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# THE KNOCK OFF

NOVEMBER - DECEMBER 1971

**TO**

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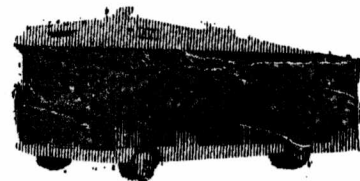


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Anyone wishing information on membership or events may attend our meetings or contact any of the Officers listed above. Membership is open to anyone residing in the Counties of Albany, Clinton, Columbia, Essex, Franklin, Fulton, Greene, Hamilton, Montgomery,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

## A LITTLE LIGHT

by Stan Bubar

I had to look this up for another region member, so I thought I'd pass it along for any other fast nite drivers.

12 V four headlite systems - G.E. #4537 is a 100 W aircraft landing lite that fits fairly neatly in the existing shell for a high beam. This is a 200,000 dandlepower lamp and should be used only with great consideration for other drivers-one is very sufficient-two will probably burn up your lightswitch.

12 V - G.E. #4509 is a smaller diameter ( 4 1/4 ") version of above lamp - 100,000 candlepower. It's easy enough to mount in a piece of sheet aluminum behind (or in) the grille. I have this in my Elan, and it's very sufficient for any kind of sane speed on public roads.

6 V - G.E. #4614 - 90,000 cp - 100 W; G.E. #4538 - 70,000 cp 50 W. The former is made for DC-8 (United Air Lines). The latter is the Marine signal lamp. Both are 4 1/4 " diameter, and you can make your own mount.

All these lamps are far-reaching, narrow beam and should be wired to go off with high beams to protect other drivers. All require air cooling. Standing still for long periods seriously shortens life.

## TOM DUTTON IS TIED WITH TEAM MCLAREN FOR RELIABILITY

While on vacation in California, I stopped off to see the qualification runs for the Laguna Seca Can-Am. I met Tom Dutton there, who, by the way, is still a member of Mo-Hud.

It is too bad that we have not tried harder to publicise this. It is a good way to get the Club name in the papers.

Tom is a fine driver, and is doing well in the Series. In fact, Tom is tied with Team McLaren for reliability--they both have finished all but one of the races. To be tied with such a team in anything is noteworthy! Especially so when you consider the size of some of the other teams that Tom runs against. It is fine testimony to Tom's skill.

I asked Tom what his strategy in the Can-Am was. Tom said it was first, to finish, then to place well, and finally, to win. "You can't win if you don't finish."

That is an excellent philosophy, judging from Tom Dutton's success this year. Tom finished 9th at Laguna Seca.

by Eleanor Morris

# Regional ramblings

with Bill

It is with mixed feelings that I realize that this month's column is the last of a series; the end of three consecutive years as your R.E. The assistance I have received from the members of the Board and the general membership have made the assignment truly enjoyable, but the continuing attention demanded by the usual routine matters has been met by a slowly declining enthusiasm on my part. Therefore, I look forward to a new role as an active member, with the freedom to contribute in more specific ways than I have in the past three years. If you want an example, prepare to run the Snowflake, our annual winter rally, on Saturday, January 8, 1972.

In other items of importance to our members, the annual elections/banquet/party is scheduled for December 4 at the Blue Apple. The CCGPA is in charge of the arrangements, so you know it will be good. Hope to see you there.

One of the strong points of Mohawk-Hudson Region has been its gymkhana (autoslalom) program. From Gymschool thru Toys for Tots or the Frostbite, there has been a high level of participation and a significant number advancing on to road racing. On the very serious side, this program is in trouble from lack of sites. If you have enjoyed participating in this program, then consider yourself personally responsible for soliciting new sites. It is not that there are absolutely no sites available, it is that many possibilities have not been thoroughly investigated and we have neither a definite yes nor no answer from the responsible authorities. Contact the activities director or come to a Board of Directors Meeting (which are always open to any member or interested visitor) if you have any ideas. There is work to be done if we are to have any series next year at all.

Finally for the competition drivers, Mohawk-Hudson Region will issue log books for members cars competing in driver's schools, regional and national races in 1972. You will be required to present this log book at tech inspection for the event and obtain the signature of the chief scrutineer. More on the details of this as the season gets started next year.

The First Annual Gigantic SCCA Fall Rallye  
or - Where the hell is Nassau?

What with the current crisis involving parking lots for gymkhanas, it was suggested that Mohud run a rally to fill in one of those nothing-going-on Sunday afternoons. The suggestor, Campbell O'Keefe, was promptly named rallymaster by the Board of Directors and a date was immediately set - October 25, 1971. The stage was set.

October 25 finally arrived as a grey overcast fall day with intermittent showers. We arrived at the Joy parking lot about 12:30 to find everything set and about 15 other cars ready to do battle with their watches and odometers. We were all set to go out and win with our new organization. N was to drive and H was to navigate as the last time we ran the now driver- then navigator developed acute carsickness. At 1:01 the first car, a Barracuda, left the lot - not to be seen again until the second checkpoint. As car #3 we left at 1:03 to find our way thru the some 47 instructions that we had been handed. Everything was going well on the first leg except for a brief flurry when the novice navigator was reading early as late. This resulted in some curious looks from the car in front of us as we went shooting by them only to pull over to waste time as soon as the error was detected ( with mumbling and curses filling the car ) Checkpoint #1 came up suddenly as we rounded a corner and Nap stood there grinning as we huddled around trying to remember what to do when we reached a checkpoint.

As the rally progressed we settled down and enjoyed the lovely scenery of Rensselaer and Columbia counties. At this point the only trouble the navigator was having was keeping the driver from going too fast. Then came the infamous third leg. The instruction told us to turn right at a sign that read "Nassau". However, no such sign appeared. We decided finally that we were lost and after much passing the blame back and forth it was decided to find the Harri Inn where the rally was to end. Upon arriving there we found Campbell in a great state of agitation and many other rallyists who had also not found the sign. It appeared that someone had stolen the sign sometime between Saturday afternoon and Sunday afternoon. After much scurrying around trying to find lost rally cars the results were finally calculated minus the third leg. The winning car turned out to be two guys in a Volkay who didn't even have a tenths odometer and were only 6 seconds off after two checkpoints! Second place went to Melvin Muntz's team in his Rover and third to Jack Hillen in a TR. Our car was 7th after novice navigator found out he screwed up and forgot to deduct a minute at each checkpoint. Wait 'til next time.

The consensus of opinion was that the rally was a lot of fun and we ought to hold more. I agree! For all you people out there that didn't make it to this one - you missed a fun afternoon. See you at the next one!

Howard Geer

Northeast Division Convention - 1971  
Reporter - Hap Farnsworth

This is an attempt to prove to all you good members that your Region's \$20.00 was not entirely wasted on booze and broads at the Biltmore. (My own \$50.00 went for those things!). Would you believe \$15.00 just to park my car? That reminds me about the story of the rich Jewish Texan who, when presented with the board bill for his horse at the Fountainbleu Hotel in Miami, said: "Hoy vey! How come so much for my horse? He's not Jewish!". But back to the Biltmore. The following report will briefly touch on the highlights of some of the meetings and supply some of the more important information gleaned from the hierarchy of the club to those members who don't always manage to make it to the monthly meetings.

The Solo Events seminar was well attended. As racing becomes more prohibitively expensive I expect we will see greater interest within our region in this type of event. To give you an idea of the importance the upper echelon places on the NEDiv convention let me tell you who was there: Harry Handley, SCCA Solo Events Director; Grant Reynolds, Chairman Nat'l Solo Events Committee; Marc Gerstein, Member of the same committee, and Bill Miller, NEDiv Nat'l Solo Events Director. First of all, it was emphasized that all of the Championship events last year made money. Some of the important rule changes include that 25% of the events must be entered in order to qualify for championship points rather than the present two event minimum. This indicates plans for an expanded program next year. 1968-Snell stickers will be acceptable through 1972, but after that, 1970 only. "Street" cars will be allowed earlier rollbars but all others must conform to 1971 specifications. Compelling arguments were made for use of PHA (Pennsylvania Hillclimbing Assoc.) "Touring" classes rather than the GCR as the latter measures straight-and-level performance rather than hillclimbing ability.

In order to have an event put on the calendar, Sue Roethel of the Washington, D.C. Region should be notified at least 90 days prior to the event and the \$25.00 Sanction Fee should be sent to Bill Miller no less than 30 days prior. Lastly, it was requested that each region appoint a Solo Events Chairman so that the National Office will know who to contact with the hot information regarding the series.

After a short \$1.47-plus-tip beer in the Biltmore Lobby it was off the a Seminar on Safety. Ron Weinraub moderated and, believe-it-or-not, only moderated! Some good people were there from Cape Canaveral (or Kennedy, depending on your generation and affiliations). They represented a company called Secours, Ltd. (That means "Help, Limited" to those of you who have trouble with the natives at St. Jovite). I only hope they don't ever reverse their title! Anyhow, this outfit is based at 2200 Knox-McCrae Drive, Titusville, Fla. (With an address like that they can't be all bad!) They will soon have available a cassette tape packaged course in crash and firefighting techniques for corner workers.

NEDiv Convention cont'd.

The cost of the kit will be about \$25.00. The only other information from this meeting was confirmation of which I was already aware but didn't enjoy being told about. Safety at any race course has its priorities. If you don't like that fact talk to your insurance company or Melvin Belli. In order of importance the priorities are: The Spectator - he pays but sues; The Worker - he works but is vulnerable; The Driver - he pays but is supposedly having fun and is willing to assume certain risks; The Race Car - always expendable, Ouch! By the way, Lloyd's will insure your race car on the track for an annual premium equal to about one-sixth of the car's stated value. The last work on safety was delivered by Dr. Robert Wadsworth concerning the safety of emergency crews when on course and how drivers must start observing the yellow and white flags more carefully when passing the scene of an incident with much greater respect for what is happening. It seems absurd to get oneself killed trying to drive into the back of an ambulance with the door still closed (a recent occurrence at St. Jovite).

Before the Race Administration meeting I decided to bypass the beer gouge and settle for an excellent cup of coffee provided by our gracious hosts, the New York Region. Jim Haynes and Sue Roethel were the keynote speakers. Jim had lots of information for us including the fact that by the time you read this he will have met with the 15 other major race promoters to hammer out the professional racing calendar for 1972. It looks as if LRP may see some Group 7 action next year. Once the Pro events are nailed down, Jim has the task of fitting in one spectator National race, eight Regionals or Driver's Schools and 20-25 Club events such as our own Autosprint. To those of you directly involved in organizing events at LRP Jim has directed several requests. First, that you contact him at least two weeks prior to the event to iron out the details. He also asks that we have an announcer at races and driver's schools to keep every one informed and keep drivers moving from paddock to grid smoothly. In the future, plastic wristbands with specially stamped inserts will be required for workers as mis-use has been rampant. Lastly, he warns against having too many workers - a problem which doesn't seem to apply to us.

With much of our work done it was time for the cocktail party (compliments of British-Leyland) and the banquet itself at which our Dr. Bill Morris was awarded his well deserved NEDiv Championship trophy in Class B sports racing. Afterwards Nancy Geer led the Mohawk-Hudson delegates to the Autopub for a nightcap. This proved to be a great place but all the cars are on the ceiling and I found it dangerous to lie on my back to look at them! They also have some very private individual dining rooms which Nancy says have "things" which fold down from the walls. I can't imagine what kind of "things" she's talking about but I've added those rooms to my list of places to investigate further someday.



NEDiv convention cont'd.

Sunday morning we tied the knot on the whole event and "rapped" with the Governors over coffee. We were assured the Board of Governors is making a sincere effort to advise the membership of its thinking prior to legislating - hopefully through the new Sports Car Magazine which is going to be professionally published and edited from now on. The National Races will be broken up into a Divisional Series next year providing we can get the 50-60 thousand dollars needed for a sponsor in each region. If successful it could eliminate the entry fee to the competing drivers. How about that?

Well, there's your \$20.00 worth (twenty cents per member). Howard and Nancy Geer, Steve Short, and Bill Morris attended other meetings and can fill you in on the hot stuff on flagging, communications, and scrutineering etc. And thanks for the sponsorship.

Hap Farnsworth

#### MO-HUD DRIVERS GET FIRST, SECOND AND THIRD AT LIME ROCK FINALE

The North Atlantic Road Racing Championship race October 23, concluded the season at Lime Rock Park. It was a grand finale indeed, for the Mo-Hud Region. Five drivers turned out. Pete Callaghan won first place in E/P, Eleanor Morris finished 2nd in D/SR, and Karl Danneil got a 3rd in C/SR.

In G and H Prod, Dave McClumpha finished 7th in G/P, 23rd overall, and James Kelly was 15th in H/P, 21st overall. It was a pretty good way to end the season.

An interesting sidelight was the appearance of Billy Wonder's McLaren Can-Am car. When asked why he was there at a regional, Wonder said that it was a nice day, and he just happened to have fifty dollars in his pocket, "So I decided to come." - No lap record.

Eleanor Morris

Welcome to a new member Garry Sutcliffe of Newburgh, NY

FALL RALLY 1971

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PLACE	DRIVER NAVIGATOR	PENALTY
1st	Dave Goguen Dale Stinson	6 pts
2nd	Melvin Muntz R. Baird	23 pts
3rd	Jack Hillen Mike Piening	34 pts
4th	J. Haren M. Schling	42 pts
5th	Ronald Bratspis Herschel Arnow	67 pts
6th	Joe McCullough ?	80 pts
7th	Keith Borchet ?	88 pts
8th	Nancy Geer Howard Geer	89 pts
9th	Richard Dietlein ?	142 pts
10th	R. J. Donahue R. D. Brustman	327 pts
11th	Tom Ruggieri Frank Dutko	327 pts
12th	Robert Whitley Geraldine Whitley	346 pts
13th	Susan Jensen ?	372 pts
14th	Jack Lobounty Sam Jamke	373 pts
15th	A. Germgin Mrs. Germgin	600 pts

# GROUP W BENCH

indented and QUOTated by Hailwood

My initial impressions of Steve McQueen's opus LeMans were mixed. The film's photography was quite good but it had no emotional sweep; the feeling of twenty-four hours of endurance just wasn't there. Well, after seeing "the greatest racing film of all time" again, I've changed my mind. Hats off to Mr. McQueen for a fine job. Granted, seeing Frankenheimer's Grand Prix on a TV screen is a down from a fifth row seat in a Cinerama theatre. There is no doubt that Grand Prix was the best-photographed racing film ever, bar none. However, the story itself is boorish, unimaginative, and just plain crap. If Frankenheimer meant to recreate the Formula one scene, he sure blew it. The characters are so stereotyped that they're simply incredible. Beautiful scenes like the "poetry in motion" shots at Clermont-Ferrand are spoiled by the mugging impersonations of an aging French champ, an ambitious American, a chauvinistic Briton, and a hot-blooded conceited Sicilian kid plus their entourage of females. In some of the scenes, the real drivers steal the show (Phil Hill's screaming, realistic "He's on fire!" was probably the most performance in the whole film). Blood and gore has to be expected in any racing film because of its undeserved image but hanging drivers from trees and cross-cutting a victory celebration with the removal of children's corpses is absolutely disgusting. One cannot always blame the director for this sort of thing because sometimes it's not his fault. The director has been under the thumb of the studio bosses (read pigs, in most cases) since the days of D. W. Griffith. Whoever made the decision to include the scenes cited above should have been hung by his bloody ears!

\* \* \* \* \*

The sport lost a true professional last week when Jo Siffert perished at Brands Hatch. One always feels remorseful at the passing of such a person. I had a similar feeling when Bruce McLaren and Jerry Titus died. You feel as if you've lost a friend, even though you never met. I saw Siffert in action many times at the Glen in several different cars. He always impressed me with his professional attitudes and quiet

manner away from the track. Some people thought of him as hairy. That depends on your definition of hair. Certainly, throwing an early Porsche 917 around in the rain takes a certain degree of courage which few mortals possess but skill is the necessary requirement for such things. Perhaps the reason I admired him most was his continual improvements in his driving technique. His beginnings were humble but he constantly improved himself, especially under the tutoring of the greatest patron in motorsport history, Rob Walker, for whom he won his first Grand Prix. It is indeed a cruel irony of this unforgiving world that the happiest day in a man's life occurred at the same place as his death. Peace, Seppi.

THE JANUARY 5th MEETING WILL BE AT THE

**PUB**

meeting starts at 8 o'clock

THE PUB IS LOCATED IN PLAZA 7 ON ROUTE 7 (Troy - Schenectady road)

If you take the North Way turn towards Schenectady - It is next to the

It is next to the Jamacian Inn

That grand old scion of restrained, intelligent journalism, the Vatican "Blunderbus" has launched another tirade against our sport following the unfortunate passing of Jo Siffert. To quote: "These drivers become often more Kamikazes dedicated to death"...nothing- or practically nothing- is done to guarantee the so-clear respect of the human being..." The Vatican Radio predicted one day humanity would understand organizers of the sport are not responsible when it comes to respecting human life. (Quoted from National Speed-Sport News article October 27)

It is very tempting indeed to use words like bullshit after reading this, but there is more analysis necessary. One must remember that the Roman Catholic Church (Inc.) does not make one cent off of road racing, nor does it gain any prestige by it as compared to the accomplishments of certain things like a particularly well known group of brutes known as the Notre Dame football team. To return to the money angle for a moment, this may be an insight into the traditional RC disapproval of artificial contraception. More Catholics means more money in the collection basket every week. And one must also remember the high regard that the Catholic Church in Rome has for all human life. That's why they engage in such historically humanitarian causes as the Spanish Inquisition, to say nothing of their involvement in sanctioning such progressive causes as the current "Holy War" in North Ireland. And say, if you don't think they could put a stop to that whole scene in five minutes, you're kidding yourself. Goig Hard on the Catholic Church. Damn Right. They said some pretty nasty things in a moment of personal grief, their words won't be forgotten. Neither will these I hope. "Let he who is without sin cast the first stone."

The facts about Siffert's accident are quite different from what the Vatican Buffoon reported. The flag marshalls are the best in the business at Brands Hatch, they work races every weekend of the year and then some. Brands Hatch is a safety-conscious circuit; Siffert used all safety equipment. The accident was a very violent one. I can only believe it was just one of those things. Development of safety equipment must continue, racing will continue, and criticism, constructive criticism is welcome. Otherwise, unless your own house is in order, Kiss Off!

End of Sermonette

One more thing must be said about Seppi Siffert. As I followed racing through the years I always felt a certain personal attachment to Seppi, one can't explain exactly why. Maybe attachment is too strong a word since I didn't know him, and in fact I only saw him drive once, in 1964 at the Grand Prix. Admiration, empathy, hell I don't know what the word is, I hope you understand what I'm trying to say, it isn't easy. I'll miss seeing his name on the grid sheets. I'll miss the pictures of the red helmet with the Swiss emblem on it. It hurts me to know that Jo Siffert is gone.

I'm watching "Grand Prix" as I write this article, and boy it is a real bummer. If you didn't see Bruce Brown's "On Any Sunday" the loss is yours.

Fast Eddie went on his head, as you know. He got banged up a bit, but he is intact. 1971 roll bar standards make more sense every time something like this happens. Bruce Goldman of NYR went on his head at LRP and wiped his HP Sprite out like I have never seen before, and he too got out of it unhurt. Safety standards are not "too tough" as some people said at the beginning of the season. And as some people would have had you believe.

### "Promises, Promises"

That's right kids, we will award this year's autoslalom trophies at the banquet. If you wonder what happened to last year's, 'tis a sad tale indeed. Like the entire points tabulation, plus a summary got lost/ and-or/ thrown out before we had everything straight.

But this year they will be there. Scout's Honor.

Being a writer can sometimes be a frustrating experience. You see all of this ill-logic going around, and you can't turn back the tide.

" Al Unser and Don Prudhomme will no longer be able to sing the praises of Johnny Lightening and Hot Weeks according to a new ruling by the Federal Trade Commission.... The FTC ruled that endorsements as to the worth a a product to children must be made by someone with a degree in the social sciences, and not a race driver..."

" These drivers may be experts in the field of racing but they are not experts in the fields of toys,...and that makes their endorsements deceptive as to the value of the products."

This FTC statement is really far out. Consider these deductions derived from the above:

1. Academics are experts as to the value, etc. of toys. So that's what they do with their time.
2. It's not that you're supposed to be an expert on any particular thing, but just that you have got to be formally regarded as an expert.
3. The job market for social scientists is in really tough shape.
4. It won't be long before we'll see the Prof. William Gailbrathe autograph model Baseball Bat, the smiling face of Dr. Spock selling Wilson Footballs, Basketballs, etc. on TV, and pretty soon kids will be collecting Rand Corporation Bubble Gum Cards.

Sam Posey, where are you now that we really need you?

by Greg Rickes

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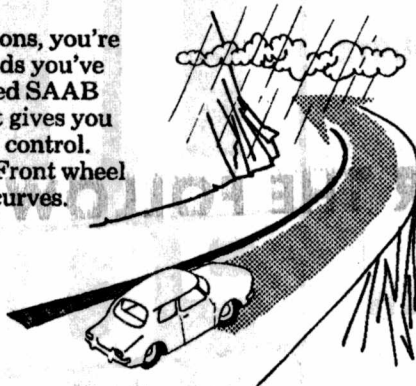
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Several unusual things have come our way in the past month. One was a Cooper-Norton: vintage Formula III type into which I hope to install a Honda of some sort (sorry old style purists, electric starters are here to stay). Anyhow we'll try to make some autoslaloms, time trials, hill-climbs etc. Walt Tracinski's Cooper-Renault started as a F-III car, and though I haven't convinced him to switch back to a motorcycle engine, he is also interested in running autoslaloms. We know there are more class 11 cars out there, so come on let's pull together and make class 11 a competitive class this year. Come on, Art Simmers bring the Stanguellini out of retirement.

It looks like show-room stock sedans are in for '72, also eighteen year olds will be allowed to compete in SCCA racing events from now on. The combination of these two factors could see a large increase in the number of competition drivers, and also SCCA members in the future, and we're happy to see it. Even though, while outlawing my car, SCCA found me to be legal two years too late. But I guess that's the story of my life.

Speaking of stories, did you see the fine article Ron Armstrong of the Knick News did on our Atlanta bound-boys, also their placings in the Monday edition. In my opinion this was the culmination of a fine year of publicity for Mohawk-Hudson, but as the man said "you ain't seen nothin' yet". Volunteers for the '72 session of publicity-making are earnestly solicited.

We already have a site for three events next year-Northway Mall. Plus AutoSprint at Lime Rock. But we still need four more. Any ideas. Contact our new activities director John Petrella (who is selling his nice little Mini-Marcos we understand. Buy it, and you can go racing, hill-climbing and autoslalom, the perfect all-round competition car. This ad included free of charge John, if you hold the car for me until I get the money, which may take years)

Wonder of wonders, the AutoSlalom trophies arrived in toto, and are being mailed are now. You can thank Gail for the glasses, she ordered them, then sweated out whether they'd get here on time (they didn't) and whether they'd look all right (they do). And thank Art Frederick and Howard Geer (he's ~~amr~~ R.E. y'know). And thank Donna Fisher for keeping points all season. And thank the event-chairmen for all submitting the respective results. And me? I don't do much, but I get all the glory.

With the editors permission we'll run the points standings, a few classes at a time, through the winter months.

Now about changes in the autoslalom classes, any needed? I'm not sure, but if you need statistics, let us know.

Will English style "autocross" ever catch on here in the Colonies. Those of us who are old dirt-track folk wish it would. Why we even have a track set up. Right, Art? Well, so much for now. Seasons Greetings, and PEACE

greg

# MOHAWK-HUDSON REGION - SCCA

8th ANNUAL

# RALLY OF THE

JANUARY 8, 1972

# SNOWFLAKE

AN ENDUANCE-TYPE WINTER RALLY designed to give you  
4 hours of adventurous winter driving

## REQUIRED EQUIPMENT

Vehicle legal according to N. Y. State Inspection  
Vehicle registration and operator's licence  
Tires suitable for adverse winter conditions  
Flares and First Aid Kit  
Tow rope or chain

## ENTRY FEE \$3.00

for preregistration and a copy of the General Instructions

1. Regonal Meeting , January 5, 8PM.

THE PUB, Plaza 7

Troy - Schnectady Rd. (Rt. 7 )

2. Barbara Beck

1113 Union St. Apt. 3

Schenectady, NY 12308

START - Bill Cotrofeld's SUNOCO

corner rt's 146 and 146A, Elnora, NY  
west on rt 146 from Northway

Registration and Tech Inspection 4:00PM EST

Departure of Contestants at 1min.

intervals beginning at 5:01PM EST

Rally Finish in Saratoga approx 9:00PM EST

EVENT CHAIRMAN - Bill Morris 399-8117

346-8991 ext6657

399-9161

-2-

9. Nominations for the Bruno Jimmy Clark award for outstanding performance in Formula A, B or C are in order at November meeting. Areed Barabaz of WNY now leading in points.
10. Chuck Marsh asked whether any arrangements had been made for charter flights to Las Vegas convention. No one aware of any at present.
11. INEC gynthana report by Chuck Marsh. Said should use local classes. Suggested moving site to Rochester or Buffalo. Bob Henderson cited general lack of interest in gynthanas. Chuck suggested representatives from regions decide in January what to do for 1972.
12. Frank Decker asked about Roger Clouser using Westport envelopes to distribute campaign literature. Answer - Envelopes are available from Westport for any Club Purpose.
13. Governors report from Bob Henderson. Can expect major changes in Club racing program. Fewer national classes and only four geographic divisions for nationals. Purpose is to make nationals more promotable to potential sponsors.
14. Phil Henderson brought up discussion of the future of INEC. Glen situation brought up again. Ways to improve INEC's strength discussed. Area 11 championship, drivers school and interregional cooperation on manning events are now the strong points. Other possible INEC projects discussed such as specific meetings for contest board reps and those interested in gynthanas. Mike Ehinger said should give up on trying to get Glen region involved. Wider distribution of INEC meeting minutes and racing points a help to getting INEC's functions better recognized.

Adjourned at 5:50 pm.

Respectfully submitted,

Bill Bell, Chairman  
Connie Birdsey, Secretary

INEC Area 11 Council  
Minutes of Meeting

October 23, 1971 at Country House, Syracuse

Present: Bill and Phyllis Bell, Mike Whinger, Phil and Marian Henderson, George Morris, Frank Decker, Bob Spear, Bob Henderson and Chuck Marsh.

Called to order at 2:05 PM

1. Minute of August 28 meeting approved.
2. Treasurer's report from Bob Spear. Balance on hand \$2,200.80. Copies of INEC drivers school and gymkhana financial reports presented.
3. School entrant Morsky owes \$50.00 for entry fee. WNY will follow up. Discussion of school expenses including Plan D insurance and cost of emergency vehicles. Sanction fee should be \$25.00 instead of \$50.00. Request for refund will be made. Observer's report on school read and discussed. All areas received at least Satisfactory with technical inspection and timing and scoring receiving Excellent.
4. Requests for school entry fee refunds reviewed.  
John Barrow - Couldn't pass tech  
Gary Basile - At Nelson Ledges but called up by National Guard  
Gary Dahlstrom - Never got there  
Voted that each be refunded \$32.00 representing insurance and track rental cost per car that was not expended. Net result was 55 paid entries, including one to be collected. plus \$51.00.
5. Request by Richard Altman that INEC pay for damages to his car resulting when instructor rolled it over at school. Moved by George Morris, seconded by Frank Decker and unanimously voted that INEC make no payment. Bill Bell will send letter to Altman with copies to Bob Tomlin of Club office and John Bornholdt, Executive Steward.
6. Next meeting will be at Northway on November 27, which will be open. Nominations for office for 1972 will be in order.
7. Bill Bell will send results and entry list of Glen 100 to Connie Birdsey.
8. Year end trophies for Area 11 road racing championship discussed. Rules say first three in each class to receive trophies. However, a driver has to beat someone to get an award per GCR's. Voted \$400.00 for year end trophies. Noted that Bob Nagel is not from Area 11.

Frostbite II

Class 1

1. Dave Kidd	Corvette	81.55	<u>77.6</u>	79.1
2. Bob Claffie	Corvette	82.25	<u>81.6</u>	<u>79.85</u>
3. Carl Corrin	Corvette	99.8	<u>80.1</u>	<u>81.1</u>
4. Mike Seeger	Corvette	98.4	<u>87.4</u>	91.45

Class 2

1. Art Frederick	Lotus Elan	74.0	75.9	71.8
2. Bill Morris	Lotus Elan	83.65	78.8	<u>77.5</u>
3. John Horton	TR-6	100.0	110.45	DNR

Class 3,4,5

1. Howard Geer	Sprite (5)	80.8	75.35	<u>75.2</u>
2. Dave Hathaway	Sprite (5)	<u>76.3</u>	80.4	<u>78.0</u>
3. Dan Egy	MG-B (4)	<u>96.65</u>	<u>81.00</u>	82.5

Class 6 & 8

1. Bill Getz	BMW 2002 (8)	79.5	<u>79.2</u>	81.25
2. Melvin Muntz	Rover 2000 (8)	91.6	<u>88.5</u>	<u>84.8</u>
3. James DeCamp	Cortina (8)	91.95	86.55	<u>85.3</u>
4. Bruce Askamin	Vega (8)	128.1	<u>87.0</u>	<u>93.0</u>
5. Steve Scullen	III Vega (8)	99.7	<u>89.0</u>	<u>88.45</u>
6. David Chapman	SAAB (6)	DNF	DNR	DNR

Class 9

1. Bill Roschetti	Duster	<u>84.35</u>	93.35	86.15
2. Dan Canton	Road Runner	<u>91.3</u>	88.25	<u>87.7</u>
3. Sandy Fisher	Camaro	118.65	111.4	<u>92.65</u>

Class 10

		Best Run	Handicap
1. Jane Frederick	Lotus Elan	79.85	+2.25
2. Nancy Geer	Sprite	79.75	+2.75
3. Donna Fisher	Porsche 914-4	81.0	+3.5
4. Candy Schaff	Cooper-Renault	88.4	+5.3
5. Kathy Seeger	Porsche 914-4	93.6	+6.1
6. Sue Roschetti	Duster	110.9	+27.7

Class 11

1. Walt Tracinski	Cooper-Renault	96.0	<u>75.7</u>	77.1
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NEXT MONTHLY MEETING  
AT THE PUB JAN. 5 8PM

C E H O R A F L A L P O N S U S E X L E V O R O S I  
 I A R C O S Q R E I R A R R E F Z D T L S D D D E S  
 A L O A J I U L A Z O R E C Z O H K S T O E K L S O  
 Z I G A A L O O Z O R F I A F S E A A T O L I T A W  
 D D E B G T T O Y O O D X R R B B B A C O M E E F L F O  
 A S R E U I C I E R O E E E L S U B F S F F U J W  
 S H O S A S B A F I O E E A S H E F K A R O O A E T  
 S I T O R O H T O L E U L P A T D R H S R O V E H H  
 D I H I X S U R R G E T U P T L E B E R G I S H S S I  
 S O D A F K S O S I R I G O S E C A A A N O O L E S  
 K U F I T E T I C X U O W O A Y R M A S S I D A N I  
 A R T V R K A C H O O H O O T S E A S T O H A T E D  
 S D S I O O D D E C B R P K E O M A R T I N H O S E F  
 S I M C A N L O E S B S S H O N D A N O R T H Y O U  
 Q U E R O O L D T B L T O T O S L B A R U I O R T  
 S C O T C H F E S R O Y C E F U R A U U V L S T E E  
 M E G A V S K L O V O M O N I E I H I G R O B E A L A  
 I L L X A U S T I H H A L E Y E I A B L O C E S E  
 L A T L A S E R E E B E U S A T I D S O V O L L A S  
 F A I R T H O R P E P A K H O R A I S F O R M E A  
 L O N G H A N L O T S I R B E R K O D A C I B R H  
 F C E C K A L P I N E F G H L K E A A N A S O R T  
 G O H T I A L A N C I K B M O L D E H O U D I S R A  
 O B O E S B A R T H O D B S S I H S I B U S T I H

There are names of 50 foreign made cars in the above maze.  
 The names are of companies, not of particular models. The  
 names may be forward, backward, or up and down... or even  
 diagonal. Most are made in Western Europe and Japan, but  
 I threw in one from Australia, one from South America, and  
 one from Czechoslovakia to keep you honest. Source is the  
 World Car Catalogue -Bill Price CBSCC Enthusiast

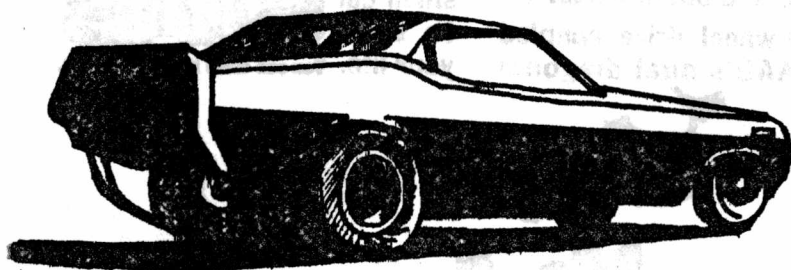
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other small cars  
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Rain slicked roads and high winds are enough to make the driver of an ordinary small car wonder what he's doing behind the wheel.

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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.

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

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