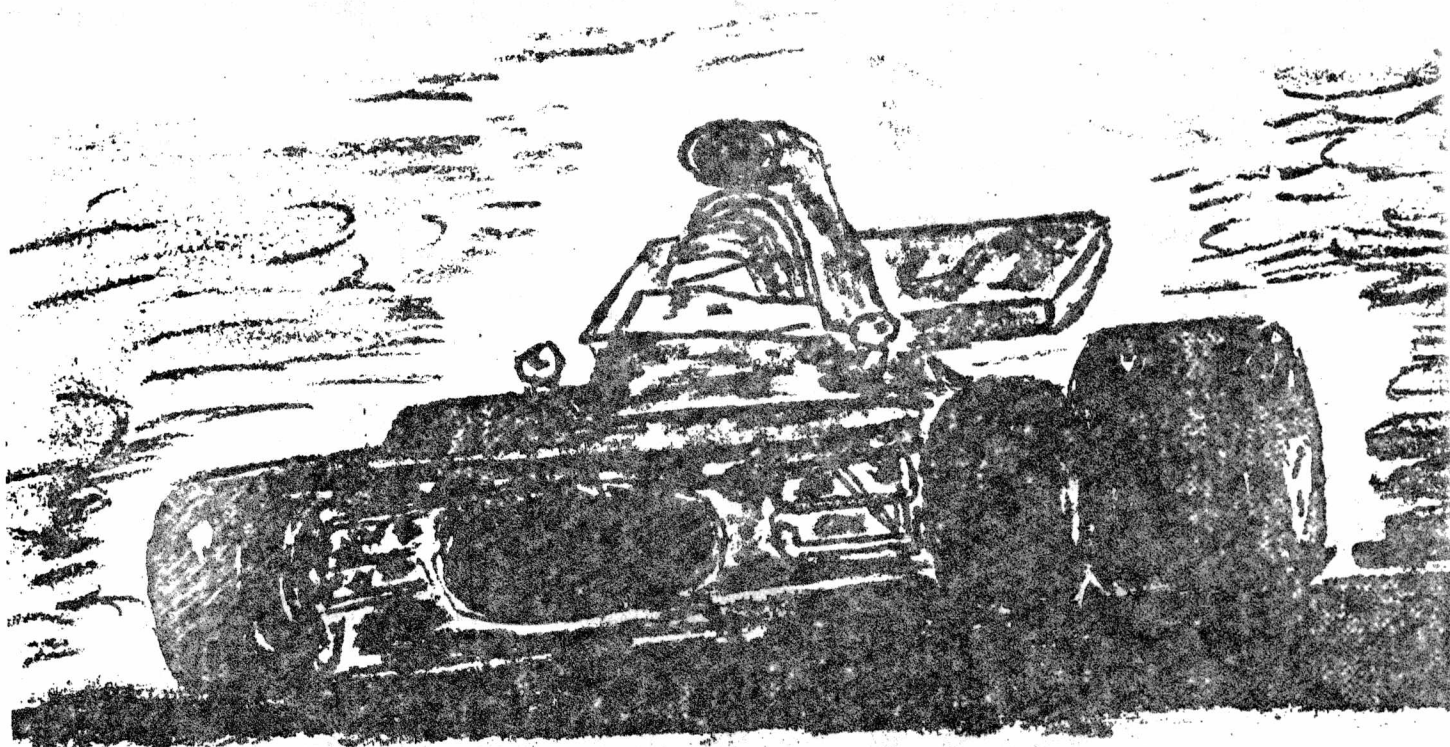


THE KNOCK OFF



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MARCH 1972



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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.

This month's cover art was reprinted from the Oklahoma Region Gask Gazette.

Regional Ramblings

March '72 - Springs a'comin, folks. I hope all you people are getting ready. I know we are. It won't be long now and it will be the middle of the racing season. This month's column is going to be sort of potpourri on things that are happening.

AUTOSLALOMS - The gymkhana committee met and hashed out the solo II rules for 1972. I'm sure the complete rules will be published shortly but they are basically the same as last year. Classes have been shuffled a bit to try to get more cars per class. The most startling item is Lotus twincams (Elan - Europa), 289 Cobras, and 1275S mins will be classed in Modified. And even tho they are in Modified they are not allowed to be modified or they run for FTD only. (Gets confusing- doesn't it) The other change was in the area of Ladies scoring, and this is even more confusing. If you are a lady, read the rules.

The modified class should be pretty interesting this year as there are several Elans (including one in the Geer Garage) Greg and Walt's Cooper funny cars, and assorted VWs, etc. Can't wait to see what happens.

RACE WORKERS - This year 18-21 year olds can legally get log books and earn licenses in Flagger and Grid work as well as all the other areas. If you fall into this category and wish to explore the possibility of working at races, please get in touch with me. You need a release form signed by your parents and a letter from me. Nothing too difficult. This is really a great way to learn what road racing is all about and it doesn't cost you anything but some time and a little sweat perhaps. And you've generally got the best seat in the house.

RALLIES - The Board feels that this region should take a more active part in rallies this year. We all agree that we should put on several rallies and perhaps a rally school this summer. All we need is help. What we need are several interested people to possibly organize a couple or just plain help out the day of the event. The Columbia County GP Assoc is planning on putting one on this fall but how about two or three before then. If you are interested in pushing rallies get in touch with JohnPetrella, Campbell O'keeffe or myself.

ICE RACING - Ice racing? Whats that to do with upcoming events? Nothing, but it was a lot of fun so I thought I would say a few words about it. Why weren't you ice racing this winter. Anyone can do it. All you need is an inexpensive (read cheap) automobile and a desire to race it. Apparently there are a few around as the first Lake George weekend drew about 150 entries!! Representing MOHud was the CCGPA Volvo, Dave Wachtel in Haps sreaming (crying) Mini, Parsimonious

REgional Ramblings (cont.)

Racing in one of the most feared Karmann Ghias in the Northeast, Craig Robertson in the other most feared KG, Harold Cameron in the Group 43(?) SAAB, Pete Keitel in his once very nice MGA, Fearless Pete Callaghan in one of the Hottest Corvairs ever seen on the ice. Next year, get yourself a "special" and join the fun.

ETC, ETC. - Did you know that Mohawk Hudson now has six Sports Racing cars and no 2 alike. Bill Morris - Zonker (LeGrand), B/SR, Lotus Ford engine. Karl Danneil - Elva, C/SR, Alfa Romeo engine, John Petrella - Lotus 23, C/SR, Datsun engine. Howard Geer - Bobsy SR2, C/SR, Ford engine. Jack Fantelli - Mini Marcos, D/SR, Mini engine. Eleanor Morris - NTM, D/SR, Honda engine. Quite a collection, eh?

Superstitions Dept. - Did you know that in 1971 there were two cars in the region who ran with the number 71. One flipped at Lime Rock in April and the other flipped at the Glen in Oct. If there is anyone considering running with the number 72 this year - don't say I didn't warn you.

Come on Spring

Howard



IT HAS JUST BEEN CONFIRMED BY ASSOCIATION-STERLING FILMS...

"Road Racings White Wave" an excellent racing film on Group 44 will be showed at our next membership meeting. The film made its debut at the NorthEast Division Convention last fall in New York City. Special thanks to British Leyland Motors in New Jersey for making it possible.

That same evening will be GUEST NIGHT so we urge you to bring your guests to see the "White Wave" April 5th at the Blue Apple Restaurant, 8:00 p.m.

RACING RUMBLINGS

MARCH 1972

Bill Morris

I now have the following available:

1972 GCR	\$2.75	(SCCA members \$2.20)
1972 PCS	1.75	(' " 1.40)
1972 Novice Permit/Log Book	\$5.00	
	(price includes GCR & PCS)	
1972 Medical Forms		

The Vehicle Log Books have been received and will be furnished free of charge to Mo-Hud competition drivers who present their cars for inspection at our Tech Seminar this month. The location is Cotrofeld's Sunoco, Rt. 146, Elnora, 1 PM until finished.

Sunday, March 19 -- All production cars

Sunday, March 26 -- Sedans, Formula, and Sports Racing.

If you can't make the designated date, come on the other one.

If you can't make either, or plan to attend an event on or before these dates, contact me or Steve Short. There will be nominal and unusual fees for issuing log books after these dates.

To help you plan your season, the following are the early calendar dates as of February 16: (NEDiv only)

Driver's Schools

March 18, 19	Summit Pt.	D.C.	
March 25, 26	Bridgehampton	NNJ	
April 8, 9	Bridgehampton	NY	
May 12, 13	Lime Rock	MO-HUD	CANCELLED BY JIM HAYNES
May 20	Lime Rock	NNJ	

Regional Races

April 8, 9	Summit Pt.	D.C.
April 15	Lime Rock	NY
April 22, 23	Bridgehampton	NNJ
April 29	Lime Rock	NE

National Races

May 6, 7	Summit Pt.	D.C.
May 20, 21	Nelson Ledges	Steel Cities
May 26, 27	Lime Rock	NY

LATE NEWS

In a capricious reversal of previously established policy, the SCCA Board of Governors has decided that NOMEX underwear shall be required with ALL approved driver's suits. This came about after printing the 1972 GCR, but never-the-less, goes into effect immediately. Personally, I think that this and other new driver-medical requirements are carrying things a bit too far. There should be more information by next month.

How many drivers do we have? This list summarizes 1971's activity. If you have any corrections or additions, let me know. Also, Greg Rickes is compiling biographies of our competition drivers for press use. I plan to publish this type of information occasionally.

Al Anderson	Nat., FIA	Corvette	BP
Bob Bailey	Nat., FIA	Porsche 911	FIA GT
Pete Callaghan	Nat., FIA	Porsche	EP
Hal Cameron	Nat., FIA	Sprite	HP
Bob Claffie	Nat.	Spitfire	GP
Karl Danniel	Nat.	Elva-Alfa	CS/R
Tom Dutton	Nat., FIA	Lola	Group 7
Ed Holeva	Nat.	Midget	FP
Dave McClumpha	Nat.	Spitfire	FP
Bill Morris	Nat.	Zonker	BS/R
Phil Raeder	Nat.	Lotus	FC
George Smith	Nat.	Porsche	CP
Lloyd Fisher	Reg.	Alpine	FP
Howard Geer	Reg.	Bobsy-Cosworth	CS/R
Andy Gilberg	Reg.	Titan	FB
Dave Hathaway	Reg.	Spitfire	GP
Eleanor Morris	Reg.	NIM-Honda	DS/R
Jim Keller	Reg.	Sprite	HP
Al Peck	Reg.	Kelison	FV
Ted Wenz	Reg.	?	
Ken Buzzard	Nov.	Autodynamics	FV
Brian Jutson	Nov.	Formcar	FV
Rudy Mainelli	Nov.	?	
John Petrella	Nov.	Lotus 23-Dat.	CS/R
Martin Steger	Nov.	Porsche 911	CP
Dave Wachtel	Nov.	Cooper	FC
Henry Whitbeck	Nov.	MGB	EP

My appologies in advance to those driving question marks. If you will get the information to me, I will publish it next month.

Wild Bill

PIT TALK..

GETS MAD!!!

582 St. Davids Lane
Schenectady, New York 12309
February 25, 1972

SUBJECT: 1971 Vega GT--Mileage, 4600
Delivered: 3/27/71--Mohawk Chev., Schenectady, N.Y.

Owner Relations Manager
Chevrolet Central Office
Detroit, Michigan

Dear Sirs:

On March 27, 1971, I received delivery of my Vega GT. From the very first day the engine performed very poorly. The specific problem is one of stumbling and bucking and occasionally stalling. The car was returned to the dealer within one week. At that time, the float level was readjusted, but this did not correct the problem. After that, I waited patiently for several months in the hope the dealer would receive a bulletin about the problem. Meanwhile, I ordered and installed a replacement carburetor which helped a little.

As I understand now, this is a problem that Chevrolet was well aware of from the beginning. As you know, the 1972 versions reflect the many changes made to the engine to alleviate the stumbling problem. In the meantime, I'm stuck with a poor performing car that Chevrolet rushed into production before it was ready. I've owned several Chevrolets in the past; namely Corvair, Chevy II, Corvett and a Camaro with varying degrees of satisfaction. The quality of workmanship and engineering seems to have gone downhill and the Vega GT certainly is a good example. In one year, I've put on only 4600 miles on the car because it is so unbearable and unsafe (lack of acceleration for passing) to drive.

Other minor, but irritating, problems were a temperature gage that did not work. The dealer replaced the sender unit with an incorrect one (one terminal instead of two) but the gage still did not work. In disgust, I traced the problem to the wiring harness which was installed wrong at the factory. The gage unit wire terminated at the left side of the engine instead of to the right side.

Then there's the problem of the hub caps that keep flying off on every bump. From an engineering standpoint, Chevrolet chose a ridiculous axle ratio (2.9 to 1) for use with a manual transmission. This is fine for economy, of which I don't care, but horrible for acceleration and impossible when going up hills. A better selection would be something like a 3.3 to 1.

I have always owned two cars in the family. Our present second car is a 1971 Ford Torino GT of which I am thoroughly satisfied. The purchase of this car was strongly influenced by Mohawk Chevrolet's Service Organization. If the problem with the Vega is not or cannot be resolved I will be forced to sell it in the very near future and purchase a competitor model. Several auto publications have highlighted the Vega problem and is certainly common knowledge to everyone except my dealer who pleads ignorance. The common phrase told that "They are all that way" does nothing more than insult the intelligence of mankind.

Anything you can do to promote a better owner loyalty relationship will be greatly appreciated.

Sincerely yours,

Edward A. Holeva

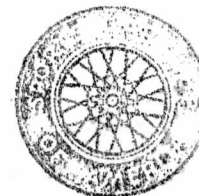
Edward A. Holeva
582 St. Davids Lane
Schenectady, New York 12309
(518) 377-3743

EAH:lk

CC: Owner Relations Manager
107 Twin Oaks Drive
Syracuse, New York 13200



INEC Area 11 Council



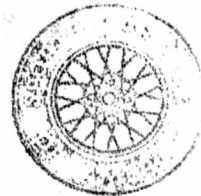
Sports Car Club of America, Inc.

MINUTES OF MEETING HELD FEBRUARY 26, 1972 AT THE HOLIDAY INN WEST SYRACUSE, N.Y.

1. Meeting was called to order at 2:05 P.M. by Chairman Chuck Marsh. Regions present were Mohawk Hudson, Western New York, Finger Lakes and Central New York. Also Bill Miller, NeDIV Solo Events Steward.
2. Chuck Marsh announced that John Duval passed away January 17, 1972 and commented briefly on John's contribution to the sport. He also stated that a Memorial Fund had been set up. Gene Birdsey made a motion that the INEC Area 11 Council donate \$50 toward the John Duval Memorial Fund. Brian Benning seconded. Passed unanimously.
3. Next meeting date will be March 25, 1972 at the Holiday Inn West.
4. Old Business. New stationery. George Morris suggested we change the emblem to the map of Area 11 and to include the full name. Chuck Marsh will take care of ordering stationery.
5. Road Racing Championship. Gene Birdsey was appointed director of the RR Championship. Rules, regulations and schedule will be mailed to all drivers. Following is the schedule: May 27 & 28, Nelson Ledges-WNY--June 17 & 18, Thompson-M-H--July 8 & 9, Watkins Glen-Glen--Aug. 5, Lime Rock-M-H--Aug. 12 & 13, Nelson Ledges-M-B--Oct. 21 & 22 Watkins Glen-FLS and Oct. 28 & 29-Nelson Ledges-WNY. Chuck Marsh announced M-H willing to have driver's school an INEC school, however, some difficulty has been encountered in firming the date. George Morris suggested that rules and regulations be put in regions newsletters for the RR Championship and also mailed to competition board chairmen.
6. New Business. Chuck Marsh stated that if there is no driver's school we should have some alternate activity to finance activities of the organization. Suggestions--National rally, Solo I, car preparation seminar, model car contest, radio control races on go kart track, etc.
6. Bill Miller Solo I. The championship will hold 8 events. Rules for the championship were passed out. The following is schedule of some of the events: April, time trials--Summit Point--June 3 & 4--Solo I Hillclimb--June 24 & 25--Mt. Equinox hillclimb--July--Giants Despair--Aug., time trials--Glen Sept., time trials--Summit Point--Oct. 14&15, Weatherly Hill--Oct. 21 & 22 time trials--Summit Point. Run off will be Sept. 23 & 24. Gene Birdsey made a motion that INEC Area 11 Council Chairman submit intent to bid for Solo I run off. George Morris seconded. Passed unanimously.
7. Governor's report. Rog Clouser submitted copies of report to all reps and commented briefly on changes of car classifications, financial status of National organization and new appointments. A copy of the report has also been sent to all regional executives.



INEC Area 11 Council



Sports Car Club of America, Inc.

Governor's report con'd

Due to the number of stewards in Area 11 it will be necessary to assign Area 11 stewards to Area 11 events. Roger urges that regions have drivers comment on proposal for production car changes in 1973. He will soon be sending questionnaire to all area 11 competition drivers. However, any member in good standing may obtain a questionnaire.

8. George Morris stated that anyone wishing to discuss the proposed classification rules for 1973 to call him and he would give him his interpretation.
9. Meeting adjourned at 4:27 P.M.

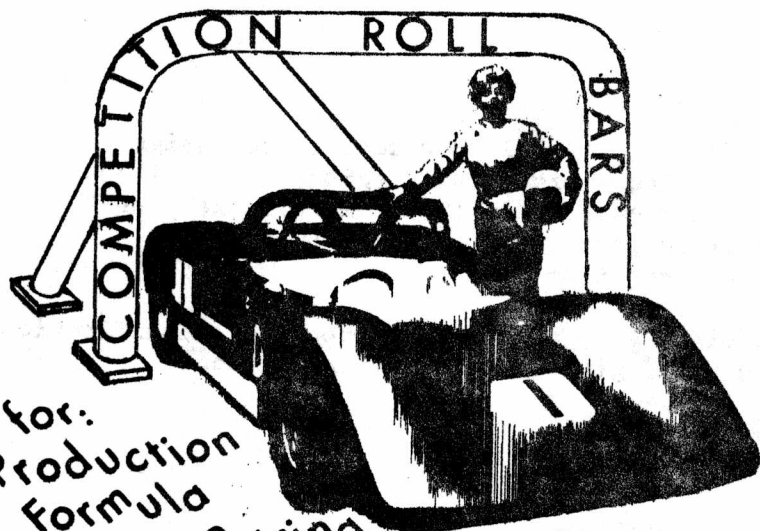
Connie Birdsey
Secretary

PICK OF THE LITTER: Group 44, Inc. has three F-Production Triumph Spitfires and two of them are for sale at \$5,700.00 each. Buyer's choice of John Kelly's 1971 NeDiv championship winning Quaker State Spitfire or one of two replicas - one white, one red. Please; serious inquiries only. Contact: Bob Tullius, 703, 532-4410 or write, Group 44, Inc., 113 Gordon Road, Falls Church, Virginia, 22046.

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From : group W bench

In my haste to finish an article for last month's K-0

I mis-said some things near the end of my article. First, this was not Mohawk-Hudson's first efforts at the auto show game as a region: many years ago Gene Birdsey and Joe Corbett had cars on display, and in the more recent past Phil Raeder's car was a keynote attraction at the 1970 and 1971 shows. It was actually Phil's efforts which got Mohawk-Hudson a foothold in this fine public relations opportunity. That's the real, and full story (I hope), corrections duly noted.

IMSA (the other club) has two Eastern races on its schedule at this date: the first is at Lime Rock on May 29, going with a 75 mile race for their Baby Grand (similar in shades to B and C sedan and Showroom Steek) and a two hundred mile for production sports cars and sedans, and at Bryar on Oct. 8 has a race for Formula I-100 (F/Ford, Super Vee and Formula Renault) a race for Baby Grand sedans, and a four hour enduro. There is also talk of a race at Bridgeton. This is pro race action, and while the prize money is not of Indy's proportions, you can probably get your entry fee back. Most SCCA production cars will fit into IMSA endurance racing, and of course Ford and Super-Vee are self-explanatory. R.J. Reynolds Co. (Camel Cigarettes) is behind the championship series for IMSA, after being rebuffed by SCCA. If you'd like more info let me know.

Am I selling out on SCCA? No, but IMSA provides a much-needed alternative, in my opinion, to the ever-increasing cost of racing. Competition whether in racing, or in sanctioning racing is a good thing.

Speaking of the showroom stock class (and I was, I think) Wild Bill has a theory that this new class will not be, as is apparently intended, a dealer/manufacturer class, but in actuality a junkyard/body man's special class. Figure it this way (as an example out of real life) a new Dodge Colt goes for around \$2500, plus setup charge, shippingg blah blah, then add roll bar and scattershield. If you win, and someone claims it, it goes for about \$3500 dollars. No profit. A week or so back Meisner's Auto Parts, advertised as a "Body Man's Special", had a 1971 Dodge Colt with a squashed rear end for \$950. Now if you can rebuild this car for an investment of your time and \$1000 dollars, and you win, and your car gets claimed, does said claimant pay the 500 bucks over his? If he does, you could make a buck at it. This looks like a salvage yard formula for someone with initiative. As usual, Wild Bill has read the signs, applied some science, and gets the real answer.

Most of the parts are rolling in for the Cooper-Norton, but again (as usual might be more appropriate) the classes have been changed, and now I run against Elans, etc. The story of my life I guess. But if you go back and read the January k*o, you'll see that I called

1973 Production car proposal almost right on the money. Too many changes say some people (mostly people who own cars that won't or can't be adapted to the new class) It looks like its going to be even more expensive if you want to win, and the speed differential between the winners and the back-markers (also known as the haves and the have-nots) will probably be even greater.

Now if I had the money (and the skill) to go racing, the class that looks like the one to get into is D/SR. It's the only one that hasn't had any changes proposed for 1973. Mini Marcos anyone?

peace

greg rickes

MOHAWK-HUDSON ACTIVITIES CALENDER 1972

- APRIL - 16 GYM SCHOOL
- 23 GYMKHANA #1
- 30 RALLY #2
- MAY - 13 I.N.E.C. DRIVER'S SCHOOL (LIMEROCK) (TEN)
- 21 GYMKHANA #2
- JUNE - 10 GYMKHANA #3
- 17-18 REGIONAL RACE (THOMPSON)
- 25 MT. EQUINOX HILLCLIMB
- JULY - 1 AUTO SPRINT
- 16 GYMKHANA #4
- 23 RALLY #3
- AUGUST - 5 REGIONAL RACE (LIMEROCK PARK)
- 13 FLEA MARKET
- 20 GYMKHANA #5
- SEPTEMBER - 10 GYMKHANA #6
- OCTOBER - 1 GYMKHANA #7
- NOVEMBER - 5 GYMKHANA #8
- 12 RALLY #4

FROM THE GROUP W BENCH

indented and QUOTated by Hailwood

As some of you may have noticed, this column has been vacant in the last two issues of the K-O. And with good reason: I've had nothing to say. Yes, believe it or not, this has been the case (I can't believe it!). However, please notice the past tense used in the last sentence. Many things have developed in the last moon which I am forced to comment upon.

Item: A copy of the proposals for air pollution legislation regarding motor vehicles crossed my desk recently and I found several things which may interest you folks. For instance, the internal combustion engine will not NOT be banned in New York for many years, since no viable substitutes exist and the ICE would remain on New York roads for eons thereafter. However, those of you who like to tamper with post-1968 engines for non-racing purposes will be chagrined by the next bit of news. At present, it is illegal for a dealer to remove a pollution-control device from a new car but not for the owner. A proposal making it illegal for anyone to do so is a reality at this time. There is also a proposal which states that all cars made after 1968 must be tuned by manufacturer's specifications only; this means no carburetors which are not government approved for emissions, etc. Another proposal includes a visual inspection not only for installation of anti-pollution equipment but "excessive noise and smoke". However, do not be overly concerned with this one since many discrepancies exist: what constitutes "excessive"? Is smoke a pollution hazard (aside from discomfort in the immediate presence of such contamination) since it consists mostly of particulate matter which rapidly precipitates to the ground? Also, the cost of implementing such measures for quantitative analysis of exhaust is \$1000 per inspection station although the tune-up law could be very easily done, as Robert Dylan would say. Also, the enforcement of these laws and the honesty of the inspector (to your advantage or otherwise) is not clearly defined in the former case and dubious in the latter. Nevertheless, ~~in~~ 1984 is only twelve years away.

Item: I really can't believe that SCCA is operated by totally rational and sane people in the Denver office. Telling R. J. Reynolds to kiss off may be a disastrous mistake. And, where did those tobacco bucks go after being shunned by us? Why, to our friends at IMSA. If Tracy Bird patterns himself after our glorious President, Richard Nixon was a poor choice indeed.

Item: My latest issue of Autoweek carries a full-page advertisement by a publishing company announcing the 1972 GCR. First of all, \$7.95 is flagrant usury for this type of book which undoubtedly will be worthless in three years. Oh, its advantage ~~is~~ over the old GCR is a loose-leaf binder which allows easy addition and subtraction of pages, right? Well, what's the tab for these additions? Dollar a year, maybe? Seems the old book used to be that price. Secondly, I didn't know that the GCR was available outside the club and printed by anybody other than the club? If so, who authorized a contract for such activity? Perhaps a few other "contracts" should be drawn up for a few club officers.

Item: In the same issue of Autoweek: "Operating loss of \$115,000 for '71 will force SCCA to make staff cuts." Or sell the GCR for \$7.95.

Item: One of our region's ARRC competitors has been under fire in several articles in Autoweek for his incompetence and uncompetitive car. Well, all I can say is: "Dave Arnold, put up or shut up!" Prove to me that this man is incompetent. I've seen this man drive on many occasions for the last three years and his competence exceeds that of most of the clowns who call themselves racing drivers. Prove to me that his "backyard special" was "plodding" around the course and forced Mike Hall to lose the race. Does the phrase "mechanical failure" exist in your limited vocabulary? Sure, it's a pity that Hall lost the race due to circumstance but racing is full of bad breaks. Ask Dan Gurney or Chris Amon. They know. Come on, Bill! Don't be intimidated; fight back!



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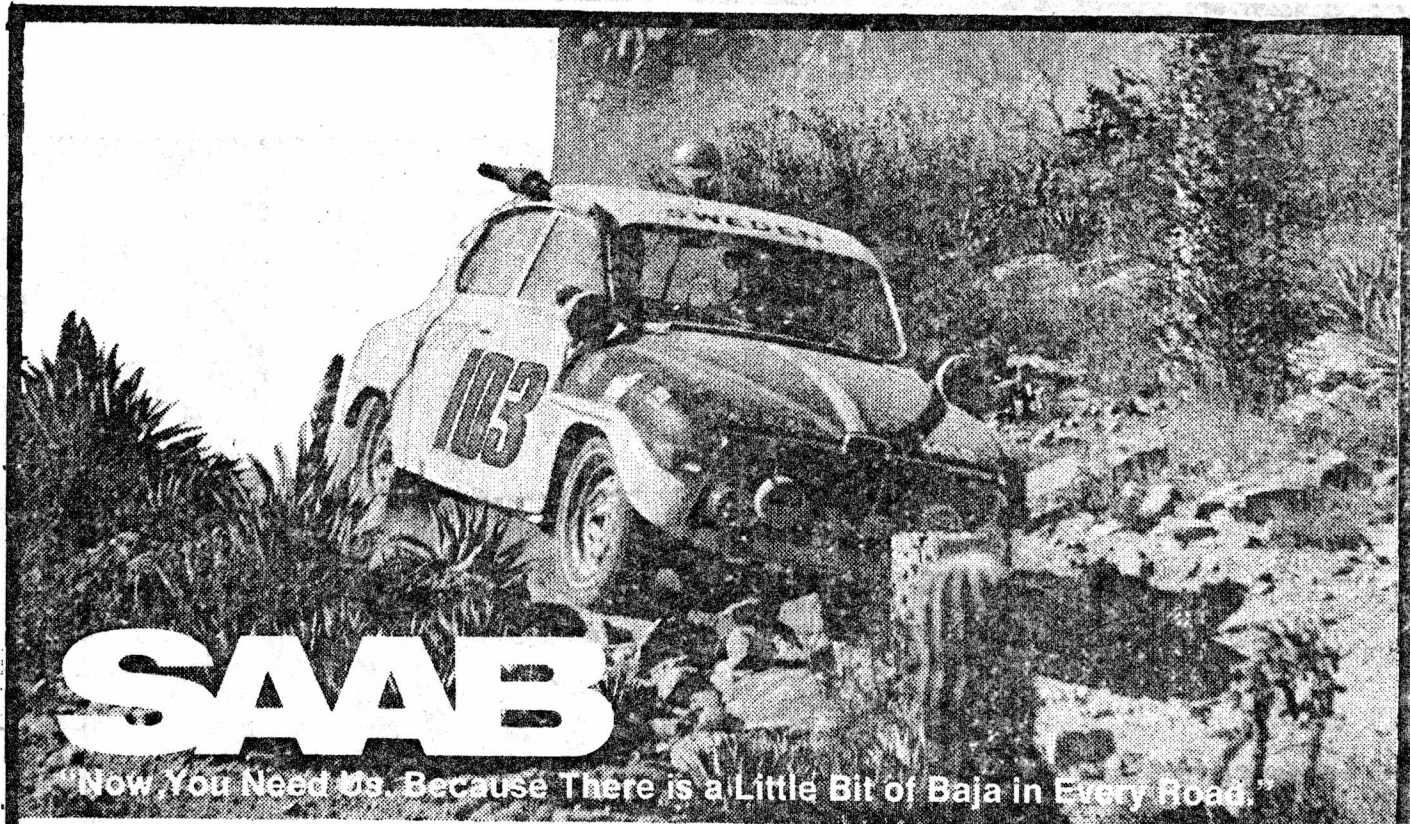
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Board of Directors Meeting
February 21, 1972
Donna Fisher's

I. Reports:

A. Secretary's minutes read & approved for January 24th meeting.

B. Treasurer reported January Balance: \$2,851.59

Expenses 311.87

Income 16.25

February 21 Balance: \$2,555.97

C. Activities Director - not present

D. Rally Chairman - no report

1. TSD Rally School suggested by Bill Morris & was discussed.

2. Decision reached to set up a rally schedule.

E. Publicity Director - WAST-TV, Channel 13, had a racing special scheduled, and showed a movie instead. Members and friends are urged to write to the station and express disappointment and disapproval.

F. K.O. Editor - not present

G. Competition Chairman

1. Reported that the PCS's at \$1.75 and the GCR's at \$2.20 are available. See him if you want either or both.

2. The GCR will be effective for the years 1972, 73, & 74, with periodic updates.

3. Read the names of our Competition Drivers. We now have 12 National drivers, 8 Regional, and 7 Novices.

II. Old Business:

A. Meeting Place - still looking

B. Trophies - Berkshire's trophy source reasonably priced. Will further discuss matter at membership meeting.

C. Gymkhana School

1. No information as John Petrella not present.

2. Suggested Hap Farnsworth for Chairman

3. Suggested we have two (2) Gymkhana Scholls; one at the start of the season and one mid-season.

D. Autosprint Chairman named - Art Frederick

E. Gymkhana Rules '72 - Modifications to new rules that were set up on February 8, 1972.

1. Europa Twin Cam placed in modified class.

2. Any production cars already allocated to run in the modified class, must follow production car rules to be eligible for class trophies.

3. Any production cars already allocated to run in the modified class, which are modified (such as with racing tires) can only run for FTD.

4. If there are not enough men running in modified to make up a class, a woman running a modified car in the ladies class will be handicapped against the average of the 3rd, 4th, and 5th fastest times for the event.

F. Snowflake Rally Protest Committee results:

All three (3) protests disallowed.

(Cont'd page 18)

ICE FOLLIES of 1972

Dave Wachtel

I went ice racing at Lake George for the first time in about three years. It was looking dismal, the Corvair that I used to run was in about a million pieces all over the garage, and there were no miracles in sight, and also no bread. It looked bleak, three days before the event and no car.

After the February meeting, Hap Farnsworth and I were sitting around comparing somewhat beery notes on the Cooper, and the sport in general, when the subject turned to ice racing. When Hap volunteered the loan of his Austin Mini, I nearly fell off the stool...er...chair. That Friday, I rounded up my pit crew, and a friend from work who was foolish enough to be cajoled into coming along, "Its not really that cold on the lake Bill, think of all that fresh air, and free beer, free beer, free be..." (I think it was the fresh air that convinced him) and bravely set off for Hap's and high adventure.

We saw it as soon as we turned into the driveway! Crouched, like an enraged turtle ready to spring. It was beautiful, even if it did look like a roller-skate. Since it wouldn't start (good omen) we muscled it up on the trailer, using a very reluctant chain pull and lots of bad words. After much blood, sweat and whatever (I haven't cried over a smashed finger in years) we got loaded.. er...the car got loaded.

Soon everything was hooked up and we were off! Ticked off! The starter of the tow car, a pigeon toed '67 Corvair, went on strike. So...unhitch-unplug-push-pop-start-back up-plug in-hitch up-and we were off at last.

The northway was fine, except for the blizzard and the tractor trailers. Most of the time I could tell where the road was by discovering where it wasn't; the bumpier parts wern't the road. Anyway, we rolled into the Holiday Inn at 3:00 ayem, found a place to park (on a hill) and hit the hay, (the bar being closed.

Since registration opened at 8:00 ayem, or some such ungodly hour, we had the desk ring us up at about 7:00 ayem. They called, I said "O.K. yeah, thanks", and went back to sleep. "My God! 2Nine o'clock. We're not going to get registered or miss practice or, worse yet MESS BREAKFAST! And besides, the damned car hasent been started in TEN MONTHS!" Nothing feels better in the morning than getting completely hyper. We unhitched, roll-pop-start, and sputtered down to the fire-house, got registered (number X-5 ?) gathered up the Min. and went to the "Mandatory Driver's Meeting".

It turned out that this stirring and inspirational event was replaced by the mandatory race course and paddock plough, Maby they forgot. It was nice, though, to see someone running further behind schedule than me.

ice follies, continued

It also gave us time to do some detail work on the Mini., like getting it to run after TEN MONTHS, and getting it off the trailer. Howard and Greg came along, and by pooling our resources, managed to almost get it off. Some wise guy who knew how came over and it was off in a trice. We had to shut off the Corvaire!

Since we needed the Corvaire running in order to jump the Mini, and it was impossible to push it, ~~we were in a~~ bit of a bind. As we were all standing around scratching our heads, listening to the starter solenoid click, this guy from the immaculately prepared Corvaire across the street comes over, holds up his hand, gives a gentle tug on the fan belt and commands "TRY IT NOW". How come it didn't work when I tried it the day before? The same problem occurred later in the paddock to another Corvaire, it didn't work for him either. Damn God ice race a Corvaire?

So we hooked up the jumpers and the ether can to the Mini, and in an hour later, the mine were jumping up and down on the ~~eyes~~ ^{eyes} all by themselves. Remember TEN MONTHS!

After incredible HASSLES with Lake George's finest, we finally managed to get everything into the paddock. Of course, I had to go back to the fire house to pick up the ice pass (which I never got) and then the tech. sticker (which I got but managed to lose).

"My God! We're missing practice, what are we gonna do?" I was beginning to get hyper.. I shouldn't have bothered, it was canceled.

A few minutes later, I found myself in a car that wasn't mine, of a type, (front wheel drive) that I had never driven, which was running for the first time in TEN MONTHS, on a course no one had ever seen, under conditions which I hadn't encountered in three years. The one bright spot was that I was dead last on the grid.

Hands went up (mine too, but just to get to leave the room) hands went down, the flag dropped, and ~~they were off~~. Well, they were off. The mice in the Mini were on strike for more cheese, a little choking and they saw reason, and we were off in pursuit of the pack, which was rapidly disappearing into the middle distance. When the race got to the first turn, almost everything zigged when they should have zaged, and about seven cars were laying about in various stages of stuck.

By the third lap I was getting confident enough to keep my eyes open for almost an entire lap at a time. It was just about then that the engine began to shut itself off at odd moments. One moment was odder than the others, and I landed with a bloody great thump in a snowbank. By the way, corner two is a great place to spectate, if your a polar bear.

ice follies, continued

Sunday dawned bright and considerably warmer than Saturday. All classes even got to practice! After fiddling with the carburetor, and adding some gas line antifreeze, we got the car to run a bit better, and managed to run practice with out a mishap. Watching the modified Saabs become gigantic in the mirror is enough to make one take up golf. It was just as well that practice was only an hour long, as there were about four cars stuck up to there hubs in the slush on turn one, and it was getting a little crowded.

When we were gridded, I was surprised to see that I was in front of four cars. Apparently, somebody completed fewer laps than I did in Saturday's race. Since there was a forty-five minute delay on the grid while pylons were set up around the holes in the ice, I got a good chance to meet some of my competition. Saab drivers don't seem any crazier than anyone else. I know.

When the race finally got off, the first turn was again a mystery to everyone. It seems the trick for Sunday was that we all had to go through "one" single file, under pain of drowning in the "ice" of Lake George. It really wasn't very difficult as the speeds were very low due to the almost complete lack of traction, and everyone made it through.

The throttle stuck at about three grand, but it was too slippery to matter much, we were all having problems. I managed to beat a couple cars and finished about third from last, I think, and had a ball.

AMEC put on a hell of an event under very difficult conditions. I have never seen so few work so hard to put on such a large event. Considering the storm Friday night, and the supercold on Saturday they made it work.

P.S. Thanks Hap.

David Wachtel

Directors Meeting - Feb. 21 - Cont'd.

Business
announcements-

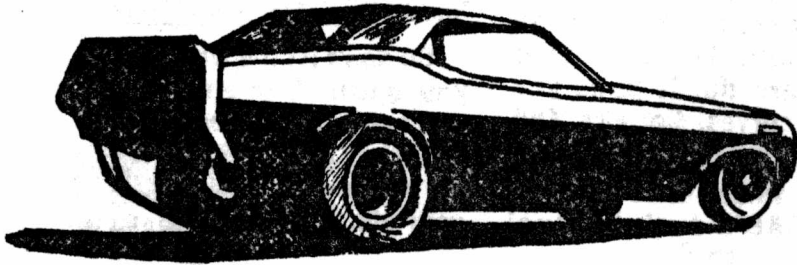
1. Nediv Roundtable - Warren, Ohio - March 11, 12.
 - a) Press cards will be issued to Greg Rickes & Pat Smullens.
 2. Inec Meeting - Feb. 26th
 3. Monthly Meeting - March 1 at Blue Apple
 4. Exec. Meeting - March 27th at Art Frederick's
- those in attendance: Howard Geer, Carl Corrin, Bill Morris, Art Frederick, Greg Rickes, Campbell O'Keefe, Bill & Sue Ruschetti, Loyd & Donna Fisher.

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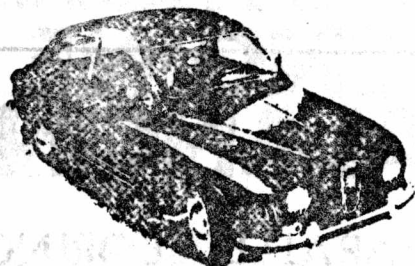
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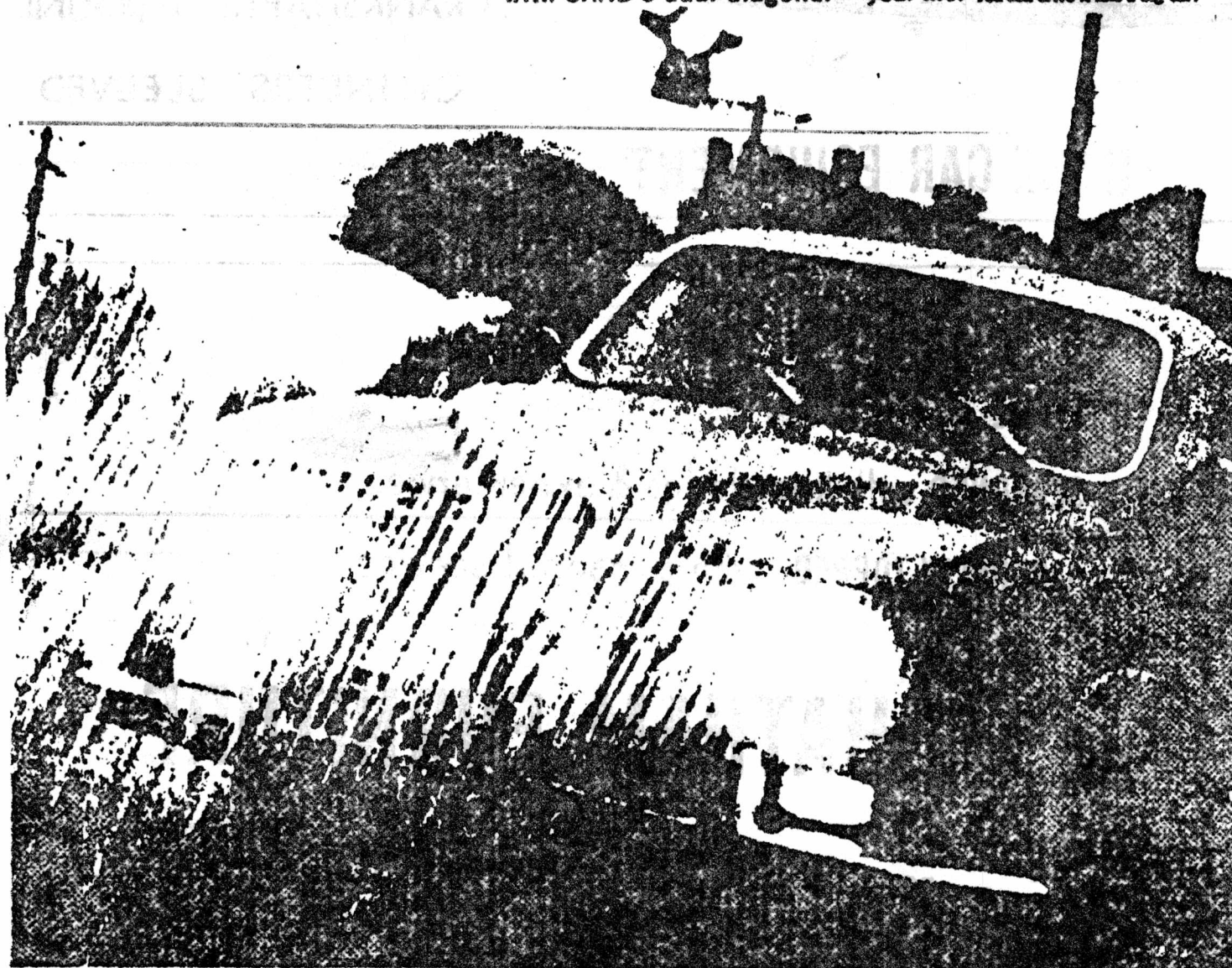
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