

THE KNOCK OFF

FEB. 1971



NEMITH

AUTO CO, INC ~ LATHAM, NY

IMPORTS! USED CARS!

AUTHORIZED DEALER:

PARTS! ACCESSORIES!
SERVICE!

BLMH
DATSUN
FIAT
TRIUMPH
VOLVO

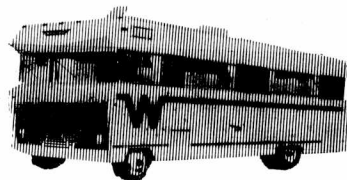


TRAVELWORLD

MOTOR HOMES! TRAILERS! CAMPERS!

COACHMEN
FRANKLIN
PATHFINDER

PROWLER
SPORTCOACH
WINNEBAGO



NORTH OF TRAFFIC CIRCLE ~ ROUTE 9

785-8531

MOHAWK-HUDSON REGION, SCCA
OFFICERS 1971

REGIONAL EXECUTIVE

Bill Morris 377-8177
1466 Van Curler Ave.
Schenectady, N. Y. 12308

ASSISTANT REGIONAL EXECUTIVE

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

SECRETARY

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

TREASURER

Carl Corrin 869-6948
27 Hunting Rd.
Albany, N. Y. 12205

ACTIVITIES DIRECTOR

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

COMPETITION DIRECTOR

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

DIRECTOR AT LARGE

Hap Farnsworth 785-4914
885 Birchwood Lane
Schenectady, N. Y. 12309

DIRECTOR AT LARGE

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

INEC REPRESENTATIVE

Steve Short
182 Kingsley Rd.
Burnt Hills, N. Y. 12027

KNOCK OFF EDITORS

Campbell and Janyce O'Keeffe
50 2nd. Ave 462-3298
Rensselaer, N. Y. 12144

ADVERTISING MANAGER

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

KNOCK OFF PRINTER

Frank Rafferty 753-4520
Scrivens Duplicating Service
P. O. Box 189
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 material for publication should be mailed to the Editors or delivered to them at the monthly meeting, the first Wednesday of each month, 8:00 P. M. at the Blue Apple Restaurant, 1617 Union Street, Schenectady, N. Y.

Anyone wishing information on membership or events may attend our meetings or contact any of the Officers listed above. Membership 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.

A PROBLEM?

R
E
G
I
O
N
A
L

R

The topic has recently been coming up more often, raising more questions than it answers, and is certain to become more prominent in the future: drug-abuse. The concern of the SCCA centers on the competition scene, not only for the drivers but also flaggers, marshals, pit crew, and officials. In this context, it is quite different from other debates you may have heard; in situations where tragedy can be averted by the correct instantaneous response, it is unreasonable to permit anything which may hinder that response. But the solution is much more difficult than establishing a list of prohibited drugs. What items ought to be on a list and why? Consumption of alcoholic beverages is prohibited until conclusion of the days competition activities, but the effects of a Saturday night party are ignored when racing resumes on Sunday. The similarity between marijuana and alcohol added to the points of detection and enforcement further confuses the issue to the point where you may wonder if it is worthwhile trying to do anything at all.

A
M
B
L
I
N
G
S
Motorsport has grown fantastically in recent years, but it is just now moving into the category of being acknowledged and respected. For example, look at the increased amount of TV, radio, and printed advertising depicting some aspect of racing. And the number of news items reporting results is beginning to exceed those emphasizing the accidents. Increased public acceptance brings with it increased responsibility on the part of the organizers, because all the benefits could be nullified if certain situations develop. An unfortunate accident can bring charges of inexcusable irresponsibility if drug abuse is involved, and the sport may be killed by public opinion without any chance to clear itself.

So, based on the lack of concrete scientific evidence, the decision to act comes, by default, from public opinion, and our desire to maintain good public relations. It shall be the policy of this Region to exclude from participation in its competitive events--races, gymkhanas, rallies, etc.--any person under the influence of narcotic or hallucinogenic drugs (including alcohol, as it has been in the past). Self-policing, by our members themselves, will be relied upon to implement this policy, although the applicable provisions in the Bylaws will be used if necessary. I know that our members love this sport, so please, don't kill it.

---- -Wild Bill

FOR SALE: FIVE (count them), FIVE very legal Dunlop SP 68 radials, 155-14 (off an MGB). \$5.00 each.

Dan Egy 765-4322 evenings

Sunday, Feb. 21, 1971 Birthday Cake Rallye, Hare and Hound type. Meet at GEX Rt. 7, Latham, at noon for registration, first car off at 1:05 PM Rallyemaster-Jack Hillin Albany 434-2995 by EMSC finish semi-locally

Cover photograph by Ed Holeva; An Allard J-Car and an Allard K2 at Bridgehampton in 1951.

COMING HOME AGAIN, LAST TIME OUT (for Tricia, an explanation of why I sometimes act funny) (note: written by Greg Rickes, after the last race at Lime Rock)

The glories of a superb fall day have vanished, and in their place is the night. Cold and foreboding, it serves notice that what lies ahead is drab and hostile. Adventure and youth have gone their way and are forever lost. Fate has played out her hand. The season has ended; the sleepless nights, the hours spent waiting, the brief instants of joy and the long seconds of terror, the endless miles of travelling, are but a memory. Are memories a comfort or a malaise for a bleak tomorrow?

The whole atmosphere is so different. Windows are shut tight to keep out a night that is no longer moonlit, gently warm, and inviting. Headlights glow, blinding and colorless where before, the orange rays of sunset lit the way. The people whom you waved to and greeted so happily on your journey have disappeared; there is only the cold, an all-pervading lifelessness. Lifelessness is within; where once there was laughing and bantering about the sport and its many demands and rewards, relationships, love, now there is only pained silence. Why, even the sounds have changed tones. Where once the mood was vibrant and electric from Sly and Steppenwolf, now there is the subdued, the melancholy. Paul Simon is telling about a dangling conversation, and Tom Rush can only say that he meant to call her name, and he meant to take her hand, but now that is but a shadow dream, and maybe, the Woodstock Nation is dead.

And all of the people whom you raced with and lived with and who meant so much to you, where have they all gone? And all of the things you wanted to say to them, the profound things, the sincere things, the thank you's for just being you, and making this life so vibrant and worthwhile have gone unsaid. Maybe forever.



LOTUS RACING EAST



- AEROQUIP
- Graviner Fire Systems
- Hewland
- Brian Hart
- Holbay
- VARLEY
- Supertanium Hardware
- Cosworth
- BRM
- Vegantune

GO-POWER ENGINE Dyno

ENGINE BALANCING, BLUEPRINTING, BORING AND REBUILDING
COMPLETE CHASSIS TWEAKING WITH OPTICAL GAUGES & SURFACE PLATE
BUMP STEERING ON ALL CARS
SERVICE ON ALL MAKES FORMULA AND SPORTS RACERS

LOTUS RACE CARS
LOTUS SEVEN SERIES - 4
RT 44, Millerton, N.Y. 12546 91--789-3548



Northeast Foreign Car Accessories



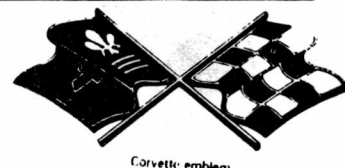
901 - 19th STREET (ROUTE 7) WATERVLIET, NEW YORK 12189

See the classifieds
for our
"Monthly Special!"



HOURS
MONDAY-THURSDAY 9-6
FRIDAY 9-9
SATURDAY 9-4

PHONE: (518) 272-7275



Corvette emblem

BERNIE CARINGE

YOUR

GLOVE CITIES CHEVROLET

DEALER SAYS

WE'RE SPORTS MINDED PEOPLE —



TRY US



GLOVE CITIES CHEVROLET

WASHINGTON STREET, GLOVERSVILLE, N.Y.
Telephone 4-7121 USED CARS

GROUP W BENCH

Some very interesting reading has come my way of late. I was fortunate enough to pick up the December issue of the fine English magazine "Car." Inside, there was a very interesting article on Formula Three in Europe and England. Included in this was a no-punches-pulled interview with six of the top runners, with questions ranging from the cause of accidents, to the best drivers, to a very blunt question of, "Who don't you like to drive near?" Setting up an informal tally sheet of drivers' ratings (both best and worst) put Tony Trimmer at the top of the "good" list, and a privateer named Dave Morgan at the top of the bad boys list. Morgan incidentally lost his license for a year after a "punch-out" following a car to car contact incident. Interestingly, Mr. Morgan said the two people he disliked driving near were the drivers rated numbers one and two--- Tony Trimmer and Mike Beuttler, because, "they don't like close driving." The implications of this are interesting. All sorts of mathematical permutations can be drawn on the results of the interviews (Ready for this one, Stan?)

News: Bob Esseks and John Paul will be campaigning the ex-Autodynamic factory Dodge Challengers this year. For all you FV racers, if you're going for a new car, look seriously at the new Autodynamics machine. It had a second in its second outing down at Daytona. With a very aerodynamic shape, and semi-roll cage, it might well be a premonition of things to come. Early reports show it to be a strong mother too, having thirteen times the torsional rigidity of the previous Autodynamics Vee.

Time to shoot into the crowd. Saw in Autoweek that the Vatican's newspaper has attacked auto racing as "suicidal." I quote, "In 1970 alone, seventeen drivers were sacrificed.." Hold on here, friends. As a Catholic and a racer, I have one thing to say, LOUD AND CLEAR: BULLSHIT! Free men are free to risk their lives as they see fit. If the Holy See wishes to carp on people dying, how about all those extra babies born each year which can't be fed. Or how about the people being zapped at places like My Lai. Or in Poland. Or even Chicago. Maybe Brock Yates was right when he said that auto racing and automobile go against the fundamental Christian viewpoint.

Hope to see you all at the Group W Bench ice trial. It's March 7 at Lake Onderdonk. Registration at 11:30, first run at 12.45. The whole Bench will be there including Hal Wood, Dick (and probably Dianne), Sandy and Mutha Donna, Wild Bill, Johnny the Beard, Bopka, and a cast of thousands. Including you, I hope. Until March 7 then. Peace.

greg rickes

P.S. Gorman's back.

Another year is over and another has begun. The Sport of the Seventies is living up to its name, becoming more and more spectacular. And expensive. Ford and Dunlop have copped out for lack of specie circular. Non-automotive interests are filling the vacuum. The price of racing is increasing each year, in equipment and time involved. 1970 was no exception. However, the human cost was high and this made the first year of the Sport of the Seventies a real bummer. We lost old pros McLaren and Titus, and young chargers Rindt and Courage. Others, too, like Dick Brown, whose memory passes on for most except his family and friends. There have been bad years before: 1955, 1958, 1960, 1964, and 1968.

There will be more. Each one makes us ponder, but we go on. We don't quit. The Bench won't quit. But we lost Marshall and we thought quite a lot. We lost him, not through the sport in any way, but in a split-second of one man's indifference to another. Please, no more senseless deaths, no more Kent States, no more 1970's.

peace, hal wood

Many thanks to: PECK BUSINESS MACHINES
Repairs on all Office Machines
Used Adding Machines and Typewriters

Jack and Alan Peck
Bus. FR-0372

Dunnsville Road
Schenectady, N. Y. 12306

EVENTS CALENDAR
as of 1/28/71 Ed Holeva

FEBRUARY	21	Ice Trials Lake Pontosic BMSC
	21	Rally-Empire, Jack Hillin
	27, 28	Lake George Ice Races, AMEC
MARCH	6, 7	MVSCC Ice Races 4th Lake
	7	Ice Trial SCCA Greg Rickes, Lake Onderdonk
	13	Snowflake Rally, 5:00 from Graham Ford, Hanns Flebbe
	28	Rally BMSC
APRIL	4	Gymkana Empire, Jack Fantelli
		Gymkana BMSC
	18	Gymkana School-SCCA Art Frederick
	25	Gymkana #1 SCCA

CLEVELAND CORRESPONDENCE by Stan Bubar

The National Highway Safety Bureau has released its tabulation of stopping distances of all the 1971 cars sold in the U.S. It's interesting to note that the first American car in the list is 13th (Pinto-176 ft.). It's preceded by the DeThomaso Portera (130 ft.) some Alfa Romeos, BMW's, a Rolls-Royce, Porsche, Mercedes, Citroen, Fiat, Renault, Jaguar, Peugeot, and SAAB. Most American cars take over 200 feet for this test with the worst being the AM Hornet at 263 feet. Think a minute about that 133 feet difference between the best and the worst. Think what that means in heavy traffic if someone has to stop quickly. The test itself is from 60 mph, without locking wheels and with no more than 150 pounds force applied to the brake pedal.

They also have released "Tire reserve" data, a measure of how near tires are to their rated load limit. Best U.S. car Checker (8th) with 20% reserve. Most American cars have only 2 1/2 -10% reserve. The best cars are the De Thomaso (70% reserve), Datsun, Jaguar, Fiat, Porsche, and BMW grouped around 35%. The worst cars are Renault 1153 (0%) and Toyota Crown station wagon (0.03%).

I've never had much use for the NHSB because it seems to concern itself too little with prevention of accidents. Maybe from data such as this, they'll come up with minimum stopping distance standards. With the present state of the art, there's no good reason for any car to require more than 170 ft. to stop from 60 mph (0.7 g).

VALUE in home furnishings---

SEASONED with knowledge & experience,

LIBERALLY TOPPED with personal service.

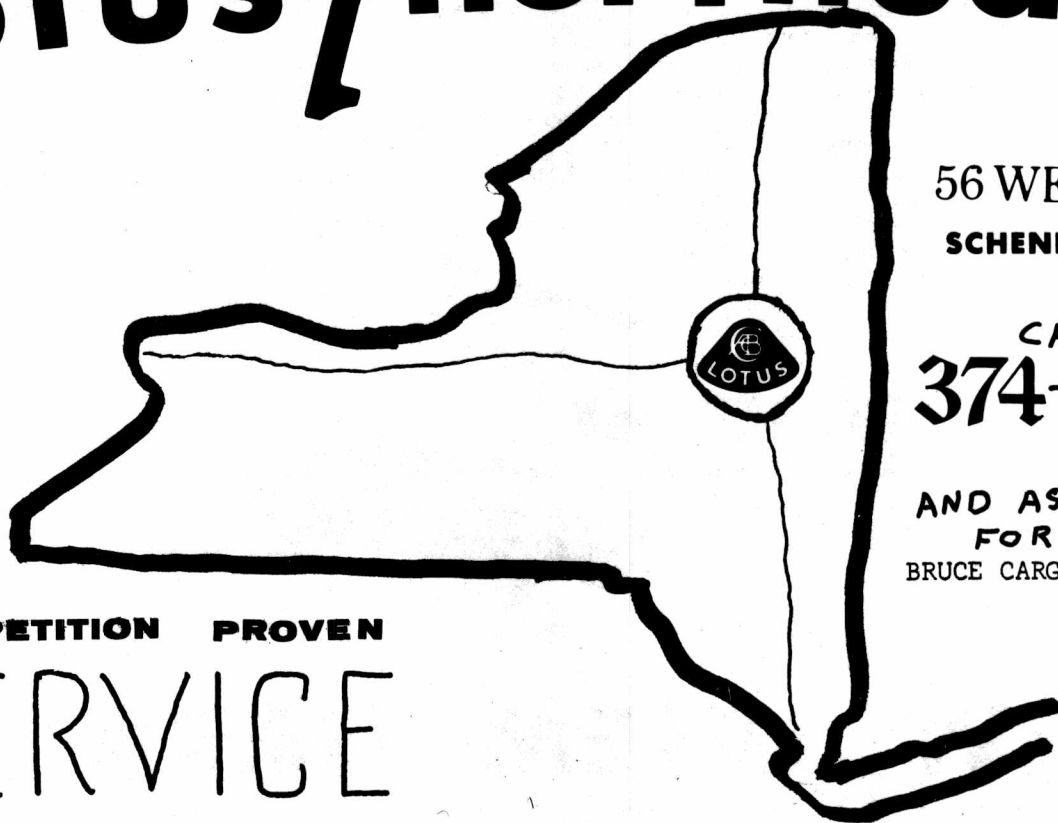
CHATHAM FURNITURE

75 MAIN ST.
CHATHAM, N.Y.

ART FREDERICK,
PRESIDENT

392 - 4131

lotus / northeast



56 WEAVER ST.
SCHENECTADY, N. Y.

CALL
374-7422

AND ASK
FOR
BRUCE CARGILL

COMPETITION PROVEN

SERVICE

KAYE'S

IMPORTED CARS

AUSTIN
AMERICA
JAGUAR
LOTUS
MG
PEUGEOT
RENAULT
TRIUMPH
FIAT

NEW
&
USED
CARS

10

0 / DISCOUNT
TO ALL SCCA MEMBERS
WITH THIS AD! — PARTS
0 OR ACCESORIES

LUCAS
AMCO
SEBRO

ALL NEW ➤

SEMPERIT



TIRES
DEALER

AUTHORIZED SALES & SERVICE — COMPLETE COLLISION SERVICE

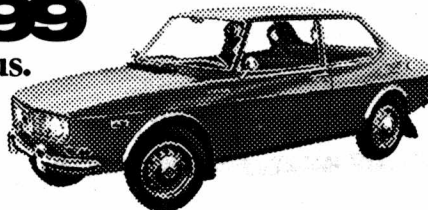
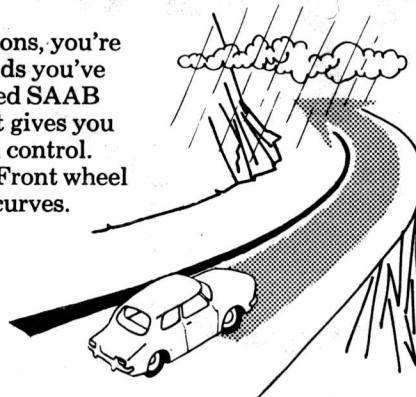
949 CENTRAL AVE., ALBANY, N.Y. PH. IV 2 - 4413

Why you need us now.

Today, for many reasons, you're traveling unfamiliar roads you've never driven. So you need SAAB 99's front wheel drive. It gives you incredible traction. And control. On wet or dry surfaces. Front wheel drive pulls you around curves. Out of skids. No road is unfamiliar driving the well-built Swede.

Road control. Only one reason you need a SAAB 99. Now.

SAAB 99
Now, you need us.



NEW SALEM. GARAGE

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

MARCH 7

LAST CHANCE

ICE TRIAL

? where? Lake Onderdonk
chairman: Greg Rickes 869-7508
• entry fee: \$3.00 car club members
\$3.50 lone wolf, no club

Registration: 11:30
First Run: 12:45

An article in response to the "For Women Only" column in December's "Sports Car," written by Terri Novotny Raeder

NO! NO! NO!

I will not sit silently by and calmly accept being addressed in Sports Car as "girls," like so many "Dear Heloise" fans. Why in the world you yielded to that ding-a-ling "Sissy" and permitted her to invade the pages of the publication which is allegedly the voice of amateur road racing in America is as unfathomable as her bird brain concepts about licensure.

It's enough to make me disclaim any association with SCCA. I am a woman, yes. I am a competitive woman; I have driven in gymkhanas and hill climbs. I am a woman in racing; I have flagged, crewed for my husband/ driver in sedans and formula cars. I have written for Sports Car and been quoted by Sports Car. Yet, having a stable and normal relationship with my MAN, I have never wanted to go to driver's school. Woman's lib to the contrary, I much prefer the support function of crew, assistant mechanic and pit popsie.

One of the great things about the people you meet racing, and the women too, is their semi-anonymity. You never know, or care, what their relationship is to their driver, or how many and what kind of kids they have. I don't care about Sissy's family. They are HER bag. How come in a full page of blather, she never mentioned what kind of car she drives, or what engine she pulls, or trick lines on a course she knows? THAT'S how race people introduce themselves. Who cares whether her golf-playing husband was with CIO or CIA? His preoccupation with balls is none of my business. What has he done lately...besides father five kids?

Spare us, oh, spare us tales of Sissy's family.

Spare us empty and useless words of fashions...unless they are a technical evaluation of Nomex vs. Durette vs. Fypro. Never mind the household hints unless they concern how to get grass stains out of Nomex or how to remove sweat dissolved lap belt dye from a driver's suit. How do you manage to get YOUR driver on the grid, set up the pit, and not drop the spare spark plugs while you clean his goggles? And here's one for you...did you know that a sanitary napkin makes an excellent emergency oil leak stopper two minutes before race time?

The Ladies of St. Jude and the hospital and the 600 man Civic Club are in another world...the very world from which most of us seek to disassociate completely and honestly when we go racing. Is God any LESS God in the pit corner at the Glen than HE is in Church? Hardly.

I have a profession, too. And I belong to other clubs. After much coaxing by the program chair-woman, I finally agreed to be the dinner speaker at the Albany Business and Professional Woman's Club this month. They had "discovered" that I have an unusual hobby. Much to my pleasant surprise, I held 50 women who had

never seen a race car, spellbound for over 40 minutes. I brought a model of our formula car. I wore my pit jacket and stop watch during the talk. I displayed Phil's Nomex and helmet. I didn't talk about fashions; the ladies already know all about that. Or about household hints. Or about little hands and famous people. I talked about how small our engine is (996cc), and how many heartbeats it takes to cross the pit lane at Lime Rock, and how to pan a pit board to a car going 120 mph. in traffic, and how it feels to see a red flag come out during your race... during ANY race.

And I spoke, as a woman, with all of a woman's feelings, about the privilege of moving among and being a part of a way of life... one of the few ways of life still open to us in which we can be totally committed and totally honest, and judge each other by very simple standards.

- ... Do I trust you next to me in a corner at 125 mph?
- ... Will I lend you my torque wrench without even knowing your name?
- ... Will you lend me your spare battery even tho' I'm in the same race with you?
- ... Do I trust you to back me up while I'm on yellow flag?
- ... Will I start a race on the tyre pressure advice you gave me?

Sissy's ideas on licensure are patently ridiculous and hardly deserve comment. Ought we to have separate licenses for Thruway driving and "in town" driving? If the concept is true of skilled and trained race drivers, it is even MORE true for the underskilled, undertrained housewife. Where do we get off letting those gals out in the family station wagon when they took their driver's test in the driving school automatic transmission, dual control two-door sedan?

Please, please, please, if this alleged column is an honest effort to communicate with the all too prevalent "Negative" wives, forget it. First of all, they wouldn't read Sports Car on a bet. Second of all, why ruin it for the drivers; by this time they probably don't want the wives cultivated. Finally, don't offend those of us for whom stop watches and comfortable shirts are high fashion. Speaking of which, howcum Sissy's photo isn't in her driver's suit? I'll take her word for her being a woman... she has to prove that she's a driver.

Dear, dear editors. Think again. I don't like Sissy's material so far. None of the other wife-crew-mechanic pit popies I know do either. Sissy discredits her legitimacy to comment on racing in her last sentence when she says, "Racing is fun, but a serious sport, too."

I would have said, "Racing is a serious sport... and fun, too."

FOR SALE:

8 track STEREO TAPE PLAYER-Craig Model 3108 --\$40
Bowman AM Car Radio for 6 or 12 volt positive on negative
ground \$20

contact: Bernie Cognon Tel. No. 869-6564
21 Locust Pk
Albany, N. Y. 12205

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.**

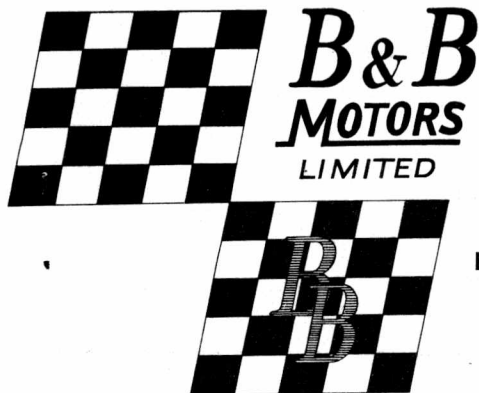
keen stuff for your car
send for our illustrious catalog

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

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

IMPORTER • MANUFACTURER • DISTRIBUTOR

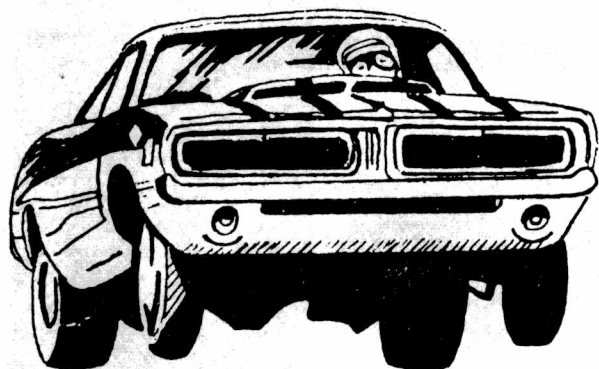


BURNT HILLS, N.Y. 12027
Phone 518/399-1161

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) 463-350

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

- from Dan Egy-

For two years, I've been ignoring pleas from the K-O for written matter for fear that what I might have to say might not be of any interest to anyone. However, a recent development has sufficiently raised my ire to a point where I can't keep my feelings to myself.

Most of the people I've spoken to in the past know my sentiments regarding the dual purpose car. Drive the bomb to work (annoy the Man, shake up little old ladies, and wake up the neighbors) during the week, and on weekends, make believe you are Sterling Moss. So what's wrong with that? Sure, you might stuff it into an embankment or guard rail at the race, but that's the way it is. All the more sporting, old chap. Impractical, you say? So what the hell is so practical about racing anyway? It's sport, or at least it should be. I seem to remember a red Elan and a "big mutha 'Vette" that were driven to the races and driven home.

Well, gone are the good old days (and my racing plans with them), for SCCA has introduced new, spectacular roll bar specs. The new bar would make everyday use of my car quite infeasible. These specs were introduced because of roll bar failure in the past. Logical?? These failures occurred in sports racing and formula cars primarily. Why bother with prod cars? You got me. Safety's great; you pile it in and walk away. I'm all for it. SCCA has gone a bit overboard, however. The existing specs for prod cars were okay just as they were. OK; someone got the idea that they could be better. Fine, except in doing so, they put racing that much further from being a sport, in my opinion.

People who race F cars and SR cars, naturally, don't expect or want to have dual purpose bombs. There's no way. However, a prod car can actually lend itself toward this end. Whether I drive my car to a race or tow it, I know I could not beat Group 44's MGB nor a whole group of other E prod cars. I would, however, enjoy the prospect of racing for sport, trophy or not. Thanks to the overly zealous SCCA, I have to put off the prospect of racing a few more years. I don't think that I am unique in my sentiments, either.

Well, I got that off my chest, but somehow, I don't feel any better.

The Mohawk-Hudson Region of SCCA presents the 7th Annual

SNOWFLAKE RALLY

on March 13, 1971

The rally starts from Graham Ford on Central Avenue, Schenectady, N. Y.

Registration: 4- 5 P. M. with the first car off at 5 P. M.

Length: 140 miles

Trophies will be given for first through third places. Straight TSD, no gimmicks.

Recommended items:

first aid kit	flash light
road flares	seat belts
tow rope	sand or gravel
shovel	tire chains or studs

price: \$4.50 for club members, \$5.00 for non-club members

For information call Hanns Flebbe at (518) 377-1010

Pit

Talk

In last month's article, I talked in general terms about setting up a car for competition. Now, let's go a little deeper into this business of setting up a car.

All of us have heard of the word "prodification," but what does it mean? My definition of prodification simply means doing everything that is allowed in the rule book. This may be broken down into two categories. One is to prodify for the purpose of increasing power. The second is to improve the handling and life of critical parts. So many people think that power alone is the answer to a winner. It's just not so. It is the combination of many things working together that does the trick. If you have a poor handling car, all the power in the world will not make you a winner.

Let's put some thoughts together and see how we come out. We'll start with the cam. Many fellows put in the wildest cam they can get. This is a mistake. There is absolutely no reason to cam for 9 grand if your engine explodes at 7 grand. Select a cam for the safe rev range of your engine.

Exhaust systems are always a subject of discussion. Generally, everybody runs openpipes, but are they designed and utilized properly? The point here is that simply adding an open pipe system may not do anything but increase the noise level. On a Corvette, for example, an open pipe in place of the muffled system will result in a decrease in power output. Strange but true. The secret is that the proper header must also be used to realize any gain at all. On small engines such as the Spridget series, you must also improve the intake breathing to obtain the full benefit and power increase when using an open exhaust.

Are you starting to see the picture of things working together? Good! Let's continue.

A racing engine operates at high revs and we all know that the valves will float when using the stock springs. So, you put in stiffer springs. No secret. The question is, how stiff? There are manufacturers that offer springs so stiff that the valves couldn't float at 20 grand if you could turn that high. The result is that you will wear out your cam in no time. The best advice is to use springs with a rate no greater than needed to obtain your RPM without float.

This brings up the question of what parts do you use. The best thing to do is to find out what the factory offers for your car. Usually, they don't market anything unless it is beneficial or of proper design. Be careful when you start buying some goodies because the factories do offer items which are illegal for SCCA racing. They cater to all facets of sports and not just to SCCA.

In setting up your car, the idea is to choose wisely, be careful, don't trust anyone, and don't overlook the most minute detail.

--Ed Holeva

7th Annual Snowflake Rally, presented by the Mohawk Hudson Region of SCCA
REGISTRATION FORM

Driver's name: _____ Tel. No. _____

Address: _____ Club _____

Navigator's Name: _____ Tel. No. _____

Address: _____ Club _____

Make of car: _____ Year: _____ Color _____

License No. and State: _____

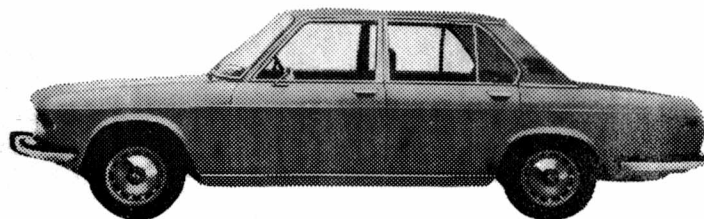
Road and Track Magazine (May 1968) says:

"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.

KLAMM'S BMW LTD



BAVARIAN MOTOR WORKS

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