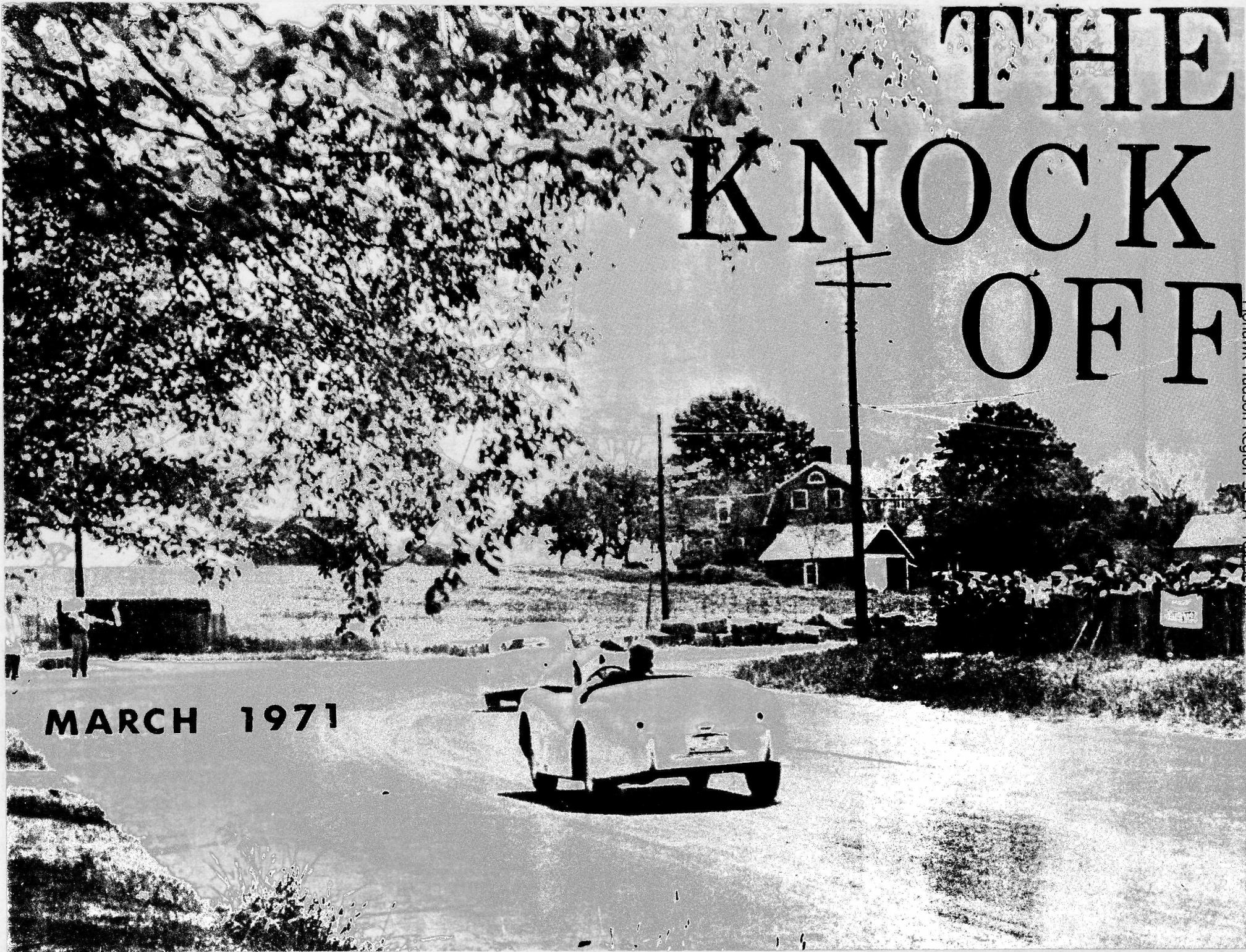


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MARCH 1971



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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 authors, and in no way reflects the attitude of the Mohawk-Hudson Region or the Sports Car Club of America, its officers or members.

## PIT TALK

by Ed Holeva

This is the month that I sit in my garage and wonder about the coming year. What will it be like? Will all the efforts that people made over the winter months improve their goals?

Personally speaking, I wonder if my Vega GT will ever come in. I ordered it last year in September and the latest word is that the factory didn't decide to produce it until February.

The Midget is about ready for a shake-down run. It received many detailed changes. The best description I can give is that it is full race with no compromises. But you wonder if it will perform as expected. I wonder.

Last month I had to go to Detroit on company business at the Ford Motor Co. Since I had only one free afternoon, I took advantage of it by touring the Ford Museum. To give you some idea of the size of this museum, it covers fourteen acres and has exhibits covering agriculture, crafts, machinery, power, communications, lighting, and transportation. To me, the steal of the show was a Mercedes 300 SLR sitting there ready to race. If you ever have an opportunity to visit Detroit, don't miss the Ford Musuem. I wonder if the SLR is for sale.

The calendar of events for the year looks very impressive. All of the clubs are doing a great job of putting on events for you, the membership. But remember that only you and you alone determine the success of an event. If the enthusiasm and participation isn't there, you cannot expect clubs to be responsive to a few individual whims.

Let's take a look at our own gymkhana participation record. In the present state, we have dwindled to an entry list of thirty to sixty per event. Of this, thirty to sixty entries, how many are region members? About thirty-five percent, that's how many! This means that only about twenty one members are active, and that's not a very good showing for a club our size. On the positive side of this is the fact that many members are involved in the racing aspect as drivers and workers. This would tend to bring our participation percentage up substantially. I don't have exact figures on this, but an estimate would be fifteen percent of the membership. Add this to the twenty percent of active members in gymkhanas, and you come with a total of thirty-five percent of active members in our region. What are the other sixty-five percent doing? Nothing, except the the guy in the back of the room who asks, "Are we going to have another Snowflake this year?" And he doesn't even show up!

Yes, this is the year of wondering. So many thoughts go through my mind that I wonder and wonder.

## REGIONAL RAMBLINGS

The 1971 season is shaping up fast. For your information, here are three important dates:

April 7--Annual guest night at our regular monthly meeting. A special program for guests, visitors and prospective new members. Bring someone new!

July 10--Third Annual Autosprint-Lime Rock

August 7-Regional Race, Lime Rock

Watch the activities director's column (Pit Talk) for additional information on these and other events.

With regard to the staff changes in Westport, and the related rumors, allegations, and charges, there is nothing substantial that I can add at present. Watch the direction the club goes, the steps it takes to implement the pronounced policy, and if you don't

like it, the Board of Governors is the best avenue open to change it. Our Area 11 Governor, Bob Henderson, seems to be particularly receptive to comments from members.

--Wild Bill

\*\*\*\*\*

Well, it seems that we've hit the time of year when nothing but tuning is the motorsport activity. The racing scene at least on the regional level seems to be entering a lean period, if tentative schedules, especially at LRP are any indication. As things stand now (March 6), they have no drivers schools scheduled. Looks like my racing effort may be put off for another year if this turns out to be true, because I can't hack travel expenses (and the time loss) of traveling to places like the Bridge and Thompson. C'est la guerre.

As far as other people getting ready for the season: Sandy will keep the Alpine for another year; we hear that Howard Geer has a Bobsy C/SR, Pete Callaghan has a sponsor (Langan Porsche/Audi, I think) and his usual EP Porsche, plus Bill Coltrofelds Stinger for DP(?). Jack Peck has a new FV.AL Anderson of Schenectady Dyno was setting up a Corvette, last I heard. Ed Holeva is moving up to FP with a 1275 for his Midget (we'll run with him if we can, he goes pretty quick, but maybe this is the year for Alpines). Plus the old gang like Wild Bill, Parsimonious, Dave MacClumpha, PKR, Hal Cameron, et al.

Gymkhana wise, we're still looking for definite sites; some people are getting ready for the points series. Dick is going through the TVR completely to see if he can beat those Class III Porsches, and Bernie Cognon is planning a serious assault in the same class with his SAAB Sonnet: with Johnny Deans away at school, he's going to have some catching up to do if he wants to stay class champion. While on the subject of solo events, circle July 10 on your calendar, that's the day for the Autosprint at Lime Rock. There is also a divisional solo II run-off scheduled, but no definite date yet.

Time for a few commercials: if you have been reading your K-O ads, you've obviously seen the one for Barney's Speed Shop. Talking with these people down at the Albany Auto Show, we were pleased to discover that not only are they equipped to do all types of competition work (glass peening, balancing, surfacing, etc.) but more importantly, they are genuinely interested in doing serious competition work on all types of engines, not mickey mouse stuff for the street racing ego trippers. So, if you're setting up a car, there is no longer a need to undergo the delay and frustration of shipping parts to other parts of the country. Stop by Barney's, and tell them you're from Mo-Hud. It will be worth it. Oh yes, for your not so serious (those are the wrong words, but you know what I mean) stop by the Automotive Department of J. M. Fields at Mohawk Mall, and see our man Fisher. You'll be helping his racing effort (maybe we'll be able to get rid of the Alpine if business is good). Please.

Have you heard about John Petrella's new toy. It's a Mini-Marcos. That's a Mini drive train, in a swoopy little fiberglass shell, and if you think regular Minis go wait'll you see this thing. We understand this car is the former hill-climb champ of Scotland. After looking at it, we believe, we believe. The nicest thing about it is the fact that it uses Castrol R.

Well, somehow I've made nearly a column out of some random comments, so I'll bore you no more. Why not give the trivia contest a try!

greg rickes

## CLEVELAND CORRESPONDENCE

by Stan Bubar

Winter is a rather dead time for sports car activities in this area. We don't have the lakes that upstate N. Y. has on which to run ice races or gymkhanas. I've just started preparing the car for the upcoming race season. It's easy to postpone works when the temperature is around 20-30 degrees and there is no pressure of an upcoming race date. The only major job I have is to design and install a roll bar for the '71 specs. That is a real annoyance. GCR's are still not in from Westport as of the end of February. Personally, I feel that a change as major as that should have been written up in the December "Sports Car," to allow maximum time for design and fabrication. Someone dropped the ball! (If it was in the December SC, we might have read it around the end of January.)

Nelson Ledges has been undergoing a rehabilitation program under new management, and it's beginning to look like it will eventually become a rather neat operation. It's now run, under contract, by Mahoning Valley Motorsports, a group consisting of representatives of the five regions that use it. There's at least one National scheduled for '71.

Well, that's it for now. See you at the track!

P.S. So where's my prize for answering the buzzard roost question?

\*\*\*\*\*

## On Ice Racing

by Eleanor Morris

Girls, most of you missed a great opportunity last month. You didn't go ice racing. For five dollars you can race two days, which is probably the best buy you could get anywhere, and it's a great investment too. Where else can you get such a good opportunity to improve your winter driving techniques? With the weather we have had this winter, who wouldn't be better off with a little more skill?

Ice racing is fun and it's safe. The speed is low in the Ladies Class--winning speed is usually a little over 30 mph. And combined with the low adhesion, there is little chance of damaging anything if you should bump someone. You both just slide. If you are competitive, or a Lib fan, and want a chance to show up the guys, here is a perfect place to do it. You can usually find someone to loan you a car because it isn't risky. No matter what sort of a car you can get your hands on, it can go fast enough to give you a chance for a trophy. Take me for example. I tried ice racing for the first time this year, and I loved it. I drove a borrowed Karmann Ghia, Bob Claffie was good enough to let me drive the Parsimonious Racing No. 93 Ghia.

It is not difficult to race on snow, and you learn quickly. I raced three times, and my progress was obvious. I started at Ballston Lake where I spun out on the second turn, the battery became disconnected, and I got a DNF. At Lake George, I tried again, and finished fourth in class on Saturday. On Sunday, things went very well. I started fourth on the grid, got shut out on the first turn, and got stuck in the slush along with everyone else. But I got out fast. And took over third place on the second lap, holding it until the finish. I wobbled coming out of the last turn. The Volvo which had been on my tail got past me--just as the checkered flag fell! It was a good race. Whether I could have beaten Nancy is immaterial. What mattered to me is that I was in a position to be chased by a faster car and experienced driver like Nancy Geer. Ice racing is great--Come out and try it next year!

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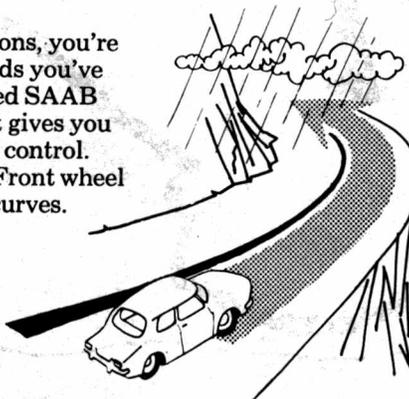
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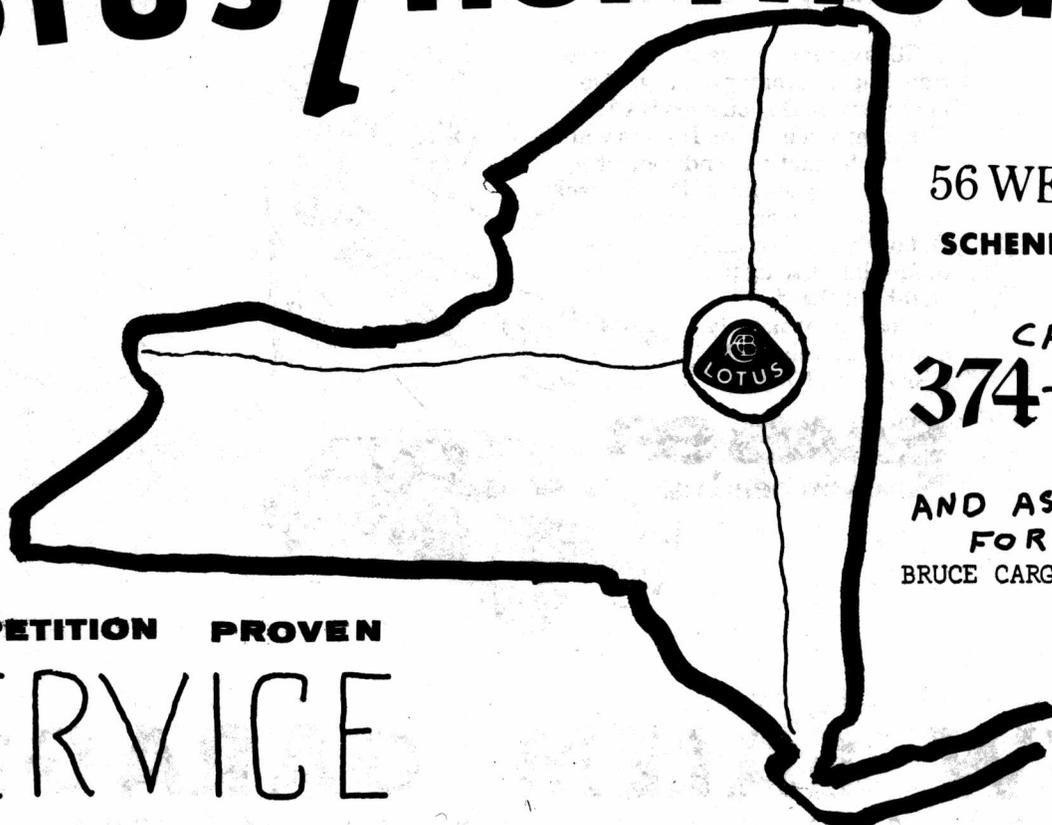
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## 日本 万死 丁 目 車

or MOTORING IN JAPAN

by Bill Morris

During a three-week business trip to Japan, I had numerous opportunities to observe and study the characteristics of the Japanese driver. I have indulged in similar exercises before, noting similarities and differences in driving styles in several States as well as London, Paris, Milan, the Autobahn, and Belgium. Japan is similar to England in that all their domestic cars are right hand drive and traffic keeps to the left. With few exceptions, street names and traffic signs are written in Japanese characters (including road maps). Not being able to lay out and follow a route is of little consequence if you can't even tell when you have arrived at your destination. So I traveled by train, subway, and taxi; for three weeks I was intimidated against laying a hand on a steering wheel. The high speed train is indeed wonderful-300 miles (about the equivalent of Albany to Washington, D. C.) in three hours. The taxis are neat and clean, since the police can hand out tickets to dirty or dented cabs. The first ride in a Tokyo taxi is a not too subtle introduction to the Japanese driver. He has some traits which can be associated with other nationalities, but a much closer similarity can be drawn. Japan is a nation of Formula V drivers.

In broad generalities, the cars they drive are inexpensive (FV was designed to be cheap racing). The engines are small and of modest horsepower, so the speeds ought to remain down in a relatively safe range. With a lot of cars of similar speed potential, the emphasis shifts to driving skill (another FV concept.). And when some of the drivers attempt to substitute guts for skill, some exciting situations arise ( a little more common in the early days of FV than at present. Jim Haynes once said that FV's circulated around Lime Rock at 11 tenths of their ability, and occasionally 12). The streets and roads in Japan are narrow, and the traffic heavy, but nobody backs off for fear of losing his place (like FV's three abreast going into the first turn at Lime Rock). At an intersection with traffic lights, the signal to go is when the light turns yellow for the cross traffic; only the losers wait for the green. (On a rolling start, it takes a very alert official to tell if the front row conspiracy is "on the cam in 2nd," or already flat out in 3rd as he prepares to drop the green.) It is not uncommon at that instant to be passed by a car in the opposite lane who reaches the intersection at the precise moment to cut in ahead of the pack and avoid being nailed by the on-coming traffic, a classic example of the Texas start. Especially in slow and heavy traffic, if there is an opening, drive into it (no matter if it's not on the proper line for the next corner).

Where do they get their drivers? How do they train them? I don't know, but I am sure the following procedure would get the same results. You announce a drivers' school, FV's only, with a limited registration of ten million, no previous experience necessary. The really outstanding students are siphoned off, put in the teamsters union, and prohibited from driving passenger vehicles. The middle eight million of average FV ability become the general motoring public. The drop-outs are sent to a gymkhana school where they are trained to be taxi drivers.

In actual fact, the taxi drivers are trained on a gymkhana type course, very tight to simulate true road conditions, with concrete curbs, parking meters, and sign posts instead of rubber pylons. There is no shortage of drivers; the companies continually advertise for new trainees. You very seldom see an old taxi driver, say over 35 years. And from the vicinity of the pedestrian crosswalks, cries of "Kamikaze Takushii (Taxi)" are occasionally heard. Draw your own conclusions.

(Author's note: In case some FV drivers think they are being subjected to

excessive ridicule, I returned from Japan with a very high regard for the Japanese people, including their drivers. From the above stated similarities, I conclude that FV drivers can not be all bad.)

\*\*\*\*\*

In the past, there has been talk about several regions getting together and building their own track. All kinds of figures have been used and all kinds of proposals have been offered, but few have ever seemed realistic. Being interested in the ideal of a private track, I decided to call Callanan Road Improvement for a rough estimate, and the figures were surprising. For a track 1.5 miles long by 30 feet wide paved to 5.5 inches, they quoted \$116,000.00. That is for nothing except putting 8,300 tons of blacktop around the course. Preparing the roadbed, trucking the blacktop, and trucking the equipment is all extra. I am sure there are cheaper ways, but from the figures above, you can see where we stand.

I would like to thank all the Knock Off regulars for their efforts in providing articles for each month's publication. If it weren't for them, the Knock Off would be little more than a cover and a list of club officers. So here is a printed thanks to Greg, Hal, Stan, Ed, and Bill for providing 90% of our material. Also, thanks to the Geers for being ready on several hours notice to help in putting the Knock Off together and getting it ready for mailing.

If you haven't noticed already, Stan Bubar has a suggestion for an inexpensive driving lamp in the February "Sports Car" (page 4).

-Campbell O'Keeffe

\*\*\*\*\*

EVENTS

- March 24 BMSC Rally
- April 4 Empire gymkhana-Jack Fantelli  
BMSC Gymkhana
- April 18 Mo-Hud gymkhana school, Art Frederick
- April 25 Mo-Hud gymkhana #1
- May 8 Lime Rock Trans-Am
- May 16 Mo-Hud gymkhana #2

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TREASURER'S REPORT

Jan. Balance	2507.37
Feb. Income	280.55
Feb. Expense	152.35
Feb. Balance	2635.57

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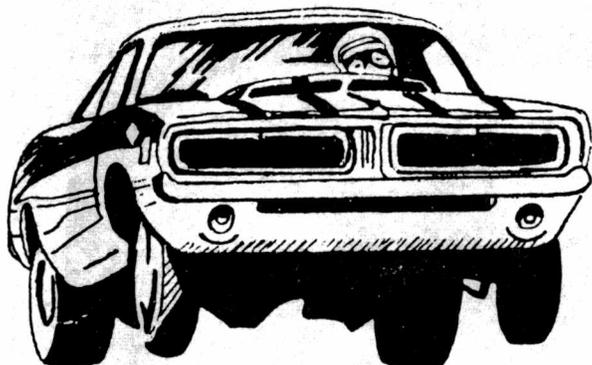
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Jack Hillen of Albany

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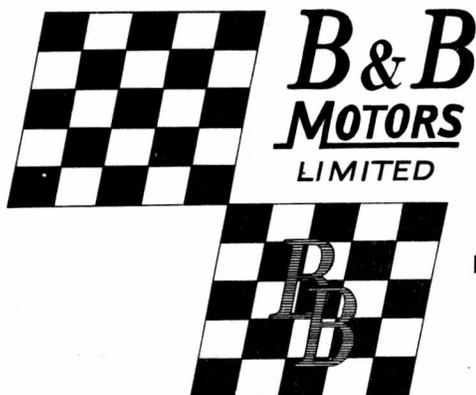
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I've started to write this article so many times that, at this point, I am beginning to think that the O'Keeffe's asked the wrong person to undertake this assignment. First of all, I am a real neophyte as far as sports car racing goes. I know more about the excitement and glamour of meeting all those beautiful people and seeing all those fantastic cars than I do about the nitty gritty things that you people like to hear about-like what is inside the car and how fast it goes. Secondly, I know Bob Bailey the Person and not Bob Bailey the Race Car Driver. I'd rather tell you about how much fun it is to slide off a snow covered barn roof with him during a blizzard or how he can make a Manhattan that will knock you off your feet on the first sip. But I know that's not what I was asked to write about so I'm going to cheat a bit and give you some quotations from a couple of press releases Bob gave to me. I think the following will tell the story of Bob's success at Daytona better than I can.

"Drivers Jacques Duval, George Nicholas and Bob Bailey, in a Porsche 914-6 sponsored by Sun Oil Co., outdistanced a large and competitive field of GT cars under 2.5 liters to win their class. This performance, coupled with their high placing in the overall results, is by far the best showing ever achieved by a Canadian team in International World Championship endurance racing. The brand new Porsche 914-6 arrived at the Daytona Circuit two days before the race without even having turned a wheel on a race track. The crew spent these two days working tirelessly on the car preparing it for the race. Their flashing pit work during the race was the envy of other crews, and certainly contributed to the Porsche's victory."

Here are the car's statistics:

Engine: 6 cyls. Porsche modified by factory for FIA  
Group 4 racing  
210 h.p. DIN. 235 h.p. SAE.

Transmission: 5 speed

Weight: 1875 pounds

Tires: Goodyear low profile racing: Front: 10:35 x 15  
Rear: 10:55x 15

Lubricants and fuel by Sunoco

Top Speed: 165 mph

I'm sure Bob's background in racing is known to most of the club members so I won't go into those details. I'm also sure that you all shared a feeling of pride when hearing about Bob's performance at Daytona and wish for the continued success of the team of Duval, Nicholas, and Bailey in their future attempts at Sebring next month, and Watkins Glen. Rumor has it that they are also aiming for the biggest endurance race of all-"The 24 Hours of Le Mans." Cheers, Bob, and the best of luck!

---Barbara Beck

\*\*\*\*\*

For Sale: Spitfire Mk2, 1966, 20,000 miles, new Dunlop CB-s-7 tires, spare rims, with snow tires. Good condition, well cared for, \$850 range.  
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GREG RICKES' "BEAT DAVID MacCLUMPHA TO THE BACK ISSUES"

TRIVIA CONTEST-send your entries to the Editor

1. The winner, and type of car, for the F Prod. race at the Lime Rock National July 2, 1961?
2. Identify Piero Martini?
3. Who was the 1958 B Modified champion, and what type of car.
4. Who finished first and second in the American International Rally in 1959, and what did they drive?
5. What does Camoradi stand for and what is its significance?
6. Who finished second in the 1959 Lime Rock USAC, when Roger Ward set the lap record?
7. Name the car and sponsor of the man in question 6.
8. Who won the sedan class at the August 16 LISCA race at Thompson, and where was he from?
9. How much did a new 1959 Deutsch- Bonnet sell for?
10. Who was the original fifth Avenue racing team that went to Europe in 1959?

\*\*\* \*\*\*\*\*

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Poly (1, 3, 4)-Benzimidazole, or, Holy Smoke, a new fireproof driving suit  
--Campbell O'Keeffe

There are now several driving suits approved for SCCA competition, all with the purpose of protecting the driver from fire. I will try to digest an article stolen from the "Textile Research Journal" written by Messers Ross, Schulman, and Stanton of the Air Force Materials Lab.

There are many factors in considering a driving suit besides the fire protection offered. One should consider its resistance to wear, its ability to block heat and how comfortable it is to wear the suit. Poly (1, 3, 4)-Benzimidazole, (PBI), because of its high scores in all categories, is the newest superior fabric.

The tests the Air Force ran were of many types with quite complex results. Because laboratory conditions do not duplicate race course conditions, it is hard to say what is valid where, but the authors present enough data so that some conclusions can be drawn. Also, not all of the fabrics were subjected to all of the tests.

The main test was exposing a sample to a 2500 degree flame for three seconds. The fabrics that lasted the full three seconds were: PBI, BETA GLASS, DURETTE, and FY-PRO (a modified NOMEX). The NOMEX lasted only one second. Also, it was shown in this test that a much lighter PBI cloth gave the same or better protection than NOMEX, but flame resistance is not the only quality needed in a flame suit. BETA GLASS showed poor wear properties and was easily torn. This leaves us with DURETTE and PBI as acceptable driving suits as far as wear and protection. In the comfort category, PBI was by far the better of the two, with BETA GLASS coming in last.

For a more true to life test, the Air Force took dummies with flame suits and passed them through actual fuel fires. With exposure times of three seconds, the NOMEX either burned away, became very charred or badly shrunken. The NOMEX gloves also burned away. PBI showed no signs of damage after the three second exposure. The dummies were then analyzed for burns, and the NOMEX protection gave the dummy first degree burns over thirty-four percent of its body, second degree over eight percent, and third degree over twenty-six percent, while the PBI in a double layered suit protected the dummy from any burns at all.

In a final comparison, PBI showed itself to be superior to NOMEX and BETA GLASS and, while they weren't tested fully, DURETTE and FY PRO showed excellent properties in the tests they were subjected to. If asked to rate them in order, I would give a very cautious rating of first, PBI, then DURETTE, FY PRO, and NOMEX. I would leave BETA GLASS out of the rating because if it is fire protection you want, it is first, but it won't wear long.

If you would like to borrow a copy of the original article, send me a note.

\*\*\*\*\*

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MO HUD GOES ICE RACING

The month of February offered ice racing fans four local races sponsored by AMEC. Many Mo-Hud drivers availed themselves of the opportunity for a little competition, and did very well. The races were Ballston Lake, January 30 and 31, and Lake George, February 20 and 21, 1971.

Results by class for all races:

CLASS AND DRIVER

FINISHING POSITIONS

MODIFIED

Thom O'Connor	2nd, 3rd, 3rd, 4 DNF's
Dave Hathaway	3rd, 6th, DNF
Karl Danneil	9th

SEDANS

Gunther Schroder	1st, 1st, 1st
Howard Geer	5th, 2 DNF's

FWD

Harold Cameron	3rd, 3rd, 5th, DNF
Butch Sciarra	4th, 10th, 13th, DNF
Jack Collins	6th, DNF
Ed Hopkins	8th, 10th, 13th, 2 DNF's
Tom Kiernan	8th, 3 DNF's
Jack Merrill	14th, 18th
Hans Flebbe	16th, 17th
Bruce Carlton	17th, 5 DNF's

Ice Racing results cont'd.

CLASS AND DRIVER

FINISHING POSITIONS

REAR ENGINE

Carl Barbagelata	3rd, 6th, 2 DNF's
Pete Callaghan	4th, 4th, 6th, 3 DNF's
Dave Hathaway	8th, 9th
Bob Claffie	10th, 13th, DNF
Karl Danneil	15th

LADIES

Linda O'Connor	1st, 1st.
Jean Hopkins	2nd, 3rd, 5th
Nancy Geer	2nd, 3rd
Eleanor Morris	4th, 4th, DNF
Mary Beth Bargagelata	4th, 7th
Alita Cameron	5th, 6th

New York Ice Racing Championship Standings (as of Feb. 21, 1971)

<u>Pos. in Club</u>	<u>Driver</u>	<u>NYIRC Points</u>	<u>Pos. in Class</u>
1	Harold Cameron	143	5-FWD
2	Thom O'Connor	81	8-MOD
3	Butch Sciarra	74	11-FWD
4	Linda O'Connor	61	1-LADIES
5*	Pete Callaghan	55	6-RE
5*	Jean Hopkins	55	2-LADIES
6	Ed Hopkins	51	13-FWD
7	Nancy Geer	34	5-LADIES
8*	Carl Barbagelata	30	8-RE
8*	Bruce Carlton	30	10-MOD
9	Eleanor Morris	27	6-LADIES
10*	Mary Beth Barbagelata	26	8-LADIES
10*	Alita Cameron	26	8-LADIES

\*-Tie in N. Y. Ice Racing Points

With the number of drivers we had this year, perhaps we should have an intra-club contest next year.

---submitted by Eleanor Morris

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Cover photo courtesy of Ed Holeva. -Old Time Racing at the Bridge. -

DON'T FORGET---Gymkhana School and Guest Night!

If any members did not receive last month's issue of the KNOCK OFF, it seems that there was a mailing problem. Stamps had evidently fallen off some issues and so did not arrive at their destinations. Since we use pre-cancelled stamps, there was no way the post office could be sure that the magazines had ever been stamped.



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