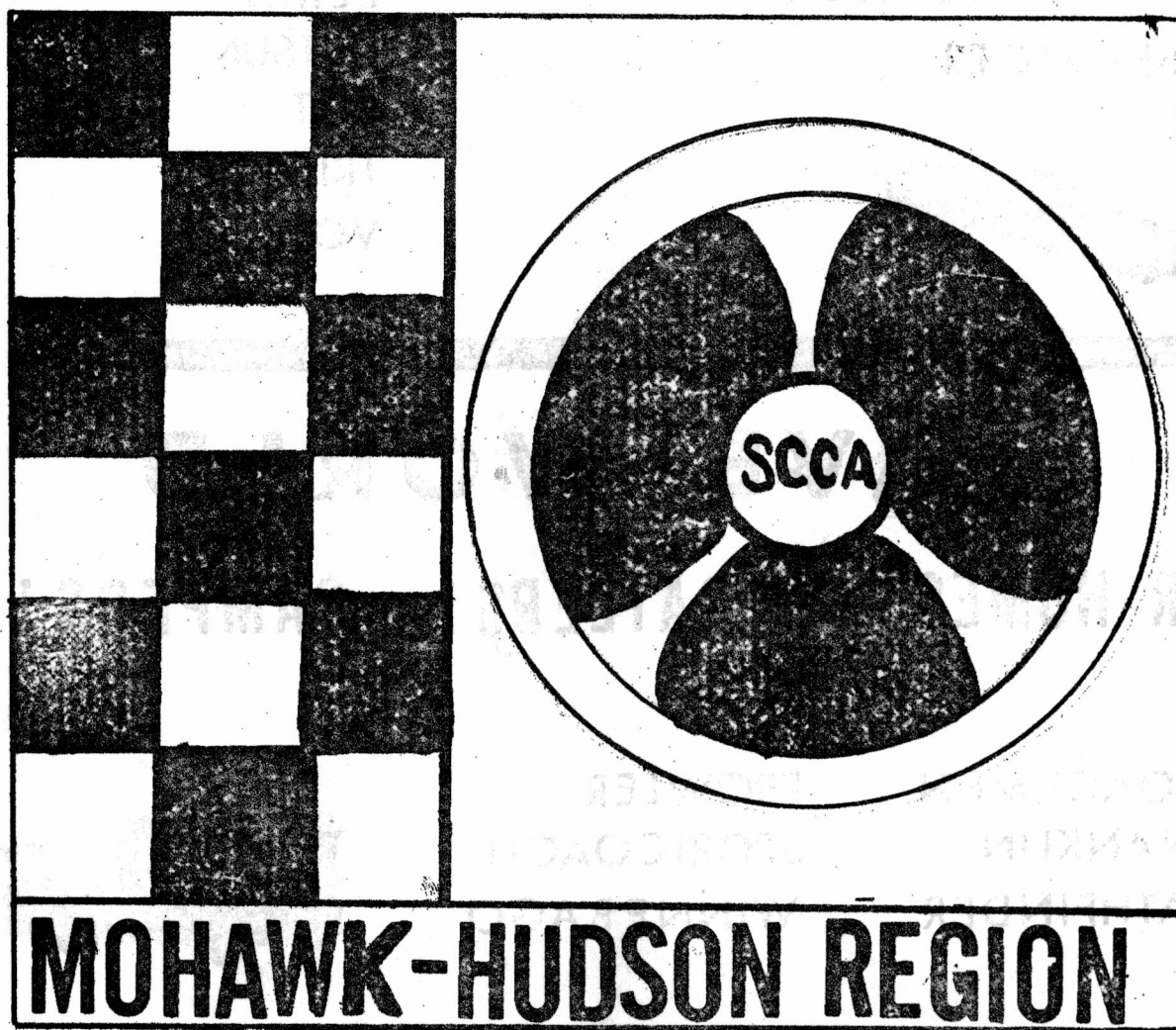


The Knock Off



JANUARY 1972

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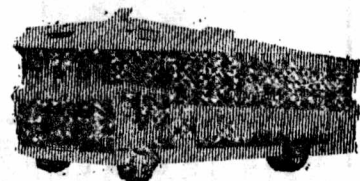
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Chatham, N.Y. 12037
392-3499

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182 Kingsley Road
Burnt Hills, NY 12027
399-7632

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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,

REgional Ramblings

Here it is 1972 and for the first time in three years Bill Morris is not writing the column. I feel we all owe Bill a vote of appreciation for all the hard work he has done in that time on behalf of Mohawk-Hudson region. He is extremely dedicated to the sport and his accomplishments speak for themselves. It's gonna be a tough act to follow. For '72 Bill will be handling the job of Competition Director and I am confident that everything will be handled well in that department.

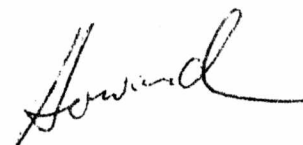
I would like to thank all the membership at this time for electing me to this job and I hope that this year will be one of the best that Mohawk-Hudson has ever had. We have a lot of events planned for the upcoming year and to make them all go we are going to need everyone's help and cooperation. From the Race Chairman right down to the guy that standing out picking up pylons in the parking lot - you're all important. Without everyone doing his job the region just can't function properly. I'm sure that I can count on everyone to help out when they are needed.

Fat Smullens is our new Knock Off editor and I would like to thank him for taking over this important job. The Knock Off is our regional voice-we all take pride in it. It's up to you - the membership - to keep it going. Try your hand at writing for it.

At this point we have a drivers school and a regional race on the calender. We are exploring the possibility of expanding our competition schedule if possible also. The autoslalom program is still alive (despite rumors to the contrary) and should be bigger and better than ever. We again plan to run the popular Autosprint at Lime Rock. In my opinion this event has fantastic potential and we should be able to draw over 100 entries this year. The rally program should be expanded (which isn't hard to do) and is already gotten under way with the annual Snowflake rally. The Snowflake this year drew over 25 cars which is the best in a few years and was a lot of fun to drive. Rallymaster Morris got some heat at the finish due to the placement of checkpoints but that's what Rallymasters are for. It just wouldn't be any fun if you couldn't abuse them.

We are still looking for a good meeting place. If you know of any possibilities, let me know. The Board of Directors meetings will continue to rotate to various residencies and I will again say that these are open to anyone to attend. If you have anything that you wan't to discuss or if you're just interested we will be happy to have you attend. These are where all the business of the region gets done.

In closing, I'd just like to say that our door is always open in Chatham if you are in the neighborhood. Stop in if you are driving around beautiful Columbia County.



BOARD OF DIRECTORS MEETING
 December 27, 1971
 THE PUB, Plaza 7, Schenectady, N.Y.

I. Reports

A. Secretary - no minutes for November's meeting

B. Treasurer - October balance: \$3,108.30

income: 216.50

expenses: 368.18

November balance: \$2,956.62

income: 569.00

expenses: 779.55

December balance: \$2,746.07

Summary for 1971 will be available at next executive meeting.

C. Assistant R.E. - not present

D. Activities Director - discussed setting up the 1972 events schedule. A serious attempt will be made to avoid conflicting dates with other area clubs. Bill Morris briefly discussed the rules for his Snowflake Rally, scheduled for Jan. 8.

II. Old Business

A. Gymkhana trophies have been taken care of.

B. NEDIV Roundtable - 1972 Spring Roundtable trophy awarded to Mahoning Valley Region. Next NEDIV convention to be held March 12.

III. New Business

A. 1972 Appointed Officials: (see page 1)

B. 1972 Gymkhana (Autoslalom) Program

1. Rules Committee

a) Art Frederick

b) rest to be appointed by John Petrella, Activities Director.

c) rules under consideration for change:

(1) classification

(2) Gymkhana championship

2. Sites - John Petrella

a) noted that the Northway Mall is still willing to try our events even though they will be open on Sundays.

b) suggestion made to try for Saturday event, such as at South Glens Falls

3. Points - responsibility of Rules Committee

C. S.C.C.A.

1. New Address: P.O.Box 22476, Denver, Colorado 80222

2. New Joining Procedure:

a) Applicant sends \$25.00 and application to Denver.

b) SCCA will send \$7.50 to the region in which the applicant lives.

c) If region rejects applicant, SCCA will assign them to another region.

d) Applicant can still join through region at \$17.50

3. Area II Governor - Roger Clouser

December BOARD OF DIRECTORS MEETING, cont'd.

4. Competition:

- a) Anyone over 40 must have an EKG for competition license. New medical forms are being made up.
- b) GCR Vehicle log book now required for tech.
- c) Newsletter to be distributed at the monthly meetings to competition drivers by Bill Morris.

D. Executive Meeting locations:

- 1. Jan. 24 - Carl Corrin
- 2. Feb. 21 - Donna Fisher
- 3. Mar. 27 - Art Frederick
- 4. Apr. 24 - Hap Farnsworth

E. Other

- 1. Greg Rickes discussed Auto Show to held at the New Scotland Avenue Armory on Jan. 28, 29, & 30
- 2. Discussed doing community service work
 - a) Greg Rickes suggested bringing a car to Boys Club.
 - b) Bill Morris suggested either a Charity rally or winter driving instruction.
- 3. January 5th - Membership Meeting to be held at The Pub, Plaza 7, Schenectady, N.Y.
- 4. Discussed the "Case of the Problem Projector" - no conclusion reached on policy. Not enough conclusive evidence to decide a course of action to be taken.
- 5. Hap Farnsworth awarded Bill Morris a "going away" (or was it a "bribe to stay"?) card & present. The present was an 8" x 10" picture of the Zonker at Limerock.

F. Those in attendance were Bill Morris, John Petrella, Greg Rickes, Dave McClumpha, Howard Gear, Hap Farnsworth, Art Frederick, Carl Corrin, and Donna Fisher.

Respectively submitted,
Donna Fisher, Secretary

COMING EVENTS

B.M.S.C. Ice Trials - Feb. 12 & 13
LAKE PONTOOSIC - rt. 7 north of Pittsfield
call SUE RUSCHETTI - (413) 684-2219

A.M.E.C. Ice Races - Feb. 5 & 6 - LAKE GEORGE
Feb. 19 & 20 - LAKE GEORGE (National)
Feb. 26 & 27 - BALLSTON LAKE
contact ROLLY HEACOX - Chief Steward

University of New Hampshire, S.C.C. Ice Races

Jan. 29 & 30 - LAKE MASCOMA - rt. 4A, Enfield,
New Hampshire

Feb. 12 & 13 - LAKE MASCOMA
write U.N.H.S.C.C., P.O. BOX 94, Durham, New Hamp.
or HUGH MONTGOMERY, Lakeside Motel, P.O. BOX 385,
Enfield, New Hampshire; phone: (603) 448-4007

From the Group W Bench:

a modest proposal for Solo I

As some of you know by now, I have been thinking about using the Cooper-? for solo events. Two things discourage me from doing this however; one is the lack of events in the area. Unless New England comes up with a revival of the Orange (Mass.) Time Trials, or the Salisbury Beach TT, or maybe a solo I event at Bryarr the only places within reasonable distance will be the annual Glen TT, and the Mt. Equinox Hillclimb, and I think this last event is a bit much for an untried car/driver. Perhaps Mohawk-Hudson should forget about a hillclimb, and try to find a site to run a couple of time trials. Industrial parks, deactivated military facilities or active military installations might be some areas to explore. Any takers?

The other thing that cools the fervor for me is the lack of a class for my car (a situation which I should be used to by now), because I would have to add about two-hundred and fifty pounds of ballast for Formula C, and forty horses just will not do the job, and a bigger engine is out of the question for a number of reasons. Maybe a change in classes would benefit the whole Solo I spectrum? Here then is my proposal:

Of the twenty-two SCCA racing classes several can probably be easily, successfully, and safely combined. The first, since there is no car-to-car competition would combine A/SR and FA (few of either ever show up anyway). Next, combine FC, FF, and FSV. One might even consolidate some of the current production car classes, though this is not really important. One now has eight production car classes (max), A/SR-FA, FB and F-SVC&F, FV, three sports racing classes, and four sedan classes A,B,C, and Showroom Stock, this last one may be the best thing EVER to happen to Solo I. Nineteen classes.

Now, since Solo I events cater to the competitor, and not the spectator, let's add a few new, exclusively solo I classes. In the old days before the Sports Racing class, there was The Modifieds. Perhaps the home-tuner can be catered to by several new Modified/Production classes, a la NHRA. For openers; let's limit it to any sedan which has ever been homologated, or any production car ever listed in the PCS. This let's back in some older cars (like my Renault, and the Fairthorpe), and limits the basic materials to prod. cars. Now, you can use any engine in the body shell, any carburation and any wheels, provided they are covered by fender flares. Engine must stay in stock location (no rear-engined SAABS, or mid-engined VW) and the usual safety equipment is required. This class should really entuse the home-tuner: no longer does his back-yard Low-Buck Spl. have to run against the McLaren Mk.VIII B. No protests over "allowable options" or any of that. Run What Ya Brung. In England this sort of thing is done all the time of course; there is a car called the Atlantis which is a Spridget with an MGB engine, also 1340cc Mini S, and slews of Twin-Cam Anglias, and the like. The combinations, of course

are endless. This is the place where Steve Short can run his TR-8, Joe Corbett can run his Arkely, and the Renault and the Fairthorpe will always have a home. Several classes of M/P could be set up, strictly on a cu.in/lb. ratio. This, if current talk is any indication, may be roughly where Prod.Car racing is headed, so why not give it a trial run in Solo I.

In England they also run what is called the Monoposto Formula: this is a class for formula cars built before 1965 and homebuilt cars, and limited I think to 1200cc. Perhaps something along these lines could be started here. Did you ever wonder what happened to all of those front-engined FJ cars, or the first Lola and Elva rear-engined Juniors, or the slew of Copper F-500 cars that John Field, and Don Auray, and Jim Haynes, and Ted Baran used to run? Maybe if there is a class for these cars they'll re-appear. Let's set up a Mono-Posto class for all formula cars series produced before 1963 and any homebuilt cars. Top limit for engines will be 1300cc, and we'll limit the engines to production engines built in quantities of five-hundred or more: this lets in all kinds of good stuff, like Harley-Davidsons, Honda 4's, the new water-cooled Suzuki 3 and Yamaha 4 two-strokes, the BMC blocks from then till now, and many more. We'll equalize the whole thing by setting up a power(cu.in)/min weight ratio for the class; 950cc at 850 lbs, 500cc at 500lbs, or something along these lines. Again all safety equipment for '72 applies, and perhaps since fuel cells are so expensive, we could lessen the danger of fire (and as you know some people would likely use a full fuel load for ballast weight) we'll limit fuel capacity to say three or four gallon tanks (not eight or ten gallon tanks with four in them that's like a hand-grenade, but real three gallon tanks) since you shouldn't worry about running out of gas in a hill-climb: if you run Mt. Equinox, which is 5.2 miles, and your 1300cc engine is using a gallon of gas a mile, you deserve to run out. Five mpg is not asking too much of a production engine on gasoline. Again, this class is open to home-builder who while he has the modern-design theories at hand, plus the modern materials (at high bucks), he still might find his replica Lotus 72 getting beat by a well-driven updated Elva FJ, or conversely, the homebuilder might be able to build a Honda 500 powered car which will rule the world. Either way I think this might be an equitable class arrangement.

Simply put, that is it. Will it happen? Do you believe in Tinker Bell? If we all believe, it might happen (but don't hold your breath). It seems so simple I can't believe someone else didn't think of it first. Solo Events Board are you listening out there in Denver, or is the air too thin to get involved in a project like this.

peace, but keep your foot in it.
greg rickes

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INEC Area 11 Council



Sports Car Club of America, Inc.

MINUTES OF MEETING HELD JANUARY 15, 1972 AT THE NORTHWAY INN, SYRACUSE, N.Y.

1. Meeting was called to order at 2:08 P.M. by Chairman Bill Bell. Regions present were Mohawk Hudson, Central New York, Southern New York, Finger Lakes and Western New York.
2. Minutes of meeting held November 27, 1971 approved as published.
3. Treasurer's report from Bob Spear. Balance \$1,717.84.
4. Elections. Bill Bell called for nominations for 1972 officers and announced nominations made at previous meeting. Chairman-Chuck Marsh and Mike Rhinger. Ass't Chairman-Nate Olsen, Treasurer-Bob Spear. Nominations for Chairman, Ass't Chairman and Treasurer were closed without any additional nominations. Howard nominated Connie Birdsey for Secy. Dick Posenauer seconded. Dick Posenauer made the motion for the secretary to record it unanimous for all those seeking office unopposed. Chairman Bill Bell collected ballots for office for Chairman and announced Chuck Marsh elected Chairman for 1972. Chairman Marsh took over at 2:22P.M. Bill Bell thanked everyone for coming the last 2 years and hoped they would continue to attend and support Area 11 Council Meetings.
5. Old Business. Road Racing Championship. Larry Luke's proposal in regards to the Glen and M-B races being counted toward Area 11 RR Championship was discussed at great length. Dick Posenauer made the motion that discussion be stopped and that the proposal be placed as a motion. Bill Bell made the motion that all races held by Area 11 regions which meet the Area 11 RR rules requirements shall be counted for points. However, the points accrued by each driver shall automatically exclude the lowest number of points accrued in one race meeting. Dick Posenauer seconded. Motion carried. Second proposal made by Larry Luke was discussed. Larry Luke made the motion that members in Area 11 not INEC members be allowed to participate by paying a \$10 fee per driver to INEC for a season. Dick Posenauer seconded. Motion was defeated.

The following is a TENTATIVE race schedule: May 13, driver's school, Lime Rock--May 27 & 28, Reg. at Nelson Ledges--June 17 & 18, Reg. at Thompson June 24 & 25, driver's school at Glen--July 8 & 9, Reg. at Glen--Aug. 5, Reg. at Lime Rock--Sept. 16 & 17, driver's school at Nelson Ledges--Sept. 16 & 17, driver's school at Glen--Oct. 21 & 22, reg. at Glen and Oct. 28 & 29 reg. at Nelson Ledges.

WNY voted down making drivers school an INEC school.

Howard Geer stated that as yet he has not approached the executive board on the M-H school being an INEC school. But stated it would be given serious consideration.



INEC Area 11 Council



Sports Car Club of America, Inc.

Road Racing con't

There was a discussion on how to finance the Area 11 Road Racing Championship trophies in the event INEC did not put on a Driver's School in 1972. This will be further discussed if necessary.

6. New Business. Bill Bell proposed that a new meeting place be considered in light of the limited facilities now available at the Northway Inn and uncertainty of future accomodations there. Reps, RB's and officers will be notified of the location of the next meeting to be held on February 26, 1972 PROMPTLY AT 1:30.

7. Meeting adjourned at 4:37 P.M.

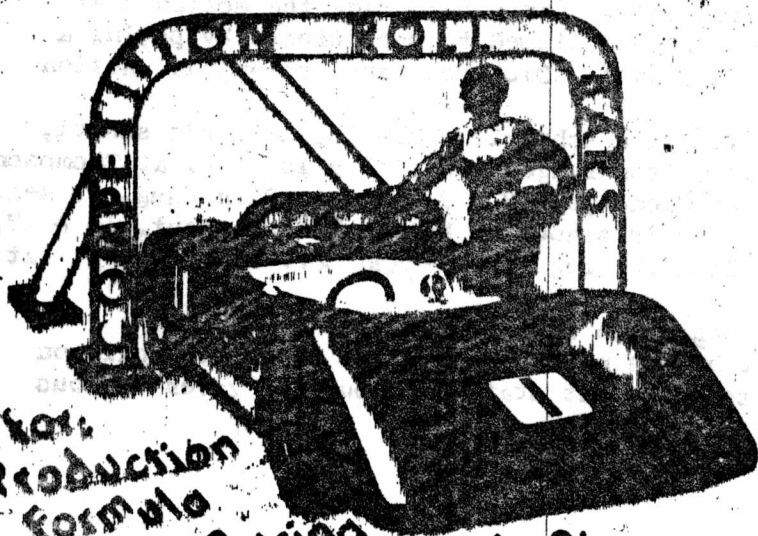
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Name	Car	April	May	June	July	Nov.	Tot.
Class 1							
1. Carl Corrin	Corvette	10	2	6	10	2	30
2. David Kidd	Corvette			8	8	6	22
3. Bob Claffie	Corvette			10		4	14
4. Mike Seeger	Corvette		1	1	6	1	9
Rick Lussier	Corvette	8			1		9

Twenty other drivers entered one event only

Class 2							
1. Art Frederick	Lotus Elan	10	8	10	4	4	36
2. Bill Morris	Lotus Elan	1	4	8	6	2	21
3. Paul Hacker	Sunbeam Tiger	8	6	6			20
4. Frank Callander	Porsche 914	6		1			7
5. Lloyd Shatkin	Porsche 914-6	2		2			4
6. Dan Brignoli	TR-6			1	2		3

Eight other drivers entered one event only

Class 3							
1. Jack Fantelli	Lotus 46	2		8	2		12
2. Bob Dickson	Mini S		1	6			7
3. Steve Scullen	Jaguar XK-150		1	2			

Four other drivers entered one event only

Class 4							
1. Campbell O'Keefe	MG-B	8	6	4			18
2. Pete Keitel	MG-A	6	10				16
3. Dom Gieras	Porsche 914	2	4	8			14
4. Tom Pelkey	Porsche 356		8	2			10
5. Al Duval	Sunbeam Alpine		2	6			8
6. Jack LaBounty	Datsun 1600	4	1	1			6
7. Dennis Kaufman	MG-B	4		1			5
8. Dan Egy	MG-B		1		1	1	3
Bill Richards	Datsun 1600	1	1		1		3
Bernie Cognon	SAAB Sonnet	1		1	1		3
9. Hank Chiera	Opel GT	1		1			2
Mike Marko	SAAB Sonnet	1		1			2

Nineteen other drivers entered one event only

Class 5							
1. Howard Geer	Sprite				4	2	6
1. Mike Piening	Sprite		2	4			6
2. Andy Avery	Fiat 850	1	1	2			4

Five other drivers entered one event only

Class 6							
1. Greg Rickes	Mini 850			6	1		7
2. H. Farnsworth	Mini 850			4	2		6
3. Hans Flebbe	SAAB 850	2		2			4
4. Kevin Williams	SAAB 850	1	1				2

Two drivers entered one event only

Class 7		Apr	May	June	July	Nov	Total
1. Mack Burns	VW Super Beetle	4	4	8	8		24
2. Jack Fenn	SAAB V-4		8	10			18
3. Pat Dongan	VW		6	1			7
4. Howard Geer	SAAB V-4		2	2			4
5. Guy Purdy	VW	1		1			2
Stu Shalat	Cortina 1500		1	1			2

Nine drivers entered one event only

Class 8		Apr	May	June	July	Nov	Total
1. Bill Getz	BMW 2002	10	8	6	6	8	38
2. Craig Robertson	BMW 2002	8	10	4	2		24
3. Melvin Muntz	Rover 2000	4	2			6	12
4. Bob Messier	Volvo 122S		6	2	1		9
5. James DeCamp	Cortina		4			4	8
6. Tim Smith	BMW	1			4		5
7. Jon Griffin	Corvair	2	1				3
8. Joe Marko	Vega		1		1		2
Pat Wiseman	BMW	1			1		2

Seventeen drivers entered one event only

Class 9		Apr	May	June	July	Nov	Total
1. Bill Ruschetti	Duster	6		6	8	4	24
2. Lloyd Fisher	Camaro		2	8	1	1	12
Howard Drake	AAR Barracuda		1	10	1		12
4. Halsay Frazier	Camaro Z-28	4			1		5
5. Dan Canton	Road Runner			2		2	4

Eleven drivers entered one event only

Class 10		Apr	May	June	July	Nov	Total
1. Nancy Geer	Sprite&SAAB V-4	6	8	1	8	8	31
2. Donna Fisher	Porsche 914-4		10	2	10	6	28
3. Jane Frederick	Lotus Elan	4	6	6		10	26
4. Kathy Seeger	SAAB 850		1	8	1	2	12
5. Pat Petrella	Datsun 240-Z	1			6		7
6. Karen Burghardt	Opel Rallye		2	4			6
7. Barbara Messier	Volvo 122S		1	1			2

Nine drivers entered one event only

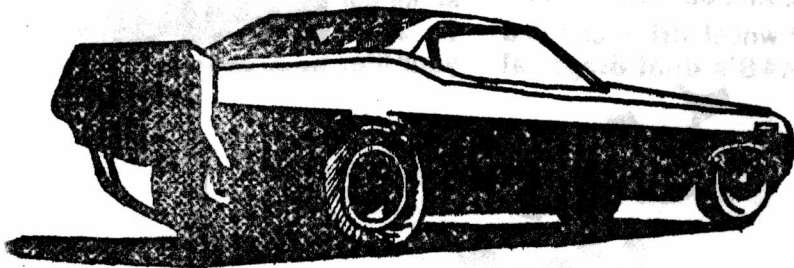
ADD TO CLASS 9 :		Apr	May	June	July	Nov	Total
3. Glen Spoor	Duster	1		4	1		6

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