

THE KNOCK OFF

AUGUST
SEPTEMBER
1971

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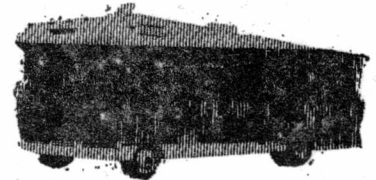


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Anyone wishing information on membership or events may attend our meetings or contact any of the Officers listed above. Membership is open to anyone residing in the Counties of Albany, Clinton, Columbia, Essex, Franklin, Fulton, Greene, Hamilton, Montgomery,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

Resume of:

Roger M. Clouser Jr.

Candidate for Area Governor, Sports Car Club of America, Inc.

Area Eleven.

Occupation:

Vice-president, Wolff Associates, Inc., Advertising & Marketing,
Rochester, N.Y.

SCCA National and Divisional Activities:

SCCA member since 1959. Finger Lakes Region.

Member, SCCA Planning Committee. 1967-1971.

Deputy Executive Steward, Area 11. 1970-1971.

Chairman, Northeast Division Council. 1966.

National Competition License, 1961-1969. Presently regaining
license in Alfa GTA 1300 Jr.

National Steward's License.

SCCA Regional Activities:

Newsletter Editor, Finger Lakes Region, 1962.

Activities Director, Finger Lakes Region, 1963.

Gymkhana Chairman, Finger Lakes Region, 1964.

Regional Executive, Finger Lakes Region, 1965 & 1966. In 1966,
Finger Lakes Region won national "Most Improved Region" Award.

Race Chairman, Finger Lakes Region, 1967.

Contest Board Chairman, Finger Lakes Region, 1968-1971.

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Many thanks to Diane McClumpha for our cover. The cars are: Bill Morris'
B/SR Zonker, David McClumpha's Spitfire, and Tom Dutton's McLaren M6B.

Regional rambling

will Bill

On August 7, we did our thing, and a right good job of it! The official observers report is yet to come through on our Regional Race, but I think we all recognize that the good organization, competent officials, and dedicated workers all contributed towards making it a successful event. A total of 96 cars found their way onto the track, down considerably from last year, but preliminary figures show we lost no money, even made a little. My criteria for judging the success or failure of an event considers only very slightly the financial aspect; it is more important to establish an atmosphere where competitor and worker alike can enjoy himself. After all, what kind of an event would you have if either stopped coming? It's still too early to tell what the situation for next year will be, but we should have both the reputation and resources to do our thing again.

Elections for Regional offices will be coming up shortly, with candidates nominated either by the Committee or by petition. It is my intention not to run for R.E. in 1972, nor any other elective office. This does not mean that I will disappear and become a candidate for the Harry Who? award, but rather I have some very definite ideas as to where my limited abilities can be best applied. I feel that this Region is about to undergo a significant growth, in stature as well as numbers, and I want very much to be a part of that. I am confident that the leadership will be good, that we can retain our cohesive nature even as we grow, and that a greater participation by our members is possible to attain. The future is full of opportunities.

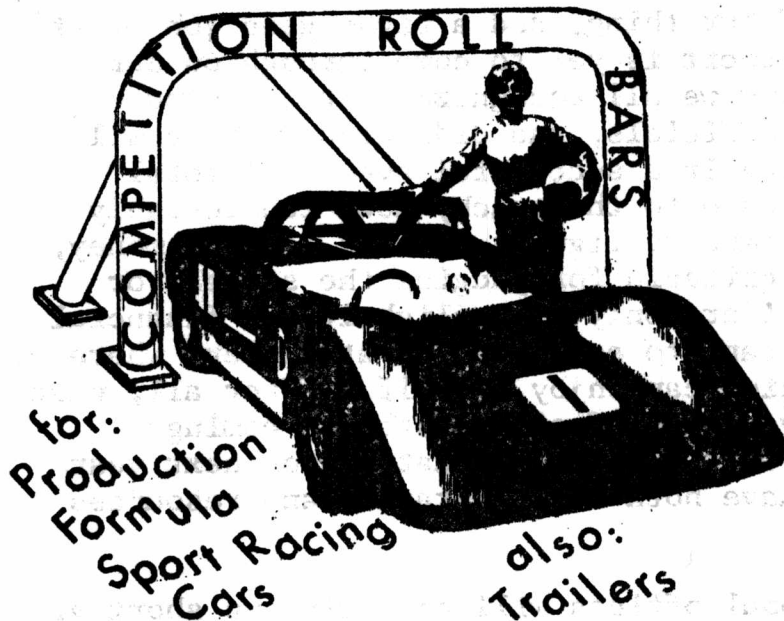


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ODDS AND ENDS

by Dave Hathaway

"A Few Good Words"

First, the new printing equipment should go a long way toward reducing the cost of printing the "Knock Off," while at the same time enabling more material to be published. The last copy was quite good and there is no reason why others can't be better.

Second, we would like to make Mohawk-Hudson's members aware of the fine job Greg Rickes did as race announcer at Lime Rock Park on July 24th. Greg's originality, enthusiasm, and knowledge of the sport adds a dimension appreciated by driver and spectator alike. Hopefully, he will do more announcing this year.

Finally, we would like to say a few good words about fellow competitor Dave Belden, the current Area I points leader in GP. He has been more than generous with his help and with the loan of equipment, not only to us but to other competitors. Good guys don't always finish last...though on occasion that has been known to happen.

Weekend at Watkins

as seen from the

GROUP

W BENCH!

Well, as Stephen Stills musically said "it's been a long time comin' " but the group W bench went to Watkins Glen and actually had a good time. But perhaps we should begin at the beginning which would be Friday afternoon, July thirtyith at one p.m. when we finished the chinese firedrill known as tying the car to the trailer, and the trailer to the car. Believe it or not we actually did not allow the car to fall off the trailer, the trailer had functioning electric lights, and with the new super load/levelers the rear bumper didn't drag. Good Vibrations.

The ride out to the Glen was so uneventful it doesn't even deserve mentioning, and the only "near thing" we had occurred when we were going up the hill to the Seneca Lodge it seems that the car in front of us decided to stop, so to oblige them we had to stop too. Fine, no problem. Except that in doing so we lost that one ingredient necessary when towing a twenty-five hundred pound load with a six cylinder automobile, that ingredient being momentum. I thought "old six" was going to blow a gasket going from a stop up the Matterhorn leading to the Lodge, but it didn't. More Good Omens.

Around mid-night, with all of the Wild Bunch (Bill Morris, Jack and Jean Fantelli, John Deans, Bill Getz, Stu Shalat, and the infamous motor mouth g.rickes) looking for kicks, we decided to walk the new course; normally this is a simple thing. Not for us. We put Bill Morris' generator in his little red kiddie wagon, hooked up an electric light packed away some brew and headed out. Oh yes, it was also drizzling. The rig worked out fine until the old Mohawk-Hudson nemesis hit us just past the Loop; the generator ran out of gas (oh yes, it was also raining harder). Mr Brave, John Deans tried to coast the wagon down the hill, and nearly put the wagon upside down into the nice new guardrails. Very wet, we retired for the evening. At this point it is necessary to profusely thank Mr. Charles Fisher whose Dodge Van provided shelter over my head for the weekend. It rained very hard, and things looked bad for the weekend. Score now two to one.

Saturday morning was blustery; overcast, still damp. Not very inviting. Our Funky Production car Al Pine had sat out in the wetness all night, and promptly fouled his plugs and refused to play race car until they were replaced. The score is now even.

Saturday arrivals included Jack Peck and his new FV, and old friend, and leader of the Michigan branch of the group W bench Andy Gilberg with his FB Titan (actually a Formula Ford with wide tires, but don't tell that to the

twin cams he beats). Phil Raeder was present with his FC Lotus but broke an oil pump when he fired up and was through before he began. Oh yes, somewhere along the way Parsimonious, with The Claffer up and Fast Eddie and his FP Midget arrived. By mid-morning the clouds had cleared and it was getting hot. It would be a good weekend. Weatherwise, and otherwise.

Saturday's races were fifteen minutes in duration. Wild Bill and the Zonker were out in front all the way in their race. Andy was plagued by lack of power (he couldn't get the car to wind out, no matter what he did) and still managed a second in class. Jack Peck had some teething problems throughout the weekend, plus some unsuitable tires, but said he was just happy to be back racing. The Dalton Kid, Bob Claffie had a fourth in F Prod. But the big race was yet to come, F Prod.- Fast Eddie versus The Great Orange Hope. Midget went too fast in the opening rounds and overheated. Third in class went to Sandy Fisher, with Fast Eddie fourth, and demanding a rematch.

Saturday was a night of jubilation, who even cares if Sunday comes? Will we never learn though; Saturday night we went down to the city of Watkins Glen to see what the natives do for jollies. Apparently they sit in their houses and watch the car freaks look for entertainment, because non persons were to be found; and besides none of the houses in Watkins Glen have TV antennae. The party up at the Seneca Lodge was as usual, and we split right after picking up our trophy. We all sat around a bonfire trying to guess which way the smoke was going, and everyone knocked off early.

Sunday's races were twenty-five minutes worth. Bill put the Zonker first in class, but gave up overall to let the two DP Datsuns slug it out. Andy still couldn't make red line, but took another second in class. Parsimonious had another fourth in GP. Jack Peck had car problems. Round Two of the Great (F Prod.) Race went to Fast Eddie, who also got a second in class. Our Man, who finished third in class, nearly caught Fast Eddie despite the fact that he had no clutch for the last six laps, proving the Glen was a horsepower course by making his last lap his fastest of the weekend despite no clutch.

So much for The Fun One. A good weekend. We busted a taillight loading the car on the trailer, but by then nobody cared about such a minor inconvenience (once upon a time this would have been a Major Disaster).

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MARGINAL MEMOIRS (of the Fun One)

Brock Yates (of Cad&Drivel)drove a CS Lancia:BY is trying to get his l&acense back&is entering some Trans-Ams in a Camaro. This exercise is to provide material for a new book he is writing.

Hardly anybody got into the new guardrails, for reasons not yet known. Those who did however, really messed up the cars. Safety Overkill?

The best race of the day was the last one on Saturday: A. & B Prod., A Sedan, A/sports racing (this last group being represented by the Great Western Champagne McLaren Mk.12, Bob Nagel driving). Fred Kepler and his AP Corvette (no slow poke in the big-iron league) led the field, with Nagel start-almost a lap down, perhaps to make a race of it. Anyhow, Nagel spurred on by encouraging cries of "Flog it" and "Go You Mutha" made up the deficit in about seven minutes, proceeded at pace to nearly lap the field, do a spin of gignatic proportions, and still win handily. Far out.

Well, so much for now. Step back next month when we'll try ot wrap up the goings on at our regional, and answer the pressing social question

" After soggy hot dog rolls, What ? "

peace

greg rickes

8-15-71

I just came back from a BMSC gymkhana and I'd like to express a few impressions. This event, as others I've attended in the past, was well laid out and executed with a minimum of fuss and a lot of good competition and fun. (Example: everyone got four runs.) Also there seemed to be a relatively poor turnout from the Albany area. These are good events for both big and small cars and shouldn't be overlooked. Their site at Bradlee's in Pittsfield is a paltry 1 hour 15 minute "legal" drive from Albany and is, therefore, not particularly inconvenient. So, where is everybody? Believe me, these events are well worth the drive. Barring conflicting dates, there is no reason why Mo-Hud members couldn't patronize BMSC's events in larger numbers.

Dan Egy

CLEVELAND CORRESPONDENCE

by Stan Bubar

I mentioned last month that I went out with a broken in the forth lap of the first practice session. The worst was yet to come! After sitting out there for twenty minutes or so, getting towed back to the pits, and then pushing the car car back to the trailer, Judy comes rushing up and happily shows me my "lap times" for the whole session! She'd been timing the wrong car and wasn't even aware I was out!! What do you think that does to the ego?

We passed thru Schenectady on our vaction and saw a number of old friends again. Sorry we couldn't see more. This years INEC driver's school is at Nelson Ledges, which is only 20 - 25 minutes from our house. Maybe we'll see some more Mo-Huds there.

One of the disadvantages of keeping tubes in your tires is that most gas ststion personnel nowadays have never seen a tube, and they do a good job of butchering it when they do work on one.

HAILWOOD'S FANDANGO KNOCK OFF TRIVIA CONTEST

1. Who was on the cover of the September, 1969, Knock Off?
2. Who is H. MANLEY IV?
3. When was Greg Rickes' first article published in the Knock Off?
4. What make of car finished last in the Front Wheel Drive- Front Engine class at the winter Icekhana at Ballston Lake Feb., 1968?
5. What was the telephone number of the Circle Inn?
6. Who finished last in class 4 at INEC #5 Gymkhana in 1968?
7. What did Hailwood drive at the 1969 Gymschool?
8. Who finished last in class 2 at INEC #4 Gymkhana in 1967?
9. Who had FTD at the Whiteface Mt. Hillclimb in 1964?
10. Who were the Knock Off editors in the fall of 1966 and what was their address?
11. How many CC's was the MG Midget being sold in the July, 1964 K-O?
12. Who finished third in the first Snow Flake Rally?

Tie breaker: What was the telephone number of the FIA office in Paris in 1961? Note: This cannot be found in the Knock Off.

INEC Area II Council

Sports Car Club of America, Inc.

MINUTES OF MEETING HELD MAY 22, 1971 AT THE NORTHWAY INN, SYRACUSE, N.Y.

1. Meeting was called to order at 1:55 p.m. by Chairman Bill Bell. Regions present were Mohawk Hudson, Southern New York, Western New York, Finger Lakes and Central New York.
2. Minutes of meeting held April 10 approved as published.
3. Treasurer's report. A current balance of \$2,418.78.
4. Phil Henderson reported WNY Race going very well. Discussion on M-H closed Regional at Lime Rock and FLR closed Regional at the Glen. Gene Birdsey reported that it might be necessary for Mohawk Hudson to borrow \$800 from INEC to finance the race. After some discussion Frank Decker made the motion that the Chairman be authorized to make a loan up to a maximum of \$800 to be regarded first debt on region on understanding profit made on race that INEC receive 20% up to 10% of value of loan. George Morris seconded. Passed unanimous.
5. Old Business. Discussion was held on Bob Henderson's proposal for the improvement of the INEC Road Racing Championship series.
6. Bill Bell volunteered to be Chairman of the Driver's School. George Morris will be Chief Instructor and Steve Short Chief Tech Inspector.
7. Resolution was made by Bill Bell on behalf of INEC members that we wish we were in Monaco with Bob Henderson.
8. Chuck Marsh reported on the INEC gymkhana championship. Location- Greene, N.Y., August 21 & 22, Nediv rules, free beer will follow, chicken bar-b-q etc., entry fee \$3.50, including rock band. Sat. Registration 10 to 5, practice 11 to 5. Sunday timed runs. Ten classes.
9. Next INEC meeting will be held July 10, 1971. Meeting adjourned at 4:20 P.M.

Connie Birdsey

Trivia Contest Prizes

First Prize: One (1) Goodyear R-2 Racing Tyre mounted on a Renault rim. Makes great paper weight.

Second Prize: One (1) bashed Renault right hand rear door.

Fourth Prize: 5qts. Castrol Racing Oil, slightly used.

Fifth Prize: 200 entry forms for the 1971 Autosprint.

Sixth Prize: 400 entry forms for the 1971 Autosprint.

NUTS AND BOLTS

by Mac Townsend

Last month we considered some of the normal mechanical and structural bolt markings and qualities. This time we'll continue our journey down the yellow brick road with brief discussion of airplane stuff, metric things, and other german subjects.

One of the most potentially dangerous sections of the racer's mythological handbook is that airplane things are designed by God, that they are perfectly suited to race car use, and that liberal use of these glorious little pieces will solve your fastener problems. If you wish to believe this, please run out of region.

There is a bewildering variety of "aircraft quality" fittings. The use of the word bewildering is quite honest, and is true. You can probably get aircraft bolts made from coagulated taco sauce if you look hard enough. But don't bother. Stick with alloy steel. Don't use stainless, it is weak (approx SAE 5 or 6) and costs a lot, although they are beautiful for holding exhaust systems on! Alloy steel AN bolts will be identified by a + on the head. They should be treated as SAE 8. But, they are not universally available nor useful. For one thing, they have a different thread pitch, but we'll get to that in a bit. There are other aircraft bolts which are quite good. Your best bet is to deal with a vendor whom you trust. They will cost about the same as, or slightly less than, SAE 8.

AN bolts are specified first by diameter, then by grip length, then by other letters/numbers which indicate if the head is pre-drilled for safety wire, if the threaded area is drilled for a pin, or whatever. Diameter is expressed in 16ths, thus an AN 8 is 8/16 or 1/2" in diameter. Grip length is specified by some mystic process I don't understand, but before buying them you must know how thick the parts you want to bolt together are. This is important - a 3/4" grip won't allow enough threads left to engage the nut properly if the two parts you're joining are 1" thick. Tell the man how much length you need. Don't guess. Measure it. A 1" grip bolt will not allow you to tighten something that needed a 3/4", you'll run out of thread. If you want the head/shank pre-drilled, tell him. And specify Alloy steel.

Do not go into a surplus place and buy a bag of assorted bolts. 90% will be useless. Be prepared to be greeted less than enthusiastically as a vast majority of aircraft supply houses don't like nickle-dime orders. Be prepared to meet

a minimum purchase, usually around \$5.00. I usually deal with Nor Cal Supply in San Leandro, but this is more out of convenience than anything else. Pro-Am racers also carries some of this stuff, and there are probably a dozen others in the Bay Area.

The subject of bolt quality is usually forgotten when dealing with Metric fasteners. Apparently some feel that you get what you get and that's it. Not so. There is just as much variety in metric nuts and bolts as there is in 'inch' stuff. Grades used on metric fasteners can really mess up a guy who's used to thinking in terms of SAE designations. Adding to the confusion, there are two grading systems in use, one of which is dying out slowly.

The International Standards Organization (ISO) calls out 4 grades of bolts which are of value to race car maintainers/builders. Some vendors will know them by their DIN designation (DIN is Deutsche Industriale Normen). These grades are ISO 8.8 (DIN 86) equivalent to SAE 5, ISO 10.9 (DIN 10K) equivalent to SAE 8, ISO 12.9 (DIN 12K) with no direct SAE equivalent but approx 25% higher proof strength, and ISO 14.9 (no DIN #) which is approximately 50% "stronger" than SAE 8. Head markings typically take the form of the grade number stamped into the head.

Another item of importance which usually presents no problems in the shop is thread profile. The number of threads per inch on SAE screws is standardized at either a coarse or fine pitch. Fine pitch has more threads/inch than coarse, and obviously a fine pitch nut cannot be run onto a coarse bolt. With aircraft bolts a special pitch is used, quite fine, and in many cases this limits the application of military bolts particularly in and around engines, transmission, etc...The cost of re-tapping and all that in order to use AN bolts is simply not worth it, and it is my personal opinion that great care needs to be exercised to avoid using AN stuff where they can be mixed up with normal screws during a pit stop.

Metric threads have caused many problems and anyone playing with a car which uses metric components would be advised to be quite careful with the nuts and bolts. An additional problem is encountered here because some SAE threaded fasteners will seem to work in a metric application - don't. Do not mix metric and non metric on the same car. My car, if it's ever completed (sigh!) will use only metric (ISO) except that AN will be used in some places. AN are difficult to confuse with ISO, not so with SAE.

Thread profiles on ISO fasteners dif-

fer slightly from those on DIN fasteners. In most cases, there is no real problem, but it would be best to pay attention to what you're doing. Pitch is another bug-aboo. Let's take, for instance, a nice 10 mm cap screw. The "regular" pitch is 1.5 (threads/mm). Fine pitches are in 1.0 and 1.25. For 12 mm you have 3 options as well, 1.75, 1.25, 1.50. Many Japanese cars use a 1.25 fine pitch on a 10 mm instead of the more common 1.0. A thread gage is an absolute must.

Metric components are available from J & B Associates or from Metric and Multistandard Components, 197 So. Broadway, Yonkers, N.Y.

Why have different thread pitches anyway? It only seems to confuse the situation, but there is a valid reason. When you are torquing a bolt you are applying two kinds of stresses to it. A twisting stress, caused by the friction between the engaging threads, etc. And a tensile stress, bolt stretching. Coarse threads are usually better because the stress concentration buildup at the root of the threads is less than it would be on a fine threaded fastener. This allows them to be torqued slightly higher. And the threads are less easily damaged in handling. Coarse threads are almost universally used in castings of the softer metals.

Fine threads, though, have a more gradual draw down. This becomes important when torquing rod big end caps, for instance. It is easier to twist one side a turn or so and then do it on the other, etc. and draw the cap down with less danger in cocking it and possibly pinching the journal.

Generally, though, we're stuck with what the manufacturer has used and so these considerations are of relatively little weight.

Next month we'll continue the subject, so until then you stay loose but keep your bolts tight. OK?

reprinted from the Wheel



EVENTS

EVENTS

Sept. 12 AMEC SPEEDCROSS

Sept. 19 SCCA AUTOCROSS

Sept. 26 EMPIRE GYMкана

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EVENTS

- | | |
|----------|--|
| Sept. 19 | SCCA Autoslalom #5 GEX 12:00 Reg. H. Cameron |
| Sept. 26 | Empire Gymkana - Heacox Estates - R. Heacox |
| | Fun and Beer (you need a navigator) |
| Sept. 26 | BMSC Rally Dave Hathaway |
| Oct. 10 | BMSC Gymkana - Bradlee's Pittsfield |
| Oct. 10 | SCCA Autoslalom #6 - Toys for Tots - Greg Rickes |
| Oct. 17 | AMEC Speedcross - Albany Saratoga Speedway |
| Oct. 17 | Empire Rally - Larry Verch |
| Oct. 30 | BMSC Rally - Sat. Night Halloween - Vern Emerson |

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FROM THE EDITOR:

As you may have noticed, this issue of the K-O is a combined issue. You can look at it as a late August issue or an early September issue. The reasons for combining the two months are many; a lot of our writers are busy racing or on vacation, and the Editors just spent two weeks in Florida. Also, I had to put this whole K-O together myself, including the typing. In the past, Janyce has done all of the typing and composed all of the covers. She now has a full time evening job, leaving my editorial staff quite short.

Mo-Hud can be proud of the job it has done on all its events this summer. The spring autoslalom season was a great success with several fine events. The Autosprint at Lime Rock was another great event. Each year we learn a little to make racing events more enjoyable than the year before and proof of this is the increase in entries each year. In a year when many major regions have been losing money on regional races, Mo-Hud was able to make a couple of hundred dollars with fewer than 100 entries in the race, proving that club racing is alive and profitable. The last event was the picnic a really great day down on Frederick's farm. Field trials, food, beer, baseball and lots of good fun.

As you may know, 1972 brings a new requirement for helmets. After January 1, 1972, to be SCCA legal you must have a 1970 Snell foundation sticker in your helmet. Here is a list of manufacturers and their helmets that pass the 1970 requirements:

<i>Manufacturer</i>	<i>Model</i>
Arai Hirotake Shoten Co. 12 Azuma-Cho 2-Chome Ohmiya, Saitama, Japan	R-7 (H-A Brand) RX-7 (" ")
Bell-Toptex, Inc. 2850 East 29th St. Long Beach, California	Star Super-Magnum
Daytona Sports Company 7032 Darby Avenue Reseda, California	Invader
Fiberglass Productions 571 E. Mission Road San Marcos, California	970
D.S. Kagaku Co., Ltd. 2-9-2 Shimbashi, Minato-ku Tokyo, Japan	D-12 (Trackstar)
Premier Pacific Inc. 9311 Kramer, Suite K Westminster, California	555
Yoder Company 1311 Washington Street Red Bluff California	600-S (Rocky Rocket)

MORE GROUP W BENCH

indented and QUOTed by Hailwood

Mo-Hud's event at LRP was great as usual, but not for us. After grabbing the gold at the Glen (there's an alliteration for you), the 7th. was a bummer. Boy Fisher was just getting warmed up when the clutch fell apart (aggravated by the above quest for glory at the Fun One). The nearest replacement was in Hartford so the bench had its first DNS and everybody went to the Barn to get wasted.

The following Saturday, yr obd svt joined the legions of married men in Kingston, N.Y. The day was beautiful and Mr. Rickes refrained from performing the Celebration of the Lizerds long enough to render a beautiful line from Keats (many thanks, boy).

For the following nine days, new Bench mother Carolyn and I journeyed through New England and the Maritines. Between Bangor, Maine and St. Stephen, New Brunswick is a 100mile stretch through the pines. The road is (at best) pedestrian, but you cannot help but go fast simply because you have a burning desire to get to the end! The Trans-Canada Highway is marvelous and fast, but only two lanes. Frustration occurs frequently until the traffic in the other lane subsides. Try passing a logging truck in a fully loaded VW sometime, and you will know the thrilling experiences that we had!

We hit the tail end of a hurricane in Maine and N.B., and I felt like Moss after the Mille Miglia by the end of the day. Prince Edward Island is beautiful, almost European. The prices are high (because it is an island), but well worth the expense. The countryside and the seashore are two contrasting areas within a mile of eachother. The seafood shacks are abundant, generous and cheap. Ferry boats are the only hassle and, the day after we left, protesting farmers blocked the access roads for two days, causing cancellation of the ferries.

Nova Scotia was cold and ugly, but the Alantic shore was picturesque. Unfortunately, the 217 mile scenic route along the ocean from Halifax to Yarmouth was fogged in the day we drove it. While in Yarmouth, I happened to catch a TV show called Drop In, a teenage version of Sesame Street. This particular show was about cars (hold it, wife, we're not going to dinner now!) and the guest was Eppie Weitzes, who looks rather strange driving a McLaren M10B down a Toronto street in a March snowstorm! They also had films of early '60's F1 races and Scrambles where no one made it to the top of the hill! Perhaps the most frightening films concerned French stock car racing. There is only one rule: there are no rules. The result is more highsides and endoes than you can imagine when you turn loose a bunch of Frenchman in pre-war Citroens on a banked dirt track!

Post script... Jim Haynes put on a spectacular event Saturday, complete with a storm which left the track office the only spot above water. I know because I was there at 7:00 A.M. along with a few other fools. Chalk that up for gaining 100 miles of wet weather driving.



Dear Autocrosser,

The Western New York Autocross Trail would like to invite you to participate in the BAP/Geon Championships, a two-day autocross event open to all enthusiasts in the New York-Pennsylvania-Ontario area. The place will be Lancaster Speedway, a half-mile outer, quarter mile inner oval asphalt track located just off Rt. 33, east of Buffalo Int. Airport. The dates are September 25-26, with practice all day Saturday and timed runs beginning at 10:00 Sunday morning.

In addition to trophies for top class runners, prizes to be awarded include Bosch spark plugs, Echlin point sets, leather driving gloves to the top woman driver, attractive leather key fobs to the largest club entry from outside the WNYAT, and a pair of Hella driving lights to the pre-entrant from the farthest distance. Each entrant will also receive the official Western New York Autocross Trail emblem (jacket patch or mylar decal), one of the just released BAP/Geon racing jacket patches, and a fine brass dash plaque emblematic of the occasion.

The clubs of the Western New York Autocross Trail are going all-out to make this the finest autocross event you have ever attended. Free camping is available at the track with running water, shower and lavatories. If you are not the camping type, indicate your motel room preference on the entry form and a room will be reserved in your name at a reasonably-priced motel near the track. WNYAT representatives will be on duty at the track all Saturday night if you would like to leave your car and equipment there. We will also be glad to recommend dining spots and after dinner entertainment on request.

A spare parts truck will be at the track all day Saturday and Sunday loaded with such breakables as hoses and fan belts, along with spark plugs, brake fluid, oil and more. And the largest supply of stock replacement parts in Western New York will be at our disposal all weekend.

Classification of cars will be per the attached sheet. Sports cars may be modified per the SCCA General Competition Rules. Sedans will be allowed free carburetion and wheel rim widths per SCCA sedan racing rules. The use of racing tires will place a car in a Modified class, as will any engine or suspension change outside the Stock Class rules. Any questions on this system may be included with your entry or sent separately. We will answer all questions immediately by mail. If you wish you may call us at one of the numbers listed on the entry form. Please feel free to contact us on any matter pertaining to this event.

We believe we have a course plan that will be challenging to drivers new and old, and as fair as possible to all types of cars. So we are looking forward to seeing all our friends, present and future, at this first Western New York Autocross Trail open invitational event.

I HAVE A FEW ENTRY BLANKS
CALL ME AT 462 3473
ENTRY FEE \$5

Sincerely,
Pete Harrington
Chairman, WNYAT

OR
WRITE
PETE HARRINGTON
17 TAFT SQUARE
BUFFALO N.Y. 14203

RD/#2
 Corning, New York
 14830

Fellow Area 11 SCCA Member;

Allow me to introduce myself, Chuck Marsh, candidate for Governor from Area 11 in the forthcoming elections. Age, 42, industrial sales engineer, married, and a sports car nut like yourself.

I hope that the resume that follows will give you an insight into my experience, and my views and objectives, should I be so honored as to be elected. I would deeply appreciate your vote; however, regardless of your political persuasion, please DO vote. It's the only way to insure that a democratic organization will function properly.

SCCA member since 1955
 Race worker and official since 1952
 PRDA member
 President, SCC Griffiss AFB, 1962-64
 "Outstanding Member" Central NY Region, 1964
 RE, Central NY Region, 1964-65
 ("Most Improved Region" Award, 1965)
 Editor, "Snarling Exhaust" 1966
 Race Chairman, 1967-68
 Area 11 Gymkhana Chairman, 1964-65, 68, 71
 Area 11 class gymkhana champion, 1967, 68, 70
 SCCA Solo Events Committee, 1968-70
 Licensed Grid Marshall and Divisional Chief Steward
 Cars owned: TR-2, TR-3, Citroen, Lotus, Alfa, Mini, Borg-ward, MSU Spider, MSU 1000, Volvo, Toyota.

I feel strongly that the following four points are deserving of attention and hard work on the part of the Board of Governors. I am ready, willing, and able to devote my time to these ends.

1. What does the average SCCA member get for his money? Why can't the SCCA attract the thousands of sports car enthusiasts who belong to local clubs? The SCCA should be THE club to belong to, and offer benefits appropriate to such status.
2. Having established its preeminence in the field of road racing, amateur and professional, the SCCA must maintain that status. It is being challenged, particularly in the area of sedan racing. What is the SCCA doing about it?
3. The SCCA, in company with the other car enthusiast groups, should be the spokesmen for reasonable Federal legislation regarding automobiles and the control thereof.
4. The average member doesn't know what is being planned or done. Sports Car does not inform him, nor do many of the elected or appointed officials.

I'll elaborate on each of these points, and answer your questions when I appear at your Regional meeting.

Thank you,



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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.

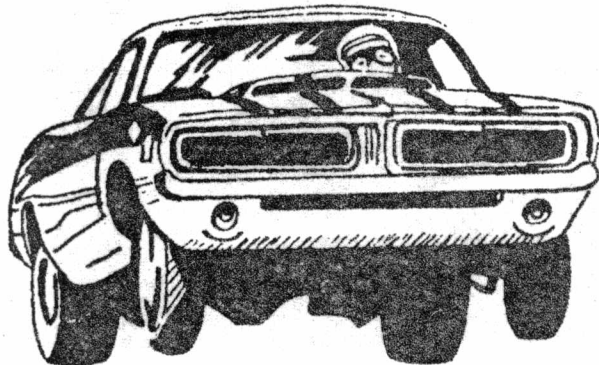


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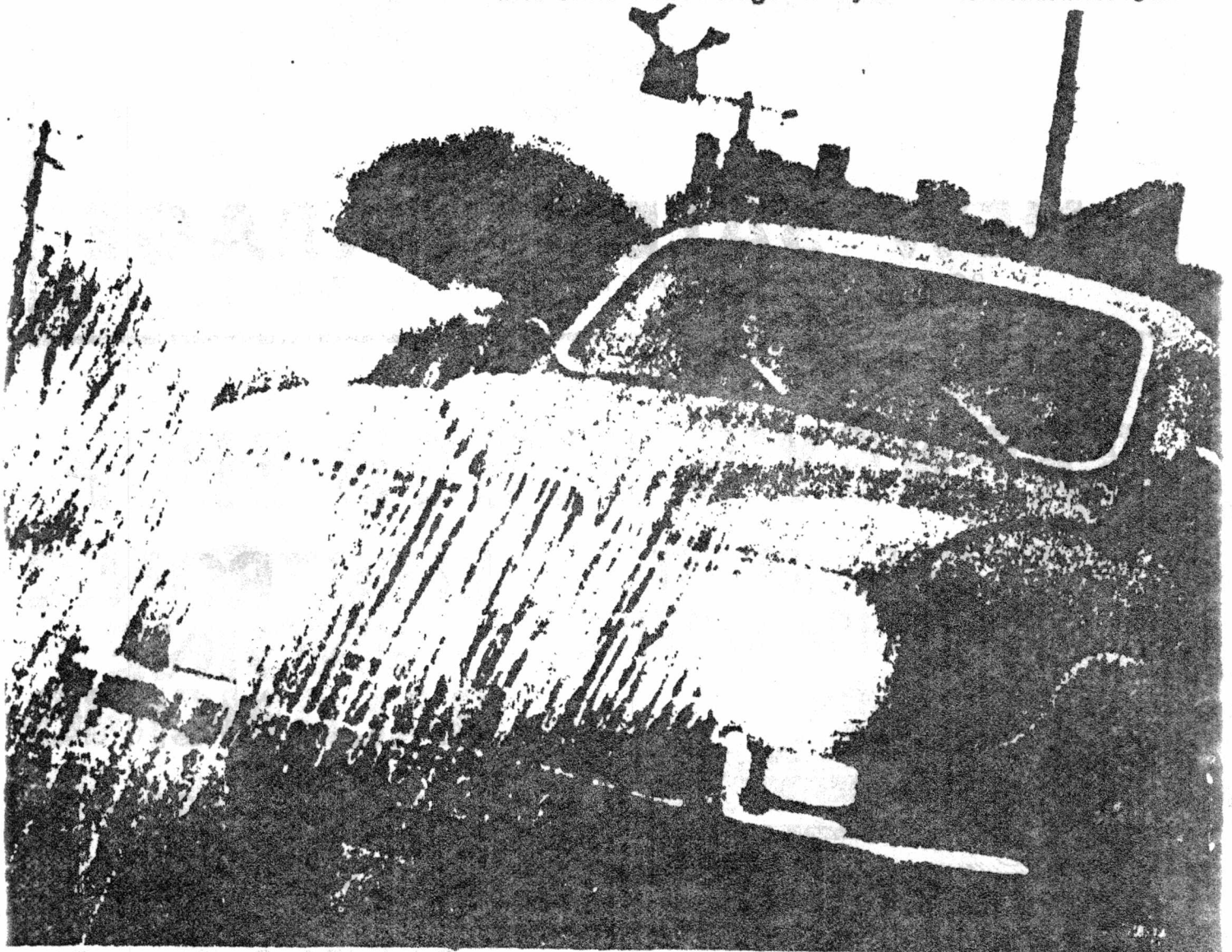
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And SAAB's 4-cycle, V-4 engine lets you go from zero to 50 in ten seconds. Hit 90 flat out. Cylinder disp., 1,498 cc. Compression, 9.0:1. Max. output, 73 HP (SAE) at 5,000 rpm.

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