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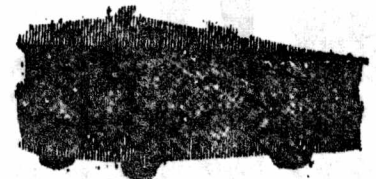


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The KNOCK OFF is published monthly by the Mohawk-Hudson Region of the Sports Car Club of America, with subscriptions limited to members only. All material for publication should be mailed to the Editor or delivered to him at the monthly meeting, the first Wednesday of each month.

A BIT FURTHER ALONG THE WINTER RALLYE ROUTE

by Dave MacClumpha

A couple of months ago when G. Rickes took over the K-O editors's desk he implored, nay, demanded that some of us write articles for the new, improved Knock-Off. Bill Getz won the contest by completing his article first. Funny thing about this is that Greg titled all the articles prior to their composition. Funnier still all of the articles had the same title. Since Bill Morris and I are co-chairmen of this years Snowflake Rallye the title seems apropos. However if I wrote about the route that would telling, right.

Anyhow, reread Bill Getz's article in the November issue, and you'll know how to prepare yourself, your car, and your navigator. As for the route-it will start in one place and end at another, different place. It will run over (mostly)roads and contain checkpoints (none at B+B Motors). There will be average speed changes and all that other good rallye stuff- like left and right turns. Enough said.

Actually it will be about 140 miles in length:plan on starting at Cotrofeld's Sunoco at 5:00 p.m. on Saturday February 3, 1973. I really won't say where it's going to end (no hints on area to be transversed allowed at this time). Roads are suburban and rural, some dirt (but in winter who cares, most of them are better than some of the paved roads on the route). We'll even use State roads some of the time for breathing spells. Instructions will be very straightforward because we don't want to see people getting lost. If anyone does it's going to be their own fault.

In case of ties, earliest postmarked entry will determine higher position. So don't delay another minute: tear off the top of your car, and send it along with \$3.00 to Mr. Dave, care of this station. Sunroofs accepted.

~~~~~

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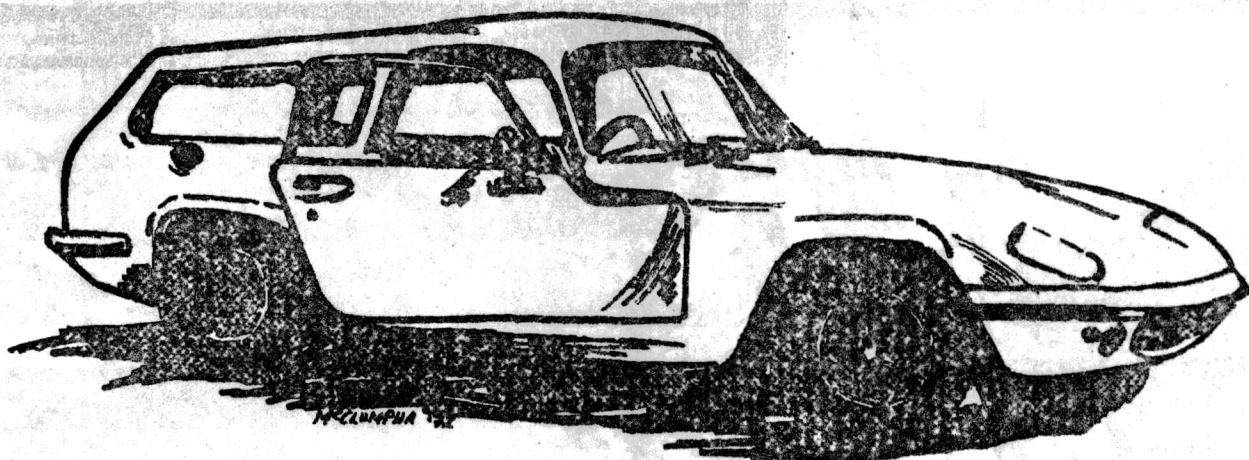
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greg rickes 458-1246

~~~~~

We are still looking for back issues of the Knock-Off, especially pre-1970 issues, can you help us out???? Contact Dave or Greg



For those of you whose appetites were whetted by last month's article about the Hexagon conversion of the Elan Sprint Estate Diane MacClumpha has produced this artistic rendition of a very attractive and unique motor car. The very talented Ms. MacClumpha has likewise created this month's imaginative and apropos cover, and has our thanks and appreciation, as well as congratulations for it.

from the editor

The '72 season is hardly behind us, and already plans are afoot for '73. If you'd like to be more deeply involved in Mo-Hud's activities on the planning and supervisory level, now is the time to let Howard know what committee you'd like to be on, or what specialty you'd like to get into. New members are always welcome, and it's a good way for everyone to get to know each other better.

Along those lines one of our new members Phil Panos, has written an interesting letter questioning the role of the membership in the region's activities. We found it interesting, and a bit disturbing. That's why we printed it. Only you, the members can answer the questions it puts forth on an individual basis.

It's been said that the club is made up of cliques: this is true. We've got the autoslalom people, the racing crowd, and the rallye freaks among others. But this is not to say that any one of these groups are exclusive or hostile: our rallye people are always around for Timing + Scoring at the races, our racers work checkpoints at rallye time, and autoslalom folk turn up everywhere. We all have our own particular interests, but above all I think we are all interested in the enjoyment of our sport. And what could be more enjoyable than a meeting with no minutes, no reports and no business: that's what we've got planned for a Saturday night late in January. Its movie night, we're going to have professional and "home" racing movies far into the night. It's going to be at Phil Panos' "Ranch Tavern" on Lake Ave. in Albany, and (naturally) there won't be any admission fee. Good opportunity for our new members to get to know us old-timers (hey, how can I be an old-timer at twenty-two?). Stay tuned for more details.

The masthead is in need of updating for the K-O, but for now be advised that your humble editor has a new phone number: 458-1246.

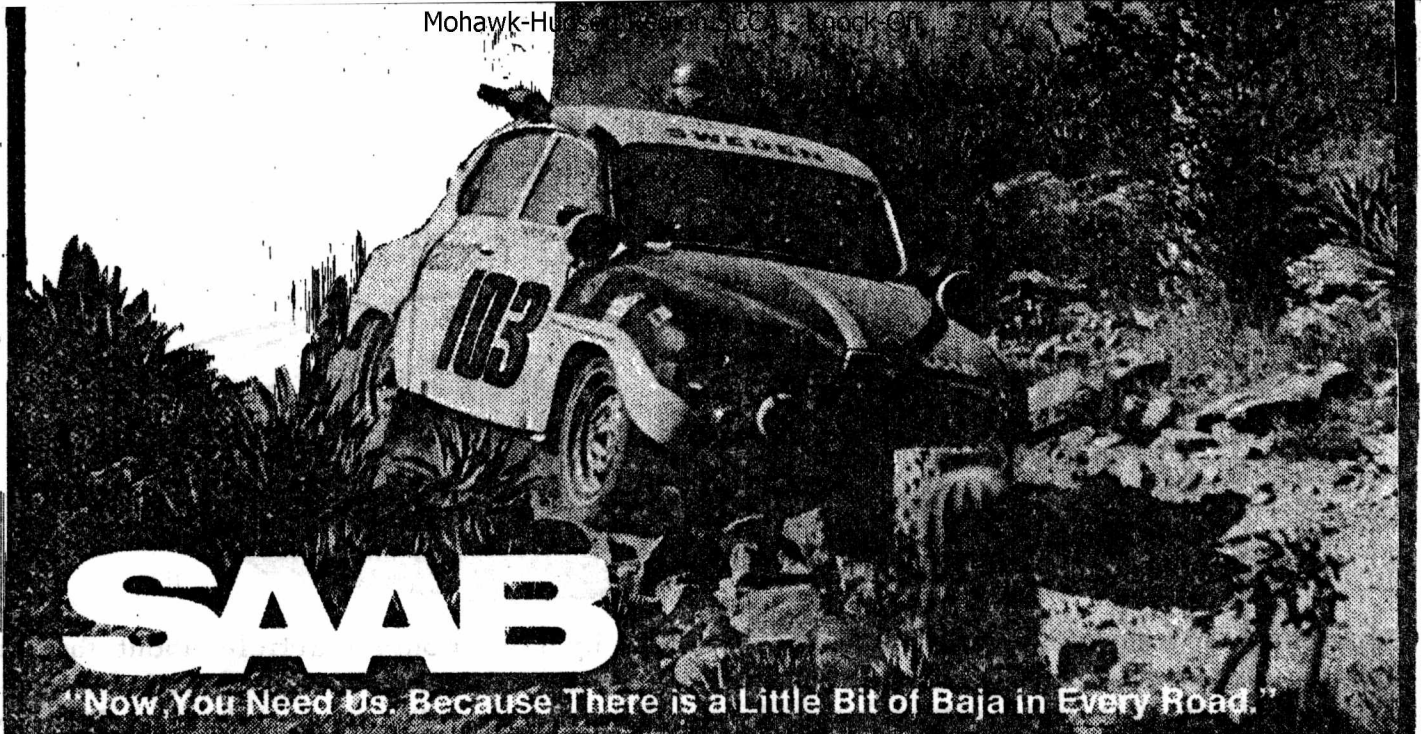
Diane's cover says it all: seasons greeting, and best wishes to all of our friends in the sport from The Knock-Off.

peace,
greg

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THE WINTER RALLYE ROUTE

by Art Frederick

FOREWORD

The reader is cautioned to approach this dissertation with the expectation of being inundated with a multitude of facts, figures, and secrets, all of which can be reasonably expected to aid the serious rallyist in the pursuit of his chosen cold season avocation.

Chapter I

Unfortunately such an approach will prove quite fruitless. The present author is continuing the series of articles on winter rallying solely because of dire threats uttered by Greg Rickes, Our New Editor (or G.R.O.N.E.)

Chapter II

It is evident, being inferred from the GRONE's misguided attempt to get a rally story from an autoslalom person, that it is more important to produce quantity than quality, so the author will endeavor to please by producing the former in preference to the latter.

Chapter III

That form of automotive competition known as the winter rallye is probably one of the more unusual aspects of our admittedly unusual sport. And it definitely requires an unusual person to participate successfully. This shall become more clear as we progress through a brief history of winter rallying.

Chapter IV

Although it is generally accepted that rallying was developed by automobile enthusiasts, the latest research into this engaging field leads the serious student toward a divergent viewpoint. Sir Edmund Critcheley, who is perhaps more widely known for his investigations into the distinctive (and colorful) perversions of the Ubangi, has recently done voluminous work in the area of the history and development of sports. He and his adherents, who daily grow in number and voice, firmly believe that winter rallying has as its source something far removed from that which the layman would assume.

It is well known that bowling- or more properly ninepins- was originated by the Medieval Dutch. And pigsticking, as is also well known, has its roots in the college rebellions of the Middle Ages. The game of darts, of course, is merely a variation of the stone throwing propensities of the Hobbits. Similarly the Austrian anthropologist Herr Doktor Tristan U. Isolde has long held sway with his theories regarding the beginnings of what we know today as winter rallying. Admittedly Dr. I has accumulated masses of information on the subject and has contributed greatly to mankind's store of knowledge in this fascinating and vital field. He is virtually without peer in his insight into the derivations and relationships in antiquity that make our noble sport what it is today, especially in our own eastern central New York State. However, we submit that the good doktor has erred in one detail, albeit a detail that makes a profound difference in the way in which we view our sport.

To restate the Isolde Theory, we remind the reader that rallying has been traced back to a time preceding the emergence and rise of the automobile. Like the gymkhana which was originally a contest between horsemen, and a chauvinistic display of horsemanship and virility, the rallye has come to us from Asia. The British brought rallying to its current degree of perfection because it was they who introduced it to Europe. Soldiers and itinerant tinkers returning from the Ind'ja Campaigns brought the rally concept to the civilized world from the Mysterious East. Having the concept, on hand they first attempted to apply the principles to sheep racing but discovered, much to their dismay, that various unscrupulous promoters were fleecing the competitors through inflated entry fees for the races. That occurrence, combined with the difficulty in keeping the paddocks clean of the miscellaneous impedimenta spelled the end of sheep rallying in Great Britain, although it is our understanding that it is still prac-

ticed as part of the arcane rituals of natives of the Isle of Man thus accounting in part for the absence of tails on Manx Cats.

A similar problem was encountered with horses, but was cleverly solved by the addition of a catalyst. Although this branch of the sport bears little resemblance to our current form of automotive rallying it does bear mentioning here as an aside since it captures the spirit of the event which carries over to this day.

Riding a pack of horses about the countryside it was discovered early on could be exhilarating and exercising, but nonetheless it was a pointless endeavor. Something more was needed, and fortuitous circumstance came about to rescue the foundering sport of riding packs of horses about the countryside. One rider, whose name has unfortunately been obscured in antiquity, found that interest among competitors could be maintained by chasing other animals. Pigs were tried first, but it was soon determined that they were too slippery (as though greased), and too much work was required to remove the remains from the scene of the competition. Nubile peasant maidens were used for a short while until it was found that the "droit de seigneur" applied, and thus only noblemen could play. So rallye enthusiasts tried variously aardvarks (too slow, and costly to import); mice (liable to trampling underfoot, and extremely disturbing to the elephants used for tracking); giraffes (vulnerable to low hanging branches and sloths (which hid in trees, where the horses could not follow). A fox was finally settled upon due to its virtue of being the only animal not yet tried. Thus continues the process of natural selection.

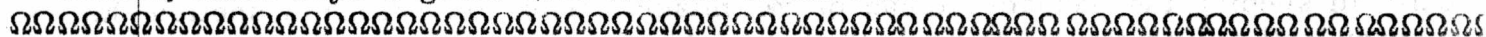
But, to return to the subject at hand. It is well known that the modern rallye can be either the TSD variety or of the Hare and Hounds variety. But such was not always the case: as practiced in Asia there was but one sort of rallye, and it was called TSD, though it bore more resemblance to what we currently call Hare and Hounds. The "Hare" however was actually a tiger, thus TSD (Them Striped Devils). In actuality the Asian population called them TSB rallies, but the more genteel English were wont to turn the phrase a bit to reduce the offense to one's sensibilities. As originally practiced the TSD(B) consisted of entrants chasing the SB from village to village. Penalty points were assessed for being raked, mauled, or chewed upon. Disqualifications resulted from being chewed up completely. Bonus points were awarded for the presentation of tangible evidence of the animals passage- this led to the development of highly sophisticated olfactory equipment amongst many of the natives. We of course must consider this phase of the sport thoroughly barbaric, reprehensible even.

Isolde's failure originates from his refusal to consider the possibility that the Asians derived their form of rallying from an even earlier source. Critcheley however has firmly demonstrated that winter rallying was actually begun in prehistoric days.

Actually the Asian form differed little from the prehistoric variety. Of course the terrain varied in that the entire playing field had to be covered with ice, since it was after all the Ice Age, and there was precious little else around. And since the tiger had yet to be invented the players used Ten Stupid Dinosaurs (hence TSD). Critcheley found by coincidence that dinosaurs actually did exist during the Ice Age.

Since the competitors were for the most part cavemen, and were not very bright besides, the rallies of the day (or night, as the case may be) were quite extended for two reasons. First, they had great difficulty in counting to ten. Second, and more importantly, it took considerable time to transport ten dinosaurs, no matter what their mental qualifications, to the finish of the event.

We now do the same thing, more or less, under the same climatic conditions, which says a great deal for us. Doesn't it?

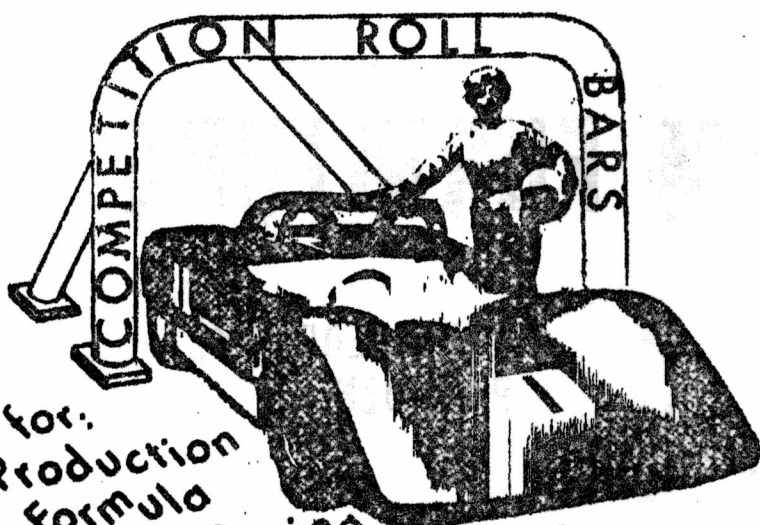


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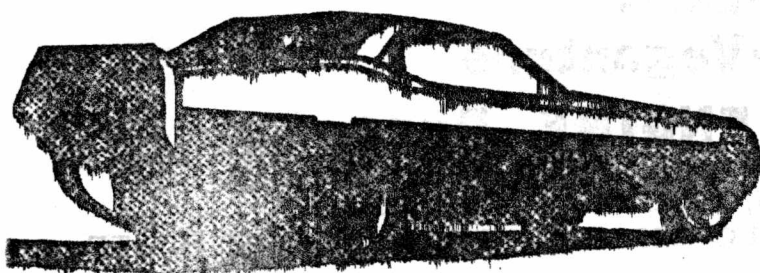
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PIT TALK: FAST EDDIE TELLS ALL

This month begins a series which deals with race preparing the Spridget from start to finish (line). Actually I have been planning to do an article like this for a long time but it wasn't until Greg conned me into it recently by issuing a challenge to me to prove to the group W bench that my F Prod. Spridget is legal. So O.K., here it is, and remember, you asked for it.

As you know there are three variations of the Spridget engine, and the chassis received changes from time to time, but for our purposes this is not important so long as you know which "mark" you have when ordering certain parts. For race prep they are all treated the same because the tuning of a Spridget is common to all marks.

Before you start hacking away, arm yourself with the GCR and then ask yourself how deep you want to go. Usually your pocket book will dictate this. You may have heard stories about the "dual-purpose" sports car; you drive it to work every day and then on the weekend you go racing with it. I did exactly that when I first started racing to prove the point that it could be done (ed. note- Bill Morris and Sandy Fisher, and also Howard Geer did too, in Elan, Sunbeam, and Corvette, respectively), but I quickly found out that I would never win anything. The truth of the matter is that these small engines respond well to performance tuning, when done correctly. There are very few (if any) dual purpose cars these days, and even fewer that are winners. You might do well with a big bore Corvette in stock condition, but not in a Spridget. So, with this in mind, let us start building a safe, legal (racing) and winning Spridget.

Let's begin our project by removing everything from the cockpit, including the seats. Remove all carpeting and other unnecessary garbage, and then do the same thing in the trunk (or boot, since it's English). At this time remove all door glass and hardware, and then the windshield goes. Be sure to replace the door paneling to keep the interior legal. Paint the interior and trunk with something like Rustoleum; this will take a couple of days to dry, so we can continue on to the rest of the chassis prep.

Remove the hood and put it in the farthest corner you have. It will be some time before it goes back on. Since the wheel wells require extensive modification, it would be best to remove the front fenders. Next, remove the entire drive line including radiator, engine, transmission, and drive shaft. Place the entire body on jack stands and remove the rear axle complete with springs and shocks. On the front suspension remove all parts from the body including "A" arms, springs, shocks, and brake calipers. All of these items must be rebuilt or replaced with competition parts during reassembly.

Beginning at the rear fender well, cut the inner fender lip off and file or grind smooth. Then with a jack, or other suitable means, jack the fender out smoothly at least one to two inches in

WELDING THE WELDER : part 1

by Bill Morris

It is possible for one to race sports cars without ever encountering a situation where welding is required, but it is highly unlikely. Welding is involved in widening steel wheels, building roll bars, repairing frames, fixing little widgets on the carb inkage, etc. Since most enthusiasts do not have the equipment "Welding the Welder" refers to how to deal with the person doing the welding, known as the welder. The competence of this artisan will range all the way from the kid at the corner gas station who can't cut out a burned-out muffler without turning it into a five alarm blaze, to an experienced technician who, quite literally, can weld the teeth back on a clock gear.

The oxy-acetylene torch is the most common, and useful technique encountered. It is the best method of welding exhaust systems, welding or brazing tubular frame members, and generally any work on 1/16 to 1/8 inch steel. The term brazing has been introduced here, so perhaps a few definitions are in order:

Base Metal- if you have a crack in piece A to be repaired, the material of which piece A was made is the base metal.

Filler Metal- if the crack is wide, you'll need something to fill in the open space, so a "rod" of filler metal B is used.

Welding- more accurately called fusion welding. The filler metal is the same material as the base metal, and welding is accomplished by melting the filler so that it flows into the joint, while at the same time melting a little bit of the base metal on both sides of the joint. You actually melt the metal, allow it to flow back together and solidify to form a sound structure.

Brazing- if the filler metal has a lower melting point than the base metal, the assembly is only heated enough to melt the filler and allow it to flow into the joint while the base metal remains solid. Silver soldering or hard soldering are other terms applied to this technique.

Back to dealing with the man behind the shield; he will advise you on how best to weld a particular item, based primarily on the equipment he has, and secondarily on his own self-confidence to do the job. Example: you drop an SU carb on the floor and break off a portion of the mounting flange, but otherwise it seems OK. The guy at the corner gas station gives you a flat "can't be done" with regards to repairing your \$30 hunk of aluminum. In fact however, there are materials with which aluminum can be welded (brazed) using a gas torch, but in addition to having the correct rod it requires above average ability. So the fellow at the corner gas station is right that it can't be done, there. So take a look in the yellow pages under WELDING, and read the fine print until you find aluminum mentioned. This type of job is quite simple for someone with TIG (Tungsten Inert Gas) or MIG (Metal Inert Gas) arc welding, occasionally referred to as Heliarc. Most of these places are quite familiar with repair welding and the major challenge may be to get them to take on your piddling job, and not exact a pound of flesh for payment. There are some good rules to go by:

1. If it is a repair weld in a metal it can be done as regards making a sound joint.
2. The temperatures involved in welding will significantly distort machined pieces,

usually requiring remachining with its associated expense, e.g. a broken crankshaft can be rewelded but there is seldom sufficient meat to allow for remachining.

3. It is usually not practical to weld cast iron. It can be satisfactorily brazed in noncritical areas.

4. In fabricating new or replacement parts, welding of dissimilar metals is not recommended. Aluminum to steel, aluminum to brass, stainless to mild steel are all definite no-no's. In rare instances brazing can be used, such as for stainless to mild steel.

5. Welding of hardened steel parts is not recommended, i.e. grade 5 bolts, axle shafts, etc., but they can be brazed in the unlikely possibility that they will be subjected to only low stress. In other words, don't even consider trying to weld up the broken rear axle for your Sprite.

NEXT MONTH: HOW TO TELL IF YOUR FRIEND THE WELDER IS DOING A SATISFACTORY JOB.

#####

Pit Talk - continued

the middle (this will vary from car to car). The final amount will be determined later, after the axle and race tires are put on for a clearance check. At the front end, cut the channel off from the splash pan. This is the section nearest the front fender lip. On the front fenders the lip may be cut or bent up, whichever you prefer. At this time remove the headlights and wiring and the indicator lens and bulb assembly. These of course are to be replaced with metal covers, and remember you must retain the chrome trim.

Fabricate an airscoop so it fits below the front lower sheet metal panel where the horn is located. Do not cut the exterior panel since this is strictly illegal. Cut the inner panel where the horn is located. Anyone wishing details on this particular item can look at my installation (free of charge). This scoop is required if you are pulling over 7000 rpm, and you will find out why before we are through.

The next item to install is a scattershield. Find yourself a piece of 1/4 inch thick steel plate and cut it to fit on the vertical panel of the transmission hump. You can install this on the cockpit side or engine side, again to your preference. Install the roll bar, lap belts, harness, and fire extinguisher. This completes the major part of preparing the body. The next article will deal with the suspension, gearing, and assembly of the chassis.

Fast Eddie

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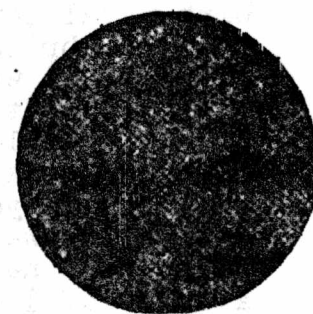
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Fairthorpe Competition Success: BARC Hillclimb, Guxton Down
..... The first of the marque classes saw a brave winning
drive from Barry Stock's Zephyr-engined Fairthorpe Zeta in 43.66 s.

The Spirit of Jim Hurtibise

..... Former Monoposto champion Jim Yardley is currently
building a F3 car which he will race next year. The Car will be
front engined with power coming from a home-brewed mill. The other
front-engined F3 car, Ray Mallock's U2, will not be seen again due
to lack of finance. Additionally, John Branigan Motor Racing have
their front-engined U2 Formula Ford up for sale. Price is 395 pounds.

Jochen Rindt's ex-Formula One Cooper-Maserati

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and most important championships have been decided. Some of the
major series, along with the FF World Final final placings are
given below:

Formula Ford World Final

- Brands Hatch, 15 laps
1. Johnny Gerber (Mex) Elden Mk. 10A
 2. Derek Lawrence (GB) Titan Mk. 6
 3. Jay Pollock (GB) Crossle 25F
 4. Richard Stern (GB) Titan Mk. 5
 5. Larry Perkins (Australia) Elfin 620
 6. Bob Arnott (GB) Merlyn Mk. 20

Rothmann's F5000 Championship

1. Gijs van Lennep Surtees TS11
2. Brian Redman Chevron B24
3. Graham McRae McRae GM1
4. Allan Rollinson Lola T300
5. Teddy Pilette McLaren M22

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Formula Ford Championship

1. Ian Taylor Dulon LD9
2. Derek Lawrence Titan Mk.6
3. Bob Arnott Merlyn Mk.20
4. Don MacLeod Lotus 69F
5. Tim Brise Merlyn Mk.20
6. David Loring(USA) Merlyn Mk.20

Shell Formula 3 Championship

1. Roger Williamson GRD-Holbay
2. Colin Vandervell Ensign-
Vegantune
3. Jacques Coulon Martini-Holbay
4. Rikki von Opel Ensign-
Vegantune
5. Mike Walker Ensign-Vegantune
6. Tony Brise GRD-Holbay

Sunbeam Electric Formula

Ford Championship

1. Syd Fox Hawke DL9
2. Ken Bailey Titan Mk.6
3. Derek Lawrence Titan Mk.6
4. Bob Arnott Merlyn Mk.20
5. Rob Wicken Merlyn Mk.17

Daily Express Formula

Ford Series

1. Ian Taylor Dulon LD9
2. Derek Lawrence Titan Mk.6
3. Keith Garrat Lotus 69F

Lombard North Central
Formula 3 Championship

1. Rikki von Opel Ensign-Vegantune
2. Tony Brise GRD-Holbay 372
3. Andy Sutcliffe GRD-Holbay 372
4. Roger Williamson GRD-Holbay
5. Damien Magee Brabham BT38

Townsnd Thoresen Formula
Ford Championship

1. Bob Arnott Merlyn Mk.20
2. Rob Wicken Merlyn Mk.17
3. Dave Ferris Merlyn Mk.20
4. John Gerber Elden Mk.10

Shell/RAC Hillclimb
Championship

1. Sir Nick Williamson
March 712-Holbay

Forward Trust Formula 3 Series

1. Roger Williamson
2. Rikki von Opel
3. Mike Walker
4. Tony Brise
5. Barrie Maskell Lotus 69 &
GRD-Holbay
6. Andy Sutcliffe

The Grovewood Awards go to those drivers from Britain or the Commonwealth who have shown outstanding promise in the early development of their racing careers having regard for the cars and facilities at their disposal. Winners in previous years have included Tony Dean, the late Piers Courage, Jackie Oliver, Brian Redman, Roger Bell and Mike Beuttler. For 1972 the winners are: 1st-Dave Morgan, for his performance in a private entry in F2, finishing third in the British series, behind the works March cars; 2nd-John Watson, who competed in European F2 with an independent Tui and later a works Chevron - he broke into F1 at the post-season John Player Challenge at Brands Hatch, where he finished sixth in the Eifeland-March 721 - for 1973 he will drive the Brabham F2 works effort; 3rd-Ian Taylor, who managed 17 victories in Formula Ford on his way to two FF series titles, will do F3 in 1973. Honorable mentions went to FF campaigners Bob Arnott and Derek Lawrence.

Yellow Pages Formula Atlantic Championship

1. Bill Gubelman (USA) March 722
2. Cyd Williams March 722
3. John Nicholson Lynear
4. Bob Salisbury Brabham BT35
5. Vern Schuppan March 722
6. Chris Meek Brabham BT38

STP Modified Sports Car Championship

- up to 1150cc:
1. Barry Wood 1.1 Ginetta-Imp G15
 2. Ian Hall 1.1 A-H Sprite Mk.1
 3. Andrew Talbot 1.1 Triumph Spitfire

- 1151-2000cc:
1. Jon Fletcher Lotus Elan 1.6
 2. Richard Jenvey 1.3 MG Midget

- 2001-3000cc:
1. Brian Hough TVR Tuscan 3.0 V-6
 2. Rod Longton TVR Tuscan 3.0 V-6

- over 3000cc:
1. Ted Worswick TVR Tuscan 5.4 Ford V-8
 2. John Stapleton Morgan+8 3.5 Rover V-8
 3. Brian Murphy Jaguar XK-E 3.8

Phil Panos is a member of several month's standing, but he is stranger to motor racing or motorsport enthusiasts clubs. He began in stock car racing in 19-56, and up until last year Phil campaigned a very potent C/Gas car. Additionally Phil has been a member of long-standing of the Tri-City Flywheelers, the NHRA Charter club of the Capital District.

Open Letter to the Editor

This article is simply an observation of the Mo-Hud Region as seen through the eyes of a new member.

Let me begin by asking a few questions. In what direction is the Mohawk-Hudson Region heading? Are we progressing or regressing in comparison to other regions? How come only 50 to 60 members are in regular attendance at monthly meetings when I have been told the region consists of nearly 150 members? You certainly can't blame the officers; they seem to know their jobs and responsibilities to the members and the organization as a whole. It is obvious to me that they try to keep the interest of everyone in relation to members particular area of involvement.

As this writer observes the activities it seems that in spite of the efforts of the officers and committees, something is missing.

Is it possible that many of us aren't getting involved enough???? We seem to have the attitude that some one else will pick up the ball, and why should we bother. All of our activities need people. New people, fresh ideas and hard work seem to be the only solution to entice our missing members back into active, productive membership.

An organization of this stature need total involvement, and unfortunately we don't seem to be able to get it.

Mo-Hud can benefit from new ideas and constructive criticisms and comments, without people's personal feelings being hurt. Why don't we use The Knock-Off as a sounding board for gripes points of view and comments from all of our members, and particularly those who do not attend meetings.

Mohawk-Hudson Region has the needed leadership and the potential membership to become a leading region in the SCCA- but it is going to take work and not just a lot of talk.

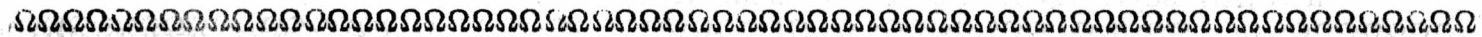
Thanks for this opportunity to express MY opinions

Phil Panos

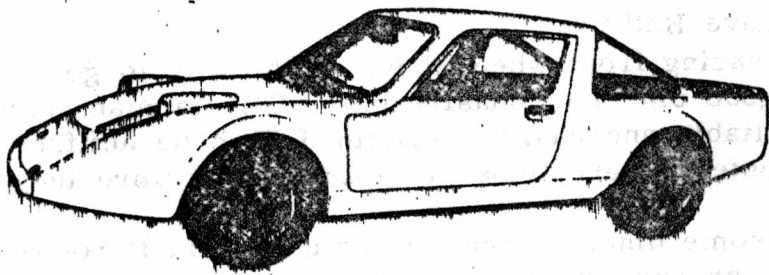


ICE RACING SCHEDULE

January	20+21	4th Lake	Mohawk Valley SCC
	27+28	Lake George	AMEC
February	3+4	Cossayuna Lake	NY Ice Racing Association
	10+11	Lake George Nat'l	Championship AMEC
	17+18	Ballston Lake	AMEC
	24+25	4th Lake	NYSIRA
March	3+4	Ballston Lake	AMEC



More on the Shatterproof Face Shield mentioned in last month's This England. They're being marketed by Gordon Spice Ltd., 12B Central Trading Estate, Staines, Middlesex, TW18, 4UY. They are constructed from a thermoplastic polycarbonate of 2mm thickness. They are also looking for retailers in the US, and oh yes, they are pretty expensive. Enquiries (as they say) are invited.



CLAN MOTOR CO LTD
CROWTHER 3
WASHINGTON CO MARYLAND

Crusaders Rallying Round The Flag

The Clan Crusader arrived in a flourish of publicity and glassfibre a year ago. All 1140 pounds of this glassfibre stressed monocoque was originally conceived by very experienced and knowledgeable ex-Lotus men. The first rally success was Andy Dawson's second place finish in the Manx International, in a standard road version; the second competition car was specially built using stronger woven mat to make the car five times stronger than Dawson's. This car, for Arthur Conley uses a 998cc Sunbeam unit developing 120bhp at 10,000 rpm. Currently the car is assembled to component form, complete except for engine, suspension and transaxle; the usual unit utilizes the 875cc Imp unit, but further plans may involve the 998cc unit. Component construction will be replaced by full assembly come April and the dreaded Value Added Tax. The fact that the whole car is fibreglas may be alarming at first. For instance the floorplan is part of the shell, and by normal standards frighteningly thin, however the weight from the seats is taken on the stressed side panels and the floor is only used for resting one's feet. Indeed in a MIRA supervised brick-wall collision test at 30 mph, the Crusader came out with top marks, and only used 0.8 inches of the 5 inches allowable cockpit distortion. Reprinted from AutoSport.

Upcoming Events : old year and new

Dec. 27- Mohawk-Hudson Region Exec. Board meeting: the Geer estate
6 Jones Ave. Chatham. Open to all interested region members.

January 13+14- B M S C Ice Trials. Pontoosuc Lake, Route 7, Pittsfield
Mass. Butch Sciarra chairman 413-442-6442

oooooppss January 3- Mohawk-Hudson monthly meeting, Vittles+Grog, Loudonville

February 3- Mo-Hud Snowflake Rallye. Registration, start: Cotrofeld's Sunoco, Rte. 146, Elnora NY/ FCO 5:01. Co-chairmen Bill Morris and Dave MacClumpha

Pennsylvania Hillclimb Association: Final Point Standings, FTD Category

- 1. John Stinsmen Lola T140-Traco Chev
- 2. Craig Smith Cooper-Chevrolet
- 3. Jerry McKown Autodynamics Super-Vee
- 4. Ned Beshore Cobra
- 5. Fred Heistand
- 6. Kerry Hitt Corvette 327

Ice Racing : The Rear Engine Class

by Dave Hathaway

When it comes to ice racing front wheel drive is the way to go. Well maybe to you, but not to us. Give us a good old- I emphasize old - VW Karman Ghia. Why? Well, they are cheap, relatively reliable and easily maintained. With no antifreeze or radiatorsto worry about half of our potential problems are eliminated before they start. Just gas up and go.

Of course there are some disadvantages to using a Ghia. If you are partial to a heated drivers compartment or you like to be able to see where you are going then maybe you should look elsewhere vehicle-wise. But for sheer excitement a windscreen full of instant ice can really make you sit up and take notice. Rear engine cars offer some other peculiarities: one is that if placed in an embarassing situation and you find yourself motoring in the opposite direction from the rest of the pack, you just keep going; naturally looking over your shoulder is a bit awkward, but now you have the advantage of front-wheel drive. Ghias have other strange habits: being light in the front end it often does strange things in tight corners, or maybe it just has an attraction to snow banks.

With 36 horsepower you are in fat city on glare ice, but when traction is good those big engined Corvairs are too much. For low budget ice racing go rear engined. The more the merrier.



Mohawk-Hudson Competition Awards 1972

Outstanding Single Performance- given by The Birdseys:

Bruce Cargill- for his victory in the Car+Driver SSS Challenge at Lime Rock Park, October 14 , 1972

Most Improved Driver- donated by Terri Novotny and Phil Raeder

Dave Hathaway- GP Spitfire, Area 11 second in class, 24 NARRC points

Driver of the Year

Al Anderson- NEDiv BP champion, plus several lap records, etc.



ELECTION '72- Mo-Hud Officers for 1973

Regional Exec- Howard Geer Assistant R E- Carl Corrin

Treasurer- John Deans Secretary- Sue Ruschette

Activities Director - John Petrella Directors- Hap Farnsworth
Ed Holeva



For Sale- Cosworth Twin-Cam Zonker motor. \$900

Bill Morris 518-346-8771 ex6657



Nomex Suits \$ 10?????????

That's what the ad in Competition Press says: Two piece Nomex flight suit some slightly used, all in excellent condition, if you don't mind green. All sizes \$10.00
B R Bradford, Box 7464 Shreveport, Louisiana, 71107



REgional Ramblings

Just one final note on 1972 before it passes away into history. I would like to thank all the people in Mohawk-Hudson who worked so hard to make the year a success. Space makes it impossible to name everyone but I have listed the chairmen of all the events elsewhere in this issue. My many thanks to them and to all the elected and appointed officials who put in such a great volunteer effort to make it a tremendous year for Mohawk-Hudson. You know that there are a lot of people helping out when a region of 125 or so members can put on 2 Regional Races, 1 hillclimb, 3 rallies, 6 Solo II events, and a picnic.

Looking ahead to the upcoming year, it promises to be bigger and better than ever before. February will have the umpteenth running of the Snowflake Rally. After Bill Getz's article last month, I expect to see more entries than ever. In March Mohawk-Hudson will play host to the NEDIV roundtable. This is the spring get-together of all the Regions in the Northeast Division to discuss mutual problems and to plan the calendar for the upcoming year. It offers a place to talk to the Governors and other SCCA officials about what is going on in the club. April will bring the National Rally. The tentative date is April 14-15 and will be a 12 hour rally starting from the Poughkeepsie area and winding up through beautiful Columbia and Renselaer Counties. Here's your chance to try out a big league rally, right in your own backyard. Tentative plans also call for a Drivers School, several Regionals, a better Autoslalom series, more rallies, an ice gymkhana, another Solo I event if we can find a more digestible site, and who knows what else. Stay tuned for more information on all this upcoming action.

November 10-12 saw the 1972 NEDIV Convention held in Pittsburgh. The host region, Steel Cities, did a great job in making everyone feel welcome. Both Tracy Bird and David Ash were present and answered questions from the floor on Sunday. Hopefully club communications will improve next year if everything goes the way people are talking. Some very interesting seminars were presented on such items as Safety & Rescue, Timing & Scoring, Solo I & II, Race Stewards, etc. Conventions such as this one do a great job in giving people from each region in the NE a chance to get together to discuss mutual problems and common interests.

Miscellanea

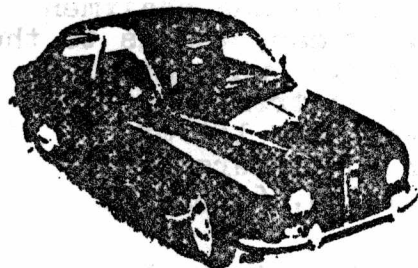
Congratulations to Bill & Jacqueline Getz - married Nov. 25, 1972

Congratulations to Ed Holeva (1st-FP), Bill Morris (1st-BSR), Harold Cameron (2nd-HP), and Dave Hathaway (2nd-GP) for their fine showing in the '72 INEC Area 11 Road Racing Championship

Look for INEC to be replaced by a new Area 11 organization in the next month or so.

Howard

**It faces weather
other small cars
shouldn't face.**



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.

But not in a SAAB, the out-of-the-ordinary small car from Sweden.

SAAB is out of the ordinary because of front-wheel drive.

Because SAAB has front-wheel drive it doesn't push you around the way other small cars do. It pulls you around curves. Corners. Out of skids. And out of trouble.

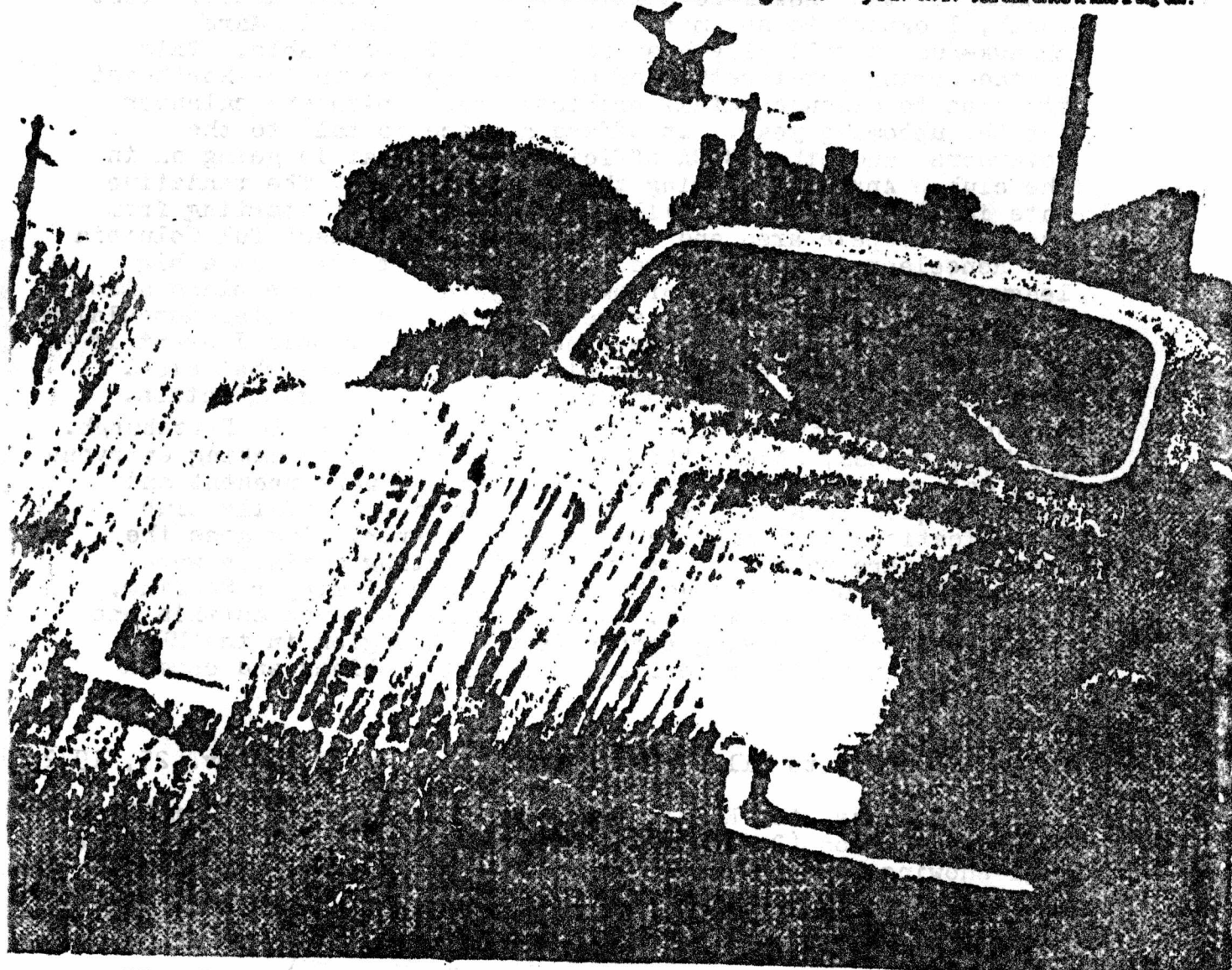
Front-wheel drive coupled with SAAB's dual diagonal

braking system (safest on any car) gives incredible control and traction in any weather.

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 5,000rpm.

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

So don't let the weather get you down. Remember that you can't drive a better built small car **SAAB** to save your life. You can drive it like a big car.



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