Holeva	Midgit GP
Pete Callaghan	Porsche EP
Wild Bill	Zonker B/SR
(our RE)	
Karl Danneil	Elva C/SR

How did our boys do? Not bad at all. Phil was plagued with problems. He D.N.S. on Saturday and D.N.F. on Sunday. Hal did nicely by coming in 4th on Saturday and 3rd on Sunday. Kevin blew his engine in practice so he D.N.S. on Saturday but he borrowed a car and finished 9th on Sunday. A real battle was going on between Bob and Ed, being nose to tail the whole race. Ed took a 4th and Bob 5th on Saturday. Sunday, Bob was leading Ed until the last lap when Bob started touring the landscape and broke the rear end a bit. Ed finished 4th with Bob limping in to a 6th. Pete did nicely with a 4th on Saturday and a 3rd on Sunday. Wild Bill (he's our R.E., you know) D.N.F. Saturday with we think Gear box trouble. (fuel injection problems-ed.) On Sunday, he D.N.F. because he ran out of gas. That one-liter gas tank will never do. Anyway, this qualified him for the consolation race. So what happens? He never completed the parade lap. I'm afraid Cool Bill has been hanging around the W Bench too long. Karl had problems too on Saturday and D.N.F., but came back Sunday for a class win.

By the time you read this, the annual banquet will be on and you will know who writes Pit Talk. That is, if you haven't guessed already and I'm sure that many have. If you haven't, here's the latest. He's been referred to as the old man. He races a red Midget with a 71 on both sides. He uses a blue Camaro for a tow car. He gymkanas (sometimes) a green MB 1100. He is your Activities Director.

Wait till you see the awards for the person who identified me! See you at the banquet.

Team Pit Talk

P.S. The Red Herring beat the White Polar Bear. Do you know what that means?????

DATES

NOV. 22-----Gymkhana GEX parking lot

DEC. 12-----Annual Banquet at the Blue Apple

6 o'clock for cocktails and 7:30 for dinner

JAN. 10-----BMSC Ice Trials

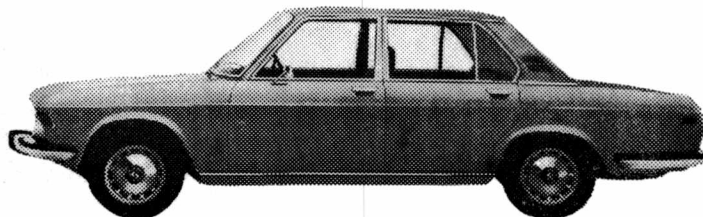
Road and Track Magazine (May 1968) says:

"The BMW 1600 and 2002 are the best sedan buys in the world. They're almost too good to be true."



Car and Driver calls them "the most spectacular bargains in the entire spectrum of imported cars." When professional critics get that enthusiastic, it's time to take a test drive. Only you behind the wheel can truly measure the performance of this latest triumph from Germany's famed Bavarian Motor Works, builders of fine cars for 53 years. Drive the incomparable new BMW today.

Introducing the
BMW
6-cylinder series



**Not new cars in a class.
A new class of car.**

For 53 years, Germany's famed Bavarian Motor Works has established new standards in international automobile design. Now we proudly present their masterpiece—the BMW 6-cylinder series. A car designed to cruise all day at 120 mph... a car that combines racing car performance and maneuverability with every nuance of a luxury sedan's floating smoothness. Nothing but the feel of this car in your own hands can fully acquaint you with the "BMW personality." Come in today.



BAVARIAN MOTOR WORKS

KLAMM'S BMW LTD

ROUTE 146-MAIN ST.-ALTAMONT, N.Y.

861-8561

Gunther Schroder

Carl Barbagelata

Colin Taylor

It faces weather other small cars shouldn't face.



Rain slicked roads and high winds are enough to make the driver of an ordinary small car wonder what he's doing behind the wheel.

But not in a SAAB, the out-of-the-ordinary small car from Sweden.

SAAB is out of the ordinary because of front-wheel drive.

Because SAAB has front-wheel drive it doesn't push you around the way other small cars do. It pulls you around curves. Corners. Out of skids. And out of trouble.

Front-wheel drive coupled with SAAB's dual diagonal

braking system (safest on any car) gives incredible control and traction in any weather.

And SAAB's 4-cycle, V-4 engine lets you go from zero to 50 in ten seconds. Hit 90 flat out. Cylinder disp., 1,498 cc. Compression, 9.0:1. Max. output, 73 HP (SAE) at 5,000 rpm.

As an optional extra, our new and powerful V-4 engine has a LIFETIME GUARANTEE.

So don't let the weather get you down. Remember that you can't drive a better built small car **SAAB** to save your life. You can drive it like a big car.



KINDERHOOK SALES

ROUTE 9-H

KINDERHOOK, N.Y.

PHONE 684-2211