

THE KNOCK OFF

april 1971



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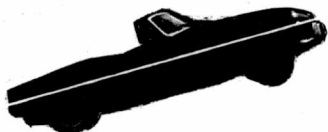
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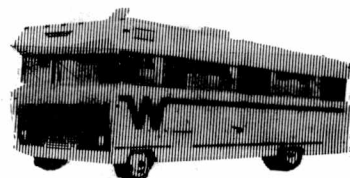


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The KNOCK OFF is published monthly by the Mohawk-Hudson Region of the Sports Car Club of America, with subscriptions limited to members only. All material for publication should be mailed to the Editors or delivered to them at the monthly meeting, 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 authors, and in no way reflects the attitude of the Mohawk-Hudson Region or the Sports Car Club of America, its officers or members.

regional ramblings

april 1970

GYMKHANAS The events will be the same or better, but they have a new name "Auto-slamom." This is a bit of marketing strategy, designed to attract new and more drivers to our series. The new rules for our regional auto-slaloms will be published in the Knock-Off. Classes have some minor rearrangements, and cars with racing tires become modified. This is in keeping with the philosophy that these events ought to be for cars in substantially street trim. We won't turn away the racing or special purpose vehicle, but they go into the modified class.

SOLO 1 The Northeast Division ran a championship last year for these events and this year looks more promising. I recall back a few years when Ed Holeva, Stan Bubar and I were pushing SCCA for a Hillclimb license, distinct from the competition licenses. The final outcome was about half of the workable ideas which we had proposed coupled with enough additional rules on driver safety and car preparation to almost kill the series before it started. With some able guidance in NEDiv., it has survived, and is now a viable alternative to racing for the enthusiast on a limited budget. Hill climbs are the main attraction, with a few time trials thrown in to round out the series. Watch Sports Car and Competition Press for calendar listings, and get a copy of the GCR for the necessary rules and regulations. Note: 1970 roll bar rules remain in effect for Solo 1 in 1971, and there is a lot of feeling to keep it that way. The Mt. Equinox hill climb June 26-7 is being planned and is a lot of fun.

RACE WORKER LICENSES The minimum requirements for any SCCA member who wants to work at flagging, tech inspection, timing, grid marshal, etc. is to hold a worker's log book for that speciality. Satisfactory completion of four events may qualify you for a Divisional License. Just as important as holding a log book or license is to give advance notice to the appropriate chief if you plan to work a race for another region. Qualified workers are generally hard to get, but by race day, the chiefs have usually managed to fill the available slots with someone. For more information on race worker log books and licenses, contact Bill Sarr.

COMPETITION SEMINAR As mentioned earlier in the year, we are going to hold a pre-drivers school for new competition drivers. You are expected to attend this session if you will be working on a novice log book this year. Through the courtesy of Bruce Cargill and Lotus Northeast, their facilities will be available on Sunday, May 9, beginning promptly at noon. Items to be covered include:

1. Vehicle and Driver equipment: Bring your CAR, HELMET, DRIVER'S SUIT. Our scrutineers will go over them, offer advice which may save you some embarrassment at your first event.

2. Race Organization and Workers: A little bit about the officials and workers who are trying to conduct a safe and successful event.

3. Driving Technique: There are several books on this subject which you ought to read. Initially, the emphasis is how to stay out of difficulty, and what to do if you find yourself over your head in a situation.

Again, this seminar is part of our novice log book requirements; don't miss it.

CARS AND THE GUMMIN' One noteworthy item from the NEDiv Roundtable in Reading last month: The club office has picked up an idea which has existed in the D.C. Region. for awhile. An ad hoc committee has been established to watch what the governmental agencies are doing which may affect motorsport in this country,

regional ramblings cont'd.

mainly vehicle safety and highway legislation. Initially, they will observe and report to the SCCA office on items of interest, and may become involved in lobbying. Recently, the response that the government received against speed limiting devices was overwhelming, and this is the type of action which we may have to take again as similar proposals come up.

And finally, the ultimate paradox: A fine southern lady driving a Formula V!

Wild Bill

- NOTES FROM WESTPORT -

Crash Helmets--

Some doubt still exists on the requirements for helmets to be worn in SCCA speed events. The 1971 GCR 4.8.b is quite clear. "Crash helmet approved by the SCCA (Snell)." In other words, any helmet, in good condition, certified by the Snell Memorial Foundation and carrying their sticker, any year, is approved. The Competition Board has advised that when sufficient numbers of the latest Snell approved helmets are generally available, they will reconsider sticker date requirements. This will not be before 1972.

Tires---

The following is a list of SCCA approved racing tires:

Avon Turbo Speed, Mk. III
B.F. Goodrich Radial T/A GR 60 15, HR 60 15
Bridgestone Racing (RAH)
Continental Racing, Super Record, Radial 165x15
Dunlop Racing, SP Radial
Englebert Racing
Firestone All-Traction Super Sports GP, Indy Super Sports,
 Sports Car 200, Stock Car 600, Stock Car 800, Super Stock 500,
 Super Stock 600, Grand National, Grand National 500
Goodyear Blue Streak Sports Car Special, Blue Streak Stock Car
 Special, Blue Streak Speedway Special
Inglewood Posatraction Torquemaster (nylon only)
Metzler Super Sport
Pirelli Cinturato, Cinturato S, Cinturato HS, Rolle, Sempione,
 Stelvio
Semperit Super Sport SR, Super Sport HR
Vredestein Radial
M and H Racemaster T.D.

TREASURER'S REPORT:

Feb. Balance	\$ 2635.57
Mar. Increase	223.00
	<u>2858.57</u>
Mar. Expenses	361.72
Mar. Balance	<u>2496.85</u>

I N E C Area 11 Council
Sports Car Club of America, Inc.

Minutes of Meeting held March 6, 1971 at the Northway Inn, Syracuse, N. Y.

1. Meeting was called to order at 1:45 P. M. by Chairman Bill Bell. Regions present were Finger Lakes, Central New York, Mohawk Hudson, Western New York and Glen.
2. Minutes of meeting Held January 23 approved as published, with the exception of the spelling of Robert Spear's name.
3. Treasurer's report. A current balance of \$2,383.58. Dues are due for the regions which is \$25.
4. New Business: Race schedule for 1971. WNY May 29 and 30 and October 30 and 31 at Nelson Ledges. MoHud August 7 at Lime Rock. FLR July 31 and August 1 at Watkins Glen. Glen 100 October 16 and 17. Schedule for Watkins Glen: July 24 25 Can Am 6 hr, July 31 and Aug. 1 FLR, Aug. 7 and 8 Solo 1, Aug. 14 and 15 Trans AM, Sept. 18 and 19 Driver's School, Oct. 2 and 3 Grand Prix, Oct. 16 and 17 Glen 100. Any regional race put on by Area 11 regions will count for Road Racing Championship points. A tentative schedule and the regulations will be mailed to drivers.
5. Solo L and Solo 11. Bill Miller, NeDIV Solo Events Steward, discussed plans for NEDIV Solo 1 and Solo 11 Championships. Solo 1 rules and regulations were distributed to reps and to those present. Solo 11, there will be a run off in each Division for 1971 for 10 classes. Rules will be established for each region to follow. Run off date, Sept. 11. For the run off regions should appoint a Chairman to have contact with Bill Miller as far as location, number of cars that will be coming, etc.
6. Chuck Marsh discussed INEC Area 11 Championship for Solo 11. It will be an open event for and driver in Area 11 region. Area run off should have classes according to National Rules. Motion was made and passed for Area 11 Invitational that classes be same as set out in National rules. Chuck suggested that rules be made known to regions through reps, newsletters, etc. Chuck will investigate a date.
7. Bill Bell gave the Jim Clark award to Phil Henderson for Karl Bergmann.
8. Bob Henderson Commended Bill Miller for the good job he has done on Solo events.
9. INEC Driver's School: INEC drivers school approved at WNY meeting. An undetermined per cent of proceeds will be provided for track improvement. INEC treasury will finance the school. Steve Short made the motion for a 2 1/2 day school on July 3, 4, and 5. Frank Decker seconded. Defeated. George Morris made the motion for a 2 1/2 day school Sept. 10, 11, 12. Larry Luke seconded. Passed.
10. Bob Henderson will not run for Area 11 governor. He has endorsed Roger Clouser for the nomination.
11. Next meeting will be held Saturday April 10, 1971 at 1 p. m. Meeting adjourned at 5:40 p. m.
(Connie Birdsey, Secretary)

SOLO EVENTS SCENE

(That's GYMKHANAS to you old timers)

There is a lot of new things that are going to happen this season, both at the regional level and the Divisional level. I think the best way to cover these items is to explain them separately so as to avoid as much of the confusion as I can.

MOHAWK HUDSON REGION

Our gymkhana series is essentially the same as last year, starting with the ever-popular gymkhana school, six gymkhanas to be held in local parking lots, and Auto-sprint which will be held this year on July 10 at Lime Rock. Bill Getz has done a lot of work this winter in trying to locate new sites for our gymkhanas. For the first two events, it's Colonie Center. After that, we're still looking for acceptable sites. If you know of any don't hesitate to contact Bill.

The big rule change in Mohawk-Hudson is that any car with racing tires will be classed in the Modified Class. This goes along with the current thinking that Solo 11 events be aimed at "street" type cars. Along with the Modified Class comes one other change from last year. We will award a Fastest Time of Day trophy at each of our events. If there is less than a legal class of Modified cars, (3 makes a class) then those cars will run only for the FTD trophy. If the fastest Modified car does not take FTD-no trophy. If there are 3 or more cars in Modified, that class will be awarded trophies just like any other. This will avoid the problems that arise when only one car is entered in Modified. It is usually not fair to anyone else to group him in with any of the Production classes.

The classes for our events will be similar to last year with the sports car classes taken from the General Competition Rules of SCCA. (GCR's are available from Dave McClumpha for \$1.00 and I would recommend getting one to anyone who is seriously interested in any aspect of SCCA activities.)

SCCA NORTHEAST DIVISION

The Northeast division will have a championship gymkhana this year. Date and place are not available at this time but they are shooting for September and a central location. They will have ten classes set up on a performance basis. Sporty sedans run with sports cars (eg. BMW 1600 and 2002 runs with MGB's and TR-4s). I have the exact class breakdown but it is too much to print here. There will be two modified classes and stock Lotus Elans, 289 Cobras, and Mini S 1275 run B Modified. (Good tip-Vettes with racing tires run B Modified-should be a sure class winner) Their rules are even tougher than ours as far as what constitutes a stock car. It must have bumpers, carpeting (I think they got a little carried away on those points), street legal exhaust system, and no racing tires. Each region will be allowed to send up to 3 cars in each of their classes. Names must be submitted in advance so if you are interested, let us know.

INEC is planning on having a championship gymkhana similar to the one they held last year. This will be open to any SCCA member in Area 11. Rules will be the same as the NEDiv ones described in the preceding paragraph. I went to the one held last year at Greene and would heartily recommend it to anyone who can make it. It was a real fun event with runs on both days, free camping, free beer (more than even we could drink), dash plaques, and nice trophies. Look for more info upcoming on this event.

The big news in the Solo 1 series is allowing people who are under 21 to run. If you are in that age bracket and want to race, here is a good substitute. Your car has to be

pretty much full race prepared, complete with rollbar, belts, harness, and racing tires. You also must have approved helmet and single layer Nomex driving suit. Although many of these events are a good distance away, there are two fairly close to Mo-Hud. These are Mt. Equinox hillclimb in Vermont and the Time Trials around Watkins Glen.

Anyone who desires more info on any of these items can get in touch with me.

-Howard Geer

CLEVELAND CORRESPONDENCE

-Stan Bubar

According to Automotive News, the Beaverton, Oregon police department has bought an Audi, and is planning to convert its whole department. Is this the beginning of a trend? I've long wondered if our police departments and government would ever start buying cars logically. Around here they all have Pontiacs.

The Geers brought their Bobsey out here to the factory to have some work done and stopped by for awhile. Nice to see them. It's that time of year--rushing to get the car ready when we've had all winter.

I don't see Finger Lakes Regions annual bash at the Glen on the schedule- what happen? The improvements I mentioned taking place at Nelson Ledges are apparently bearing fruit. There will be two Nationals there this year--Steel Cities and Mahoning Valley, as well as a bunch of regionals. Mid-Ohio will have one regional this year and a bunch of Nationals as usual.

REFLECTIONS OF A RALLYE MASTER

Another winter is gone, and with that, another "Snowflake," or to stay with the original title, "Rallye of the Snowflake." As a matter of fact, this was the 7th. I have laid out six of them, and by now you know, of course, that I do so with certain thoughts in mind.

Each of the past "Snowflakes" will be remembered by "Happenings" which sort of set it apart from the ordinary Sunday-afternoon rallye. The first one because it was long (long time ago, too) and was won by a Rambler, a Valiant being 2nd or 3rd, which proves that a good driver/navigator team is definitely worth something. Another one is still talked about, because of a Mustang taking a shortcut, about 30 ft. straight down, to rendez-vous with my SAAB. A TR-4 followed this example, but could not quite make it and got hung up on a rock. The last "Snowflake" shall have a special place, not only because I was told that it was about the best course of all, but for the fact that the weather was almost the way I wanted it to be. Unfortunately, most entrants cannot attest to the validity of this; they never saw half of the route. But to me, this is part of what makes a rallye successful. If anyone can come up with a suitable sweepcar for next winter, like one which can not only handle a Sprite (thanks, Bronco), but also Detroit monsters, let me know.

My thanks to all entrants, workers-Dick and Sue Mills, Campbell and Janyce O'Keefe, Ed and Ann Holeva, Mike Gorman, Walt Herzog, and especially Gene and Connie Birdsey for their help and hospitality. Thanks to Gene Graham-Ford for the use of their premises. Special awards were donated by the Management of the Blue Apple, Karl Scharl, Ed Holeva and myself.

Do I see you next year????

Hanns G. Flebbe

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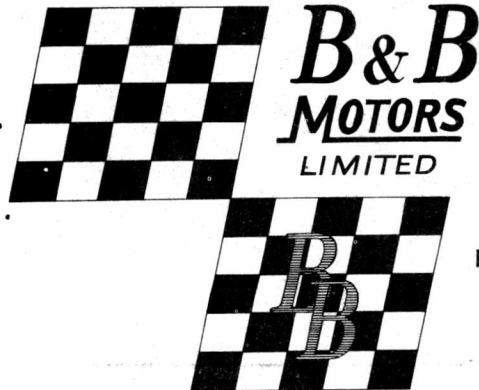
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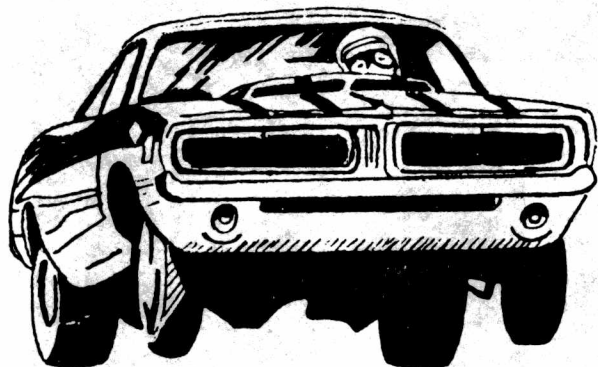


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PIT TALK

by Ed Holeva

Surprise everyone--my Vega GT finally came in. The factory said it was ready, the dealer said it was serviced and the salesman said it was O.K. for the next gymkhana. Now, if you believe that kind of propaganda, you are an idiot. Just who does the factory and dealer think they are kidding? In the brief drive from the showroom to my house, I had established about a dozen things wrong with the car. For example, the engine galloped like crazy, the temperature gauge did not work, the left window would not close and two hub caps were ready to fall off. New cars always amuse me to no end but at times, they can become very aggravating. I've owned something like 18 cars in all the years I've been driving, and the preparation was no different then than it is now. The philosophy seems to be: Let the owner find the trouble and we just might fix it. Nuts!

Many Mo-Hud people traveled to the big city this month to take in the annual auto show. The auto show is one thing but what was it like for Mo-Hud people? I see where Alita Cameron went pro and had her picture taken with Mario Andretti. So old Hal went out and got his FIA license. The Heacox's were there enjoying themselves until they were ready to leave. They had parked their MGB at Kinneys Parking Lot at the New York Hilton. Roly summoned the attendant to bring his car up but in the process the attendant wiped out the left side of the B. These sort of antics remind me of the time when the Merrills had their clutch blown on their Shelby GT 350. Or how about the time in 1967 when Terri Novotny Raeder had her 200 dollar sheepskin coat stolen at Lake Placid. It seems that there are people who feel that sports car people are there for grabs. I've had my antenna torn off at the Lake George Ice Races by some souvenir hunter who wanted the pit pass. I can think of numerous other incidents that have occurred at events in the past. How do you combat these things that are indeed fact? If you're going to New York, fly down or take a bus but don't drive. I personally refuse to drive my own car to N.Y.C.. I fly or rent a car whenever possible.

The next time you see Bill Getz, give him a kiss if you're a girl, a beer if you're a man, or a slap on the back if you're a kid. He's done a tremendous job of tracking down gymkhana sites suitable for our use. We've got a good start on sites due to his efforts. This is the kind of cooperation that is needed to make this region go. Have you done your part?

The event schedule is constantly changing as is usually the case as the year progresses. The latest event to be added is the Mt. Auscutney Hillclimb on May 15 and 16. The event is limited to 60 entries so if you plan to run, get your entry in early.

The rules for gymkhanas for 1971 receive minor changes from last year. Car classification is changed slightly in the sports class only. These are as follows:

- A and B plus E Jaguar
- C
- D plus Mini Cooper 1275
- E and F
- G and H

The other main change is that cars with racing tires will be placed in the modified class. This means tires that are designated as racing tires only and not merely approved for racing. (Full rules are printed in this issue.)

Drive safe and drive wise.

FROM THE GROUP



BENCH

indented and QUOTated by HAILWOOD

Greetings to you, friends of peace. I apologize for missing last time, so I'll give you double this month (groans from the audience.) As you can see from the letterhead, I've changed my name due to popular demand. After my sterling performance aboard a Harley Hummer (yes, Virginia, there is a Harley Hummer,) I was told that I resembled the famous British motorcyclist, complete with porridge-bowl helmet. So be it.

The annual Group W Bench Auto Show Odyssey will follow the following wanderings in prose. The article on the 'old men' in R and T caused me to think back to a film I saw about a year ago. It was a Mercedes-Benz thing with Rudi Ulenhaut hauling a W196 around the Nurburgring, skinny tires and all. It made you appreciate the state of the art today. I often wondered how dudes like Nuvolari, Caracciola, Chiron, etc., horsed those brutes around tracks which would make the Grand Prix Driver's Association tremble in their collective Nomex shoes. Today, fortunately, it's all done with science. I'll take a Bell Star, flameproof clothing and safety belts to short sleeve shirts, cloth helmets and large cojones.

Off on another tangeant, I understand that the Chaparral 2J and other ground-effects machines will be verboten this year. Too bad. As I see it, Group Seven is the class for people with bucks and brains to do their thing. So, damn it, let them do it. The Yurpeans may still have superior machinery, and, in some cases, drivers (re: Questor GP) but at least give us a chance. Mr. Rickes will give you more information on stupid rules this month. One further note, this for Ed Holeva: I've been to the Dearborn Museum twice and the Mercedes-Benz 300 SLR in question is the car with which Moss and "Jenks" won the 1955 Mille Miglia and several other races. As to buying it... well, if you approached them with several baskets of money, they would probably tell you to get lost.

Part II: On the Bus... We rolled into the bus station cursing this blasted climate and wondering how, HOW could it snow in the middle of April. Others were cursing too, as the Thruway looked like the route for the Swedish Winter Rally. Passing through Paramus was another down. As I've said before, Sherman didn't rip the place off in his march from Maine to Miami; he only reduced it to a smoldering ruin. Paramus is typical of what's happening to these United States: wall-to-wall restaurants, refineries, and shopping centers. And New York is really scary. Ten years ago, you could see the Chrysler Building. Today, it is surrounded by much taller edifices and has become the small pine in the forest, so to speak.

You want to hear about the auto show, Si? It was neat as usual, except that it only took an hour and a half to see everything. The Heavy Chevy is the epitomy of Detroit's chromewagon philosophy, so we'll leave American cars at that. I really liked the Vega, though, but Newt's Europas had more legroom. New stuff included the Jag V-12 and the Triumph Stag V-8. The best part of any show (aside from the crumpet) is the racing machinery. These were represented by T's TR-6 and Truitt's MGB, both immaculate, Sharpie's 240-Z and The Nissan Group Seven car, Oscar's McLaren M8B, Wayne Ricciardi's new March 71BM (with an illegal wing) and the LeMans-winning Porsche 917. But, the best car in the place was the Alfa T33-3. It had been rushed in from Sebring, all scruffy and oily with wheel marks on the left body panel and SAE 90 dripping from the gearbox. Congrats to Alfa fro finally winning a major race. (Brands Hatch)

Celebrities included BRUCE Cargill (on film dodging 917's at the Glen in the Schmidt's Lotus 47), Roy Wilkins (who insists that the TR-3 drives like a truck), George Wintersteen (buying movies of himself), Bob Grossman (laughing at Don Jenko spinning their Camaro at the Glen), and Dan Egy (buying a Jag V-12 until he saw the price).

MORE FROM GROUP W:

Well, the star-spangled career of Greg Rickes boy racer is over for at least one more year. I thought I finally had the whole scene straight: I was old enough; after endless scrounging I had nearly enough money, the car was almost ready. How could "they" stop me once I had come this far? Actually, it was very easy. Legislation. Change the rules. Etc.

It seems that SCCA got tired of playing the FIA's homologation game for sedans. So, Westport decided to issue their own sedan recognition forms for 1971. Their exact criteria for judging a car worthy to be recognized for racing in '71 is unspecified, but it comes to something like this: All sedans recognized by the FIA in '70, or built in '71, also those cars built within the last four years, but not homologated in '70, or finally, cars more than four years old, but "extensively raced" (Westport's quote). My Renault 1093 does not fit any of these categories, hence, it is not a recognized sedan for 1971. And hence it cannot race in 1971. It seems that in Westport's eyes, I have committed two heinous crimes: first, I am poor and cannot afford a car built within the last four years, and secondly, in my own oddball way, I have chosen to be an individual by racing a car which I feel some attachment towards, although it has not been extensively raced (in the last few years, I might add. But if you remember back to the Little LeMans at LRP, or the 12 hour at Marlboro, you may think otherwise). By the way, just what does my \$17.50 per year go for, if I can't even get some pieces of paper that say the words for my car. Besides that, Westport charges five gringo dollars to obtain these recognition forms for any sedan. Knowing the many talents of the Xerox machine, I doubt that it costs a fiver (or even half of that) to make up the recognition forms. SO why all the hassle? Got me.

Am I upset? Yes, in a way. Forgive my altruism, but it is not the money, it's the principle of the thing. How do you measure the time spent over the last three years? And there was a good lot of it expended. Maybe, to me, right now, the price was too high. Perhaps it is time for a re-assessment, a shift in priorities; there's grad school to think about, and a lot of dirt-biking to be done, and there's that girl named Gail, and maybe some other things. Oh, you'll still see me around at our events, but believe me, some of the fire has gone out of it.

But aside from that, everything's all right.

The showdown may be at hand. There's a national set for Summit Point (W. Va.) on April 17 and 18, and the same weekend IMSA is running a pro race for formula 100 (F/F, F/SV, Formula Renault) and a four hour pro race for production cars and sedans at Virginia International Raceway (Danville, Va.). Wonder where the cars will be?

Peace
greg

THE MARCH FOR NEW MEMBERS IS ON.....

The next time you go to get new points, plugs, tires or even a new car, we hope you will see one of our new posters. In the next few weeks, we will be placing Mohawk-Hudson Region propaganda in our advertisers place of business in the tri-cities area. It's an old '70 Schlitz Cup Series poster that we have re-designed for our purposes. A box is attached with the seasons activities and meeting place flyers which should reach the sports car enthusiast. If you don't see one, ask them if they would like one for display and we will supply it gladly.

Membership kits are always available FREE to your friends. They contain several brochures from the National Office as well as a letter of welcome from the Region and an officers list.

All systems are GO for our Bobsy C/SR for the coming season. She has just returned from a trip to Medina, Ohio (home of Bobsy, Vanguard Automotive) and had her '71 bar installed and her suspension work updated. Gerald Mong, builder and designer of Bobsy runs a super clean shop! Had a chance to see Judy and Stan Bubar and we thank them for their hospitality.

Remember to stop in Chatham on the way back from Lime Rock this year-6 Jones Avenue, the home of those strange little cars...

Nancy Geer

-DATES-

April 25-	Mo-Hud Auto-slalom #1	Colonie Shopping Center
May 8-	Trans-Am,	Lime Rock
May 15, 16-	Mt. Ascutny Hill Climb	
May 16-	Mo-Hud Auto-slalom #2	
May 23-	Empire Rally,	Rolly Heacox
May 29-31-	(New York) National Championship,	Lime Rock
May 30-	BMSC Rally	
June 6-	Mo-Hud Auto-slalom #3	

O. K. Trivia Nuts... Here are the answers to Greg's trivia contest:

1. Skip Barber, Turner
2. Commendatore, il Cyclops
3. Harold Ulrich-Excalibur
4. Les Scott and Ted Sparks in a Rambler Wagon
Jack and Duane Sparks in a T Bird
5. Casner Motor Racing Division
6. Chuck Daigh
7. Maserati 250-F, Camoradi
8. Rich Moody, West Berne, SAAB
9. 3850
10. Jim Haynes, Steve Wilder

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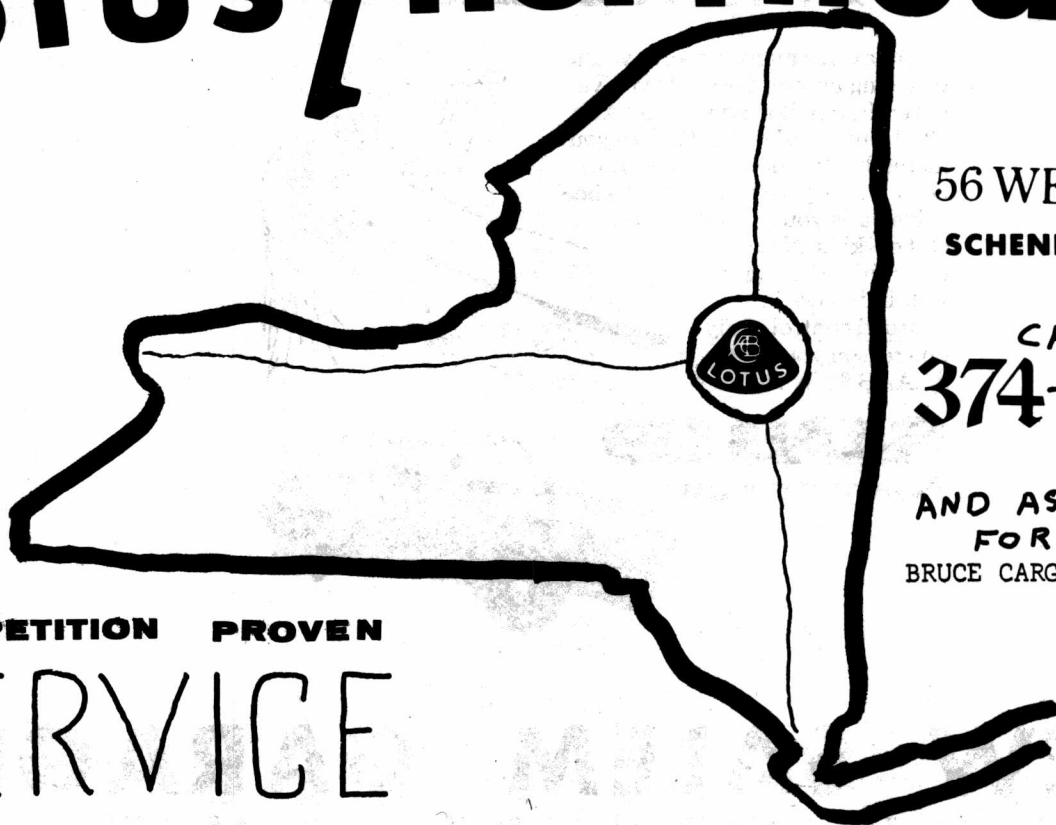
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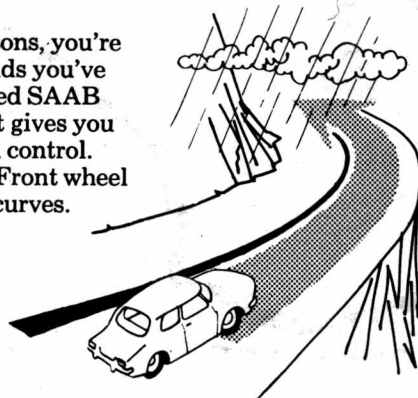
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Mohawk Hudson Region
Gymkhana Rules

1. **PURPOSE:** The purpose of the gymkhana rules shall be as follows:
 - A. To promote gymkhanas as a sport to test driver skill.
 - B. To establish standards of car classification, timing, scoring and technical inspection.
 - C. To provide the gymkhana master with a basic set of rules and regulations.
- II. **CARS:** Basically cars will fall into three groups as follows:
 - A. Sports Cars: Shall include all production sports cars as currently or previously defined in the SCCA Production Car Classifications. Included in this category are performance sedans.
 - B. Sports Racing, Formula and Modified Cars: Shall be defined and regulated according to the current SCCA General Competition Rules. Any car having a major body change or an engine swap for which there is no manufacturers equivalent shall be classified in this category.
 - C. Sedans: Shall include all sedans previously or currently homologated under Appendix J of the FIA regulations or any car similar in design to such cars, with the exception of sports cars and performance sedans.
 - D. General Modifications: Shall be permitted according to SCCA General Competition Rules as specified in the Production category. Any modifications not normal to the car, such as: supercharging, carburetors not normally issued on a car, different engine, etc., will place the car in the modified class.
 - E. Engine Swapping: Will be permitted under the following condition: In the event an automobile manufacturer ceases production of a particular engine, a later version of the nearest equivalent by the same manufacturer may be substituted. Car reclassification will depend on engine displacement and/or horsepower rating.
 - F. Cars with racing tires designated as such will be placed in the modified class.
- III. **CONDUCT OF EVENTS:**
 - A. Gymkhana Category II:
 1. Is defined as a non-speed test of driving skill in which contestants compete singly on a timed basis. The course will consist of straight sections and connecting turns or corners. The course layout should be such as to emphasize car handling skill and maneuverability rather than performance.
 2. The course shall not be constructed so as to require undue memorization.
 3. Exact layout will be at the discretion of the event chairman and should be designed to provide the most equitable challenge to all drivers competing.
 4. The proper location of all moveable course markers shall be outlined so that they will be returned to the same position in the event of their having been moved. In the event of a marker having been moved, or suspected of having been moved, an official of the event shall be required to ascertain the condition and location of the marker in question prior to assessing of a contestant's penalty and before the next passage of any competing car. The

exact definition of "moved" must be defined in the supplementary regulations for the event.

5. The entire area of the course shall be within view of the official observers at all times.

6. All legal requirements of the state and locality in which the event is to take place shall be observed.

7. Any deviations from normal procedure as outlined must be approved by the activities director or his delegated representative.

B. Safety Precautions:

1. Adequate safety precautions shall be maintained to include at least the following, and any other precautions as may be required for the particular event.

- a) Approach lanes for cars going to and leaving the courses.
- b) Clearly defined spectator areas.
- c) Provisions requiring all but authorized personnel to remain clear of the gymkhana course.
- d) Presence of at least one fire extinguisher capable of extinguishing an engine fire in any automobile.

C. Technical Inspection:

1. It is recommended that two technical inspection lines be used whenever possible.

2. Each car shall be inspected prior to running and shall conform to the standards set forth in Appendix A, Item 1.5 of the General Competition Rules, with the exception of the following paragraphs: d, m, o, r, s, t, u, v, w, y, and z. Seat belts of at least two inch width, with metal to metal hardware must be installed and used.

D. Driver Participation:

1. A driver may enter an event only once.

2. Each driver must present a valid, current operator's license at registration.

E. Re-runs shall be authorized under the following conditions only:

1. Failure of the timing equipment.
2. Presence of any unauthorized obstruction on the course.

F. Supplementary regulations and a course map shall be published for the event, and shall be available to each contestant. These shall include all information and rules for the event not specified herein. They may be in addition to, but not contrary to, these rules.

IV. OFFICIALS:

A. Chairman: Shall govern and control all phases of his event and ensure compliance with these rules and Supplementary Regulations for his event.

B. Co-Chairman

C. Timers and scorers

D. Scrutineers

E. Course marshalls

F. Safety committee: Shall have the final say on course safety and compliance with SCCA Solo II events.

G. Technical Inspectors

V. PROTESTS:

A. Any contestant shall have the right to protest an action or car which he deems

- to be in violation of these rules or the Supplementary regulations.
- B. Protests must be filed in writing to the Event Chairman not later than 15 minutes after the last car has completed its last run of the given days competition. A fee of \$5.00 must be included with the protest. The protest must be signed by the person or persons protesting.
 - C. The event chairman shall acknowledge receipt of the protest and withhold all trophy presentations until the protest has been resolved.

VI. TROPHY AWARDS:

- A. Three cars constitute a class.
- B. One trophy awarded for 3 cars.
Two trophies awarded for 5 cars.
Three trophies awarded for 7 cars.

VII. CLASSES:

- 1. Sports A-B plus XK-E
- 2. Sports C
- 3. Sports D plus Mini Cooper S- 1275
- 4. Sports E-F plus Mini Cooper
- 5. Sports G-H
- 6. Sedans 0-1100 cc plus 1200 VW
- 7. Sedans 1101-1500 cc plus all other VW's
- 8. Sedans 1501-3000 cc
- 9. Sedans 3001 and over
- 10. Ladies class
- 11. Sports Racing, Formula, Modifieds, Specials

In the event that there are not enough cars to make a class, the event chairman will be responsible for reclassifying these cars. In class 11 these cars may run for F.T.D. only.

VIII. FEES:

\$3.00 SCCA member, \$3.50 any club member, \$4.00 no club member
special events may not adhere to this schedule.

Gymkhana Rules Committee:

Chairman: Ed Holeva

Committee: Howard Geer

Art Frederick

Bill Getz

Dan Egy

7th Annual Snow Flake Rally Results

- | | |
|----------------------------------|-------------|
| 1. Jack and Glynis Hillen | MG Midget |
| 2. Dom Giers and Bill Richards | 914 Porsche |
| 3. Mark Niedhammer and Bob Allan | Ford Bronco |

Special Awards

- | | | |
|-----------------|------------------------------|-------------------------|
| 1st. German Car | Giers and Richards | donated by Karl Scharl |
| 1st. SAAB | John Hiltz and Steve Short | donated by Hanns Fleebe |
| Best Equiped | Pete Miller and Chris Coffin | donated by Ed Holeva |

For Sale : 1970 MG Midget
 any reasonable price accepted

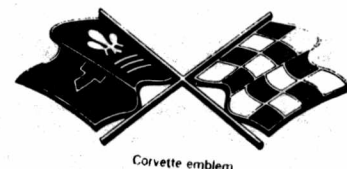
Jack Hillen 434-2995

FROM THE EDITOR:

As you are well aware, there are men in Washington trying to protect us from ourselves. I am sure you have read about the gas bag and the flashing lights. These might be good ideas if they accomplished their goals. The trouble is that our legislators are afraid of being labeled "anti-safety" if they oppose any safety idea, no matter how bad it might be. So why not drop your Congressman a line and send a copy to National Highway Safety Bureau

Docket Section, Room 4223
400 7th St., S.W.
Washington, D.C. 20591

On the same subject, even Consumers Union has come out against air bags. They claim that the system in its present state is much more likely to injure the driver than save him. Their arguments are the same as every knowledgeable source. Yet, in light of intelligent and knowledgeable arguments, beaurocracy stumbles on, tossing tax dollars in all directions.



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