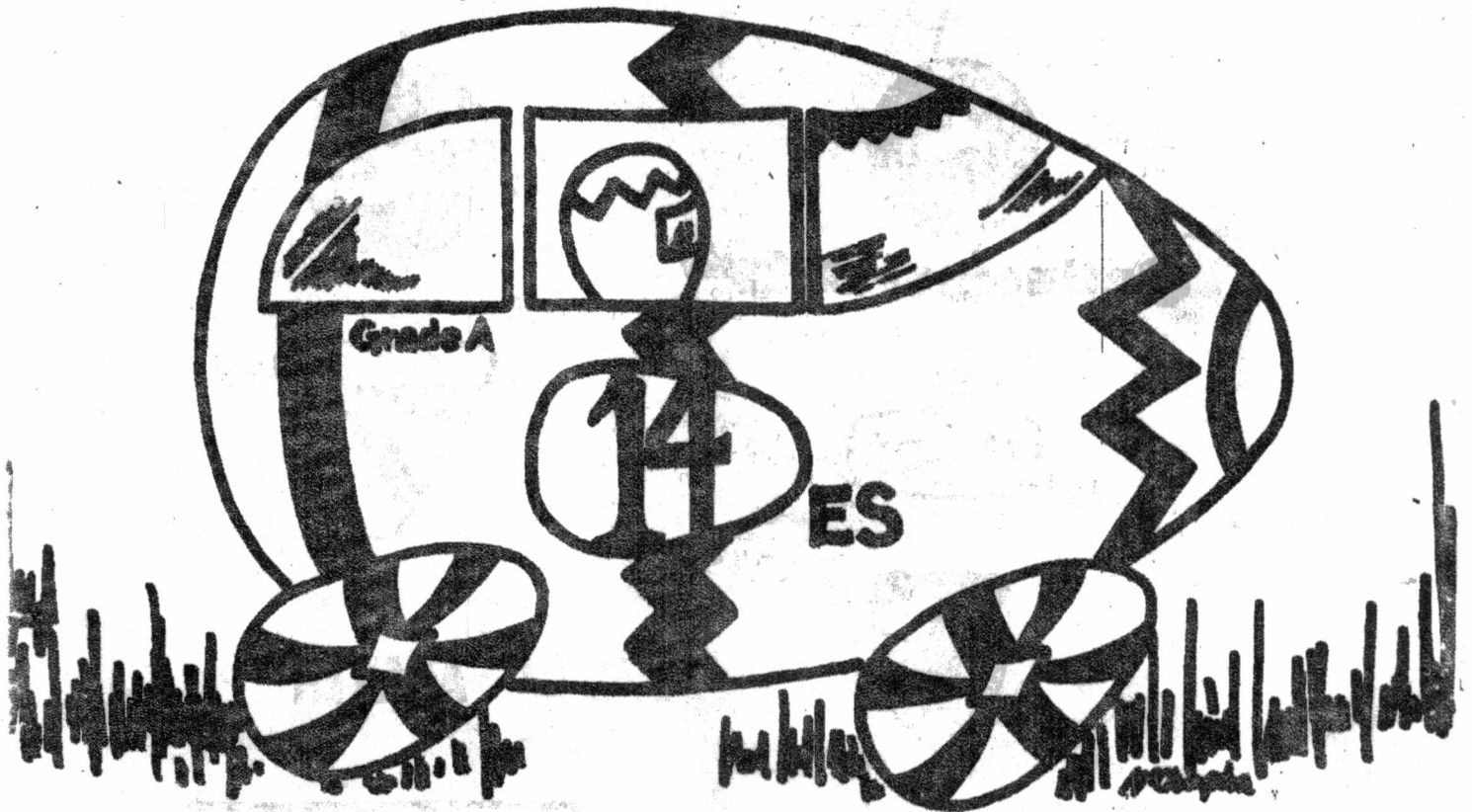


April 74

# the Knock off

Happy Easter



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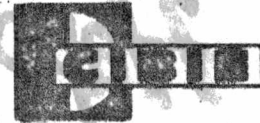
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KNOCK-OFF Advertising

Phil Panos  
463-9077 or 462-1689

The Mohawk-Hudson Region of the SCCA meets the First Wednesday of each month. Meetings begin at 8 P.M. All material for the KNOCK-OFF should be submitted at that time.

CHIRCH ID

TO

BIENCI

The "new look" Knock-Off

If you don't notice any difference in this issue from any of the others, that's good. It means that the hassles of putting the mag together from afar aren't insurmountable. You see, I'm living in Ithaca now, but with the approval of the Board, I'm going to try to stay on as editor. If the quality of the publication drops below my standards of acceptance, I'll politely ask out, but for now it seems to be working. The success of the long-distance nature of the publication is due to the willingness of some members (notable among these are Dave MacClumpha, our publisher; Craig Benson, who in spite of his many other responsibilities handles the circulation with effectiveness; and The Greek, Phil Panos, who just keeps selling those ads; finally there is The Gorilla, Jim Corbett, who lends class to the whole operation) and just as importantly friends (especially Gail Klimcovitz who lends her beauty charm and talent; Mark Leonard and my brother Michael, who'll both be mentioned in detail in a bit; and Dianne MacClumpha, who is always ready to put her vast artistic talents to use on behalf of our humble publication), and they have my sincere thanks for the time they all devote to making this a magazine that serves the membership. I wouldn't have it any other way, and when it is beyond my ability to make the K-O a timely, useful and entertaining publication for the membership, I'll gladly roll on.

When I was 17, it was a very good year....

That's when I started running gymkhanas and getting really into the sports car thing. Then, and now, it seems like very few teen-agers get involved in the sports car movement. It's hard to say why, and I think it's unfortunate. I can probably name almost all of the Mohawk-Hudson junior members (me, hailwood, dick waring, john deans, jon raffin, joe marko). That's why I'm happy to see Mark Leonard taking a part in our activities: he's bright, articulate and enthusiastic--that's why I picked him as my replacement on the Pete Corey Show, and "appointed" him local activities editor for the K-O. You'll be seeing the first of his contributions soon. And then there is my brother Michael, always a willing worker, even in the worst weather and my second most enthusiastic supporter (hi G.K.), and now a contributor to the Knock-Off. He's a damn good writer, better than me, and I hope he has the time to contribute more articles in the future. He'll be driving soon, and I want to make sure he is responsible and competent behind the wheel. I think his involvement in SCCA activities will instill these qualities in him as a driver, and as a person. Michael, I'm proud of you-- as soon as you learn how to close a motorcycle throttle as well as you open it, you'll be alright. The page has run out; take notice of our young enthusiasts, they're going places.

FAST.

greg



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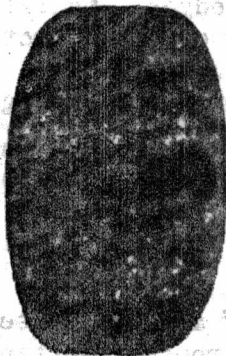


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The TIREWALL ....

by Jack Wollitz

Race Safety! You've heard people preach it over and over. However, Nelson Ledges isn't preaching; they are acting. Witness TIREWALL.

Early in the 1973 racing season at Nelson Ledges Road Course, a new crash barrier began taking shape. More and more of the wall was erected as the season progressed, and today much of the circuit is protected by this innovative wall. This amazingly successful crash barrier is built with junk tire casing.

Nelson Ledges' TIREWALL was designed by the track's practical genius, Grover Griggs. Early in 1973 he presented his plan to John McGill, Chairman of Mahoning Valley Motorsports, Inc., operators of the Ledges. McGill liked the idea and construction of the wall began in the woody carousel section of the track. TIREWALL proved to be successful at insulating out-of-control racers from the carousel's trees and thus was expanded to many other potentially dangerous spots.

The TIREWALL itself is constructed with junk tires, which are positioned much as a mason would position bricks, i.e. overlapping and staggered. The TIREWALL is actually three walls, with the separate walls touching and offsetting each other. Together the three walls, which are about waist high, form an impenetrable crash barrier.

The wall is easy to construct. First of all, the base is laid (see Figure A). The base is three tires wide with the three rows offsetting each other. Then the second layer is stacked to overlap the joints in the base layer (see Figure B). This process is continued, with each row filling the gaps of the row immediately below it, until the wall is approximately chest high (see Figure C). This interlacing construction provides maximum energy absorption while also reducing the dangers of launching a car over the wall.

Obvious advantages of the TIREWALL are low cost of raw materials, easy construction, its energy absorbing potential, and the little damage it does to race cars. Youngstown-Warren-Akron area recapping firms gladly deliver unusable tire casings to the Ledges at no charge!

While those of us who have stacked tires for the TIREWALL will admit that it is a laborious task, we also know that it is easier than boring holes for guard-rail posts and bolting the awkward rail to the posts.

When a race car hits the TIREWALL, its kinetic energy is absorbed into the collapsing and displaced tires. The wall is constructed so that when a car hits it at speed, the forward, destructive motion is absorbed. TIREWALL also does not bounce racers back into racing traffic. Most cars, after smacking the rubber, stop within a few yards of the initial impact.

Invariably when a racing car bounces off of steel guardrail or a cement wall the car comes out the loser. However, when a sliding racer shunts the Nelson Ledges TIREWALL, very little, and sometimes no damage is done to the car. Many drivers, who would have towed home disabled cars, had they contacted anything but such a forgiving wall, have been able to successfully compete the same day, after meeting TIREWALL. Also driver injuries are greatly reduced by the cushioning crash barrier.

Drivers, the real judges, are very happy with the wall. Many of Nelson Ledges' harshest critics are changing their minds and praising TIREWALL as the best crash barrier they have seen. Safety stewards as well as insurance representatives also like the idea.

The TIREWALL ..... continued

At present, tires have been stacked to protect racers from the pillars of Nelson Ledges' new British Leyland bridge, spanning the front straight of the track. The TIREWALL also is enabling the track's management to open new spectator areas. When stacked in front of existing guardrail, the tires provide a safe and protective face.

At a mid-summer regional race last year the tire-stacking process saved the day. A Formula Ford tore out several sections of guardrail and split some posts near the pit entrance. The stewards avoided a long delay in repairing the fence by calling for a load of tires. Quickly, the gaping jagged hole was patched with the tires and the races resumed with hardly a delay.

McGill estimates that eventually over one million tires will be utilized to line the entire circuit inside and out. To date, about 250,000 tires have been stacked.

The TIREWALL has proved successful at safely stopping cars of all SCCA classes, even the fragile and vulnerable formula cars. The rubber wall has not been penetrated by even heavy Corvettes and Camaros. Motorcyclists, who cringe at steel guardrail, also have praised Nelson Ledges' TIREWALL.

Who ever thought that those mountains of junk tires blotting the countryside would have such a valuable and practical use?

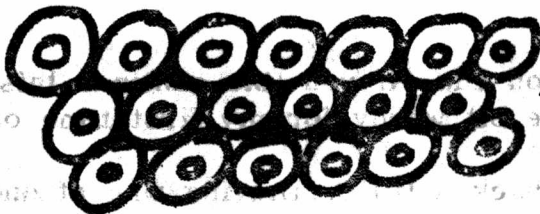


Figure A. The first or base layer of the TIREWALL.



Figure B. The overlap of joints in the base layer & succeeding layers.

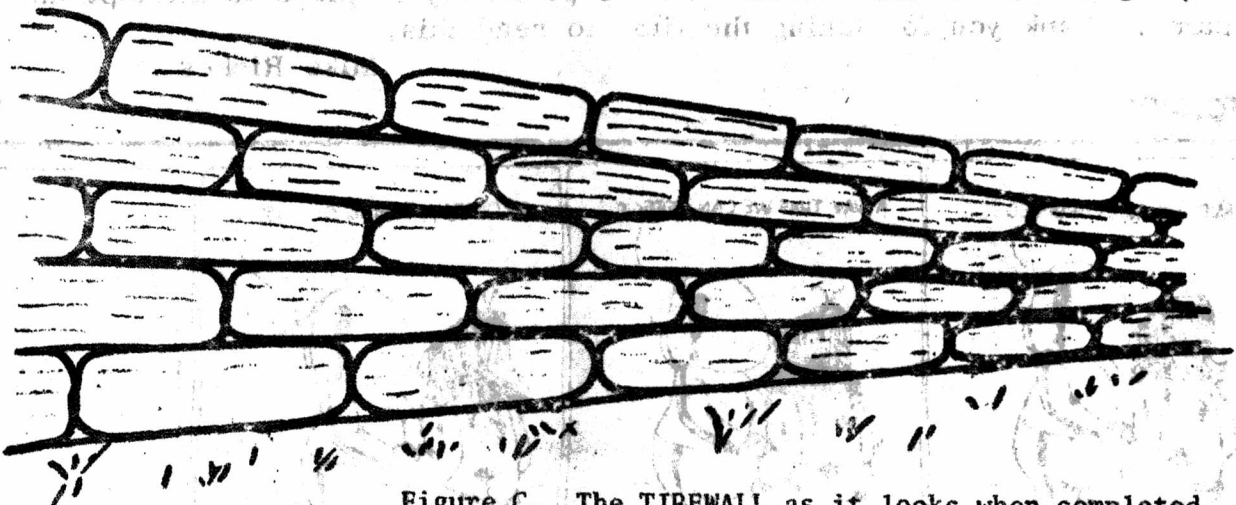


Figure C. The TIREWALL as it looks when completed.



I happened to be reading through a recent issue of The Knock-Off, where-upon I came across a request for additional articles to fill the hallowed pages of said publication. Though the plea was directed mainly towards members, may I assume that contributions from non-members will also be accepted ? (YES-ed.). I am not a member, but having worked many events I am well-acquainted with the activities, and the members, one of whom happens to be my brother, the editor. (so that's how he got this into the magazine). I've just turned sixteen: you all remember that time don't you -- you can finally learn how to drive. Isn't that what this magazine is all about.

\*\*\*

C'mon now people, go back in time to your sixteenth birthday. You awake on that electrifying day, eat a hurried breakfast and streak (sorry, couldn't resist that) down to Motor Vehicle to take your permit test. That is easily done (it should have been, since you've been studying for two months to take a twenty question multiple choice test with perplexing questions such as "what color is a stop sign?") The magic words "I'll drive" are then uttered for the first time.

You get behind the wheel for the first time (legally), and become acquainted with a world which until now you have seen only from the far reaches of the back or passenger seat.

The first waves of fear roll over you when the roar of the engine is heard. "What if I get killed by a drunk on the way home ; what if a wheel falls off ? Maybe I'd better wait a couple of more months!..and so on.

Fear turns to joy though, for the time that you have been waiting months, maybe even years, for has arrived. No longer do you sit in the passenger seat, wondering. Your time has come.....

\*\*\*

Okay people, nostalgia time is over. You can, if you like continue this story in your mind. I think that I have gotten a mite bit wordy for my first time out, so I'll try to end this presently.

Maybe I've managed to set your mind back a little. Driving was at one time an experience for all of us. It still is for me. For any of you who have been gracious enough to read this, I hope that you still enjoy driving as much as you did when you first started.....

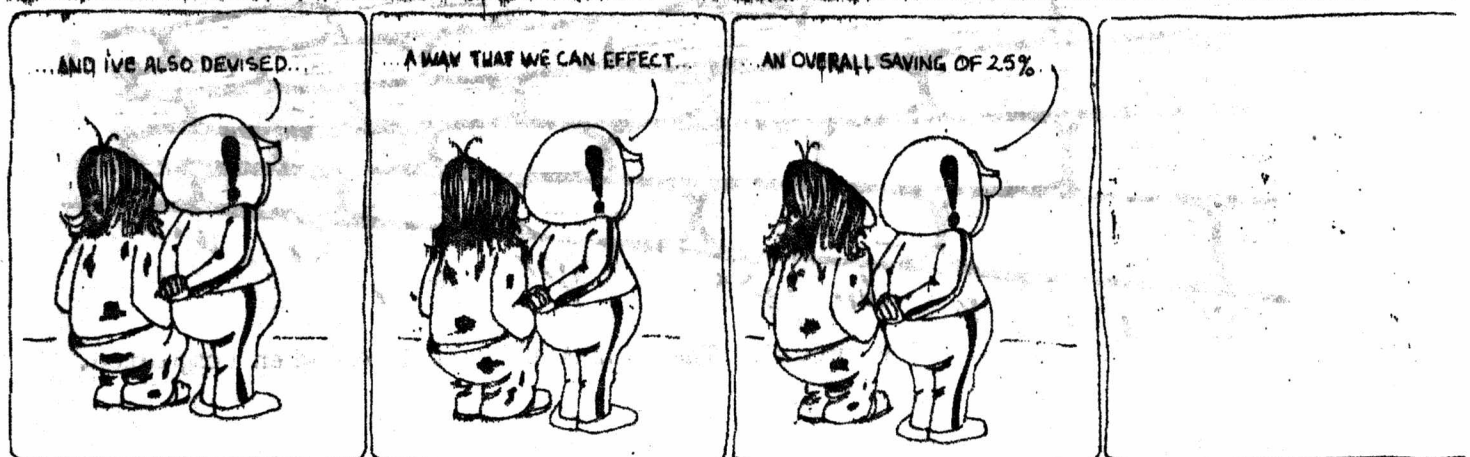
\*\*\*

If you you enjoyed this article, or if you thought it was outright trash try to let the editor know. If trash wins out, this will be the Alpha and Omega of my writing career. If it was tolerable, I'll be positively inspired to attempt more of the same. Thank you for taking the time to read this.

Mike Rickes

CATCHPOLE

By Barry Fol





# SLINGS AND ARROWS STICKS AND STONES®

by Burnham Wood

Okay, Rickes, McClumpha, et al: let's try to get it right this time and not smear ink all over the opening page. And if you mess it up this time I'll just keep writing this column until you finally get it right.

\* \* \* \* \*

Did you look at the last issue of SPORTS CAR? I said "look at" rather than "read" because, on the whole, there isn't that much to read in it. Hell, a six-month-old J. C. Whitney catalog is more contemporary.

Anyway, take a good look at the picture of Cameron Argatsinger on page 8. Looks like he just stepped in something very disagreeable. Suppose it was Bird's shoes?

Also, make sure you check the continuity in the Zane Lumpy article. Aside from its being about an event that occurred five months ago (typical), comparing the diary entries shows that Mr. Lumpy had a strange trip indeed. To begin with, he seems to have left before he started. Then he drove some five hundred miles instantaneously. And then he did about the same thing in minus time. Simply amazing.

Can't the damn staff afford a proofreader?

A friend of mine was telling me about his fraternity's national magazine which used to have the same problem. They bothered to think about it though, and simply changed to a tabloid newspaper format. Now the news is up to date, even if it isn't as pretty. But the recipients love it.

So what's wrong with Denver doing the same thing? Sure, the fancy (read "expensive") coated papers and color photography appeal to advertisers, such as they are. And, supposedly, they support the magazine - along with our subscription fees which are NOT OPTIONAL.

It seems to me that with a little good management (admittedly a scarce commodity in this organization) the newspaper format could be used, along with an appropriate adjustment in advertising rates, to give us all better service and more NEWS at the same or lower cost.

If this is a membership-oriented club (and let's not get into that bag of worms right now), somebody needs re-orientation.

\*\*\*\*\*

I heard the other day that WRCB's streaker, the one that started at GE and passed through Stark Oil (good sense of humor, at least), was none other than our own Bill Morris. Or did they say Eleanor?

\*\*\*\*\*

Streaking of speakers, word has it that John Bishop streaked the last Board of Governors meeting - and no-one noticed anything unusual.

**PERSISTENT RUMORS DEPARTMENT**

Rumors seem to fall into three distinct categories: those that are repeated often enough that there must be a certain amount of truth in them; those that are repeated so often that there can't be any truth in them; and those that I wouldn't believe if I saw it with my own eyes. Herewith a few of each type for your examination:

1. Howard Geer will put his Lotus together.
2. Lee Beauregard will put his Lotus together.
3. Art Frederick will paint his Lotus.
4. Bill Morris will bury his Lotus.
5. Joe Erkes will flip his dune buggy.
6. Dave Wachtel will flip Joe's dune buggy.
7. Tony Hilferty will flip his lid.
8. Greg Rickes will get a car that will run longer than three minutes.
9. Paul Hacker will get his missing prize money from NER.
10. Exxon's income tax will equal more than 25% of its net income.
11. Nixon's income tax will equal more than 250% of his net income.
12. We will have a Solo II program after all.

\*\*\*\*\*

Dear Editor: I hope you appreciate that I bought some correction fluid to correct my infrequent mistakes.

\*\*\*\*\*

There was an enlightening story on Channel Six news the other night about the Colonia Police and their cars. The main story line ran that the department is in the process of changing from its present "medium size" Matadors (what's a Matador?) back to "full size" cars because the officers feel more secure in the larger cars. According to one of them, the monstermachines "hold the road a lot better" during high speed driving.

I think we all know what a crock of peanut butter that is. But it does verify what we've suspected about the COLLIEFUZZ for some time.

\*\*\*\*\*

**PERSONALS - To:**

- Fast Eddie: It'll never fly.
- Charlie Kemp: It already did!
- Harry Palmer: ?

\*\*\*\*\*

Now that the energy "crisis" is apparently over, is anything being done to establish a Solo II program before the end of June? So far, Autosprint is our first scheduled event.

\*\*\*\*\*

Sorry I missed the April meeting, but I was out tramping the highlands with Angus MacKenzie. See you next month unless you're supremely fortunate.

Burnie

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NATIONAL OFFICE STAFF

In order to aid our membership in addressing correspondence or calling in to the proper party for information, the following is a list of individuals at the National office and the areas in which they can be of service to members:

- Cameron R. Argetsinger - Executive Director and Director of Professional Racing.  
 Juanita Beeney - Printer  
 Dinah Chapman - National Press Officer and Liaison Editor of SPORTS CAR. Responsible for editorial copy and advertising in SC. Handles corporate memberships  
 Mary Hess - National and Regional licensing, minor licensing, and ordering all race materials, including GCR's, PCS's, Binders, and Timing & Scoring Manuals.  
 Janet Ivey - All matters pertaining to Rally or Solo Events. Orders for Rally Regulations and Pro Rally Series Rules, Solo I & II Rules, and rally patches and decals.  
 Marmee McCloud - Professional Racing secretary. Contact regarding professional race schedules and results and to order recognition forms.  
 Marilyn Matson - Finance Officer. Contact for all matters pertaining to accounts payable/receivable or cash sales.  
 Liz Meyers - Public Relations office. Contact regarding regional press cards, sponsorship kits (\$1.50 ea.), changes in regional officers, regional directory, and press mailing lists.  
 Del Owens - Public Relations Director. National and Regional Public Relations/ Publicity Activities, Energy/Environment information, Marketing information, Membership Recruitment assistance, and Product Licensing information.  
 Nancy Rosen - Office Manager. Contact regarding SCCA Properties, ordering Operations Manual and Medical and Safety Manual, and for regional services.  
 Diane Smith - Club race schedules, sanction letters, appeal reports, stewards' licensing, minor workers' licensing, observer's reports, and general club racing questions.  
 John Timanus - Technical matters pertaining to racing.  
 Sue Timanus - Membership and Data Processing Supervisor. Issues membership cards and answers membership inquiries. Contact for all matters pertaining to membership, regional or address changes, and label orders.  
 Dick Wessman - Director of Rallying and Solo Events.  
 Murray Williamson - Assistant Director of Professional Racing. Contact regarding professional racing event schedules, organization contracts, permanent car numbers and professional racing questions in general.  
 Ron Zimmermann - Director of Club Racing.  
 Nicki Zugschwerdt - Receptionist. Contact regarding the SCCA film library.



*en Canada*



for information on Canadian events:  
Canadian AutoSport Club  
Box 97  
Willowdale, Ontario

**John Player Formula Atlantic Championship.**

There are currently seven confirmed rounds of the very successful Formula Atlantic championship scheduled, plus an international level finale. There will again be a points fund in addition to the regular purses. First place in each regular round will be worth \$2500, with the last payoff spot (other than return of entry fee) being 12th place, worth \$350. In addition there will be \$3000 dollars split between the top 15 qualifiers. Anyone holding a Canadian license will be eligible for the championship.

As an added promotional bonus, events will be televised each week following an event for maximum sponsor exposure.

The current schedule is as follows:

- |         |                     |         |                         |
|---------|---------------------|---------|-------------------------|
| May 28  | Westwood, Vancouver | July 14 | Sanair, Quebec          |
| June 2  | Edmonton, Alberta   | July 28 | Halifax, Nova Scotia    |
| June 16 | Gimli, Manitoba     | Aug 11  | Newfoundland            |
| June 29 | Mosport, Ontario    | Aug. 28 | INTERNATIONAL, site tba |
- it is hoped that more dates will be added later in the year

**BULOVA Championships**

The very well received BULOVA Championships for Formula Ford and 2.5 Sedans will be run at Mosport again in 1974. Dates will be:

- April 28      June 14-16 (in conjunction with the Labttt's Can-Am)
- June 28-July 1 (Dominion to Independence Day Sprints)
- July 19-21 July Sprints
- September 20-22 (in conjunction with the F1 Canadian Grand Prix)
- October 13

**Gary Magwood Motor Racing School and Formula Ford Championship**

Gary Magwood will again be conducting his many driving programs at Mosport in 1974. In addition to the preliminary, comprehensive and advanced level formula Ford driving school program, there will be three one day courses in go-kart driving, utilizing the 2.65 Mosport circuit. Fee for the kart course will be \$50.

The Formula Ford championship is unique in that it is not limited to GMMRS graduates, anyone holding an SCCA, IMSA, or CASC license, or having adequate past experience will be eligible. Cost per weekend will \$200, which will guarantee two five lap races, plus a finale for the top 10 heat finishers. A points championship will be held, with the high point person getting \$500. Five racing weekends are currently planned : June 9, July 28, Aug. 17, Sept. 15, Oct. 12. . . . For more information contact GMMRS, 1905 Avenue Road, Toronto Ontario M5M3Z9, Canada

**Canadian National Rally Championship**

For 1974 the CNRC will be made up exclusively of stage (European) type rallies. Events scheduled are:

- |           |                           |           |                               |
|-----------|---------------------------|-----------|-------------------------------|
| May 4     | Golden Triangle/Ontario   | May 18    | Trail of the Bison/Winnipeg   |
| June 29   | Nova Scotia Highlands     | August 3  | Lobster Rally/Atlantic Region |
| August 24 | Mountain Trials/Vancouver | August 31 | Rocky Mountain Rally          |
| Sept. 13  | Criterion du Quebec       | Sept. 28  | Feuille d'Erable/Quebec       |

MISCELLANEA

No AutoSlalom Site

Latest word is that the New York State Peripheral Parking Lot will not be available for our use for solo II events due to a decision by New York energy tsar Gen.A.C.O'Hara. A substitute site is desparately needed. If you know of one, contact the activities director or the solo II chairman. Also, since the April 21 date is in doubt, check with either of the above mentioned luminaries for new location. The names, addresses and phone numbers can be found in the front of the K-O.

BMSC Regularity Run

Sunday April 21, starts at Big N shopping center, route 20 Pittsfield. Registration opens at noon. Info call 443-4670, Dave Hathaway chairman.

EMSC Rally

April 28. Chairman Lee Beauregard 456-0019

BMSC Explorer Mountain Rally

May 5. 80 miles, 20% dirt roads. Registration begins at noon, start at Bradley's at the junction of rte 8+9 in Pittsfield. info Dave Pryde 413-442-7607

DRIVERS MEETING-----May 5

general rap session for novice competition drivers  
1 p.m. at Paul Hacker's house, 45 Point View Drive, East Green bush NY. 477-5603.

This meeting is for novice permit holders, and those seeking competition licenses ONLY-my house is only so big. There will be experienced drivers present for blackboard sessions and q+a period. This will expand upon the first M-H Comp Drivers Council seminar weekend.

#####

Mo-Hud Executive Board Meeting Monday April 22, Bill Morris' dome (no that's not a typo), Riverview Road, Clifton Park. 8pm, open to all members.

IMSA SuperVee, RS and GT races: Road Atlanta, April 21

SCCA Trans-Am, SuperVee and Vintage Car race: Lime Rock Park, May4

Race of Champions results: non-championship F1+F5000 Brands Hatch: 1, Jacky Ickx JPS; 2, Niki Lauda Ferrari; 3, Emerson Fittipaldi, McLaren; 4, Mike Hailwood McLaren; 5, Clay Reggazoni, Ferrari; 6 Peter Revson, UOP ;7, Henri Pescarolo BRM; 8, Ian Ashley, Lola (first F5000); 9 Peter Gethin , Chevron (F5000) 10 Clive Santo, Lola....

Brian Redman has been named replacement for the late Peter Revson on the UOP Formula 1 team

for information on EMSC events contact Judy Beauregard 456-0019

for sale: two Chevrolet rims. \$5 greg rickes

Rambler lovers Rejoice: Wally Booth's Matador won ProStock at the Gatornationals  
Talk about domination: Yamahas finished in 30 out of the top 33 places at the recent AMA Daytona 200

Silverstone non-championship F1: 1-James Hunt, Hesketh V12; 2-Jochen Mass, Surtees; J-P Jarier, UOP

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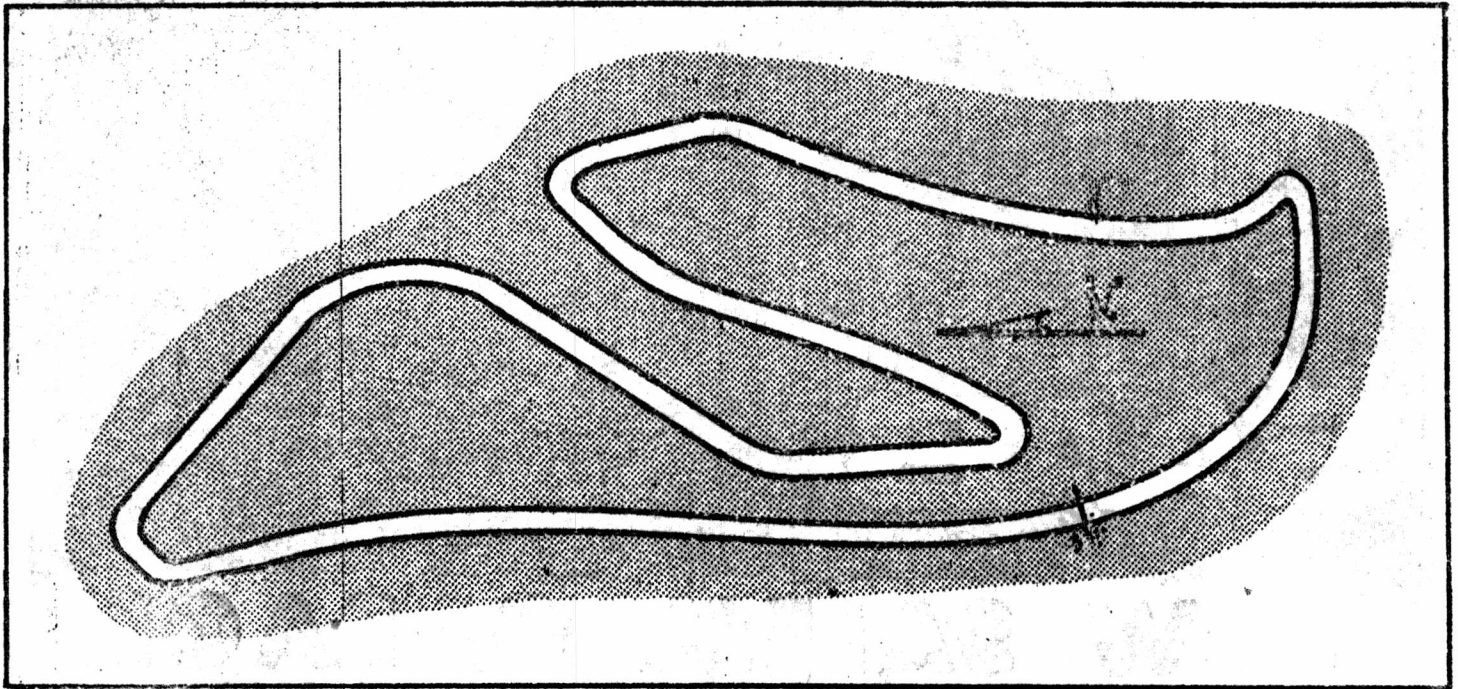
MON. TO FRI. 9TIL 6

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SAT. 9TIL 5



# THOMPSON



If you're looking for solid, factual information on what's happening with the development of the newest Thompson road course, you'll have to look elsewhere. Just about everything we've been party to thus far has been rumor.

The above diagram ought to be pretty close to the actual layout of the track. Two diagrams we've seen thus far have listed the circuit length as 1.63 and 1.7 miles.

There is a donation/pledge form circulating for the Thompson Race Track Construction Fund, but thus far the terms of this document have not been explained. There is no indication whether this is a charitable contribution or an investment type note.

Though many dates have been listed by NER for Thompson, there is no consensus as to which track will actually be used this year. Apparently the owners of New Thompson (oval and road course) are not entirely ruling out the use of the road course portion of their operation for 1974, and it is possible that if the new road course is not finished, operations will be moved back up the road to the stock car track.

Even with the Knock-Offs short lead time it is hard to be up-to-date with the whole Thompson situation, so if you want the latest info the best place to hear it first is the monthly meeting.



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- 3 AUGUST  
SOMBRERO KID  
Sturbridge, MA
- 24 AUGUST  
TOUR OF THE LITCHFIELD HILLS  
Danbury, CT
- 14 SEPTEMBER  
DOWNEASTER V  
Portland, ME
- 3 NOVEMBER  
COVERED BRIDGE VIII  
Springfield, VT
- 23 NOVEMBER  
SHORE LINE  
Norwich, CT



## Northeast Division Schedule .....

<u>Date</u>	<u>Event</u>	<u>Location</u>	<u>Region</u>
March 23-24	Drivers' School	Bridgehampton	Northern New Jersey**
April 6-7	Regional Race	Summit Point	Washington D.C.**
April 6	Drivers' School	Bridgehampton	New York**
April 6	Divisional Rally	Shad Moon	Philadelphia**
April 20-21 (tent.)	Regional Race	Bridgehampton	New York
April 27	Drivers' School	Pocono	Tri-Regions
April 27	Regional Race	Lime Rock	New England**
May 4-5	Divisional Rally	YCGTFH	New York**
May 11-12	Regional Race	Nelson Ledges	Steel Cities
	Regional Race	Pocono	Tri-Regions
	Drivers' School	Summit Point	Washington D.C.**
May 17-19	National Rally	Virginia Reel	Washington D.C.
May 18-19	National Race	Bridgehampton	New York
	Drivers' School	Nelson Ledges	Mahoning Valley**
May 18	Drivers' School	Lime Rock	Northern New Jersey**
May 25-27	Regional/National	Bryar	New England**
May 25-26	Regional Race	Nelson Ledges	Western New York**
June 1-2	Regional Race	Watkins Glen	Glen**
	Regional Race	Summit Point	Washington D.C.**
	Regional Race	Bridgehampton	Northern New Jersey**
June 8-9	NATIONAL RACE	NELSON LEDGES	STEEL CITIES
	Drivers' School	Bryar	New England**
June 15-16	Regional Race	Bridgehampton	New York
June 22-23	National Race	Summit Point	Washington D.C.**
	Drivers' School	Watkins Glen	Glen**
June 29-30	Regional Race	Thompson	New England**
June 28-30	National Rally	Steel Haul	Steel Cities**
July 4-6	NATIONAL RACE	LIME ROCK	NORTHERN NEW JERSEY
July 5-6	Solo I	Watkins Glen	Glen **
July 6-7	Regional Race	Nelson Ledges	Steel Cities
July 13-14	NATIONAL RACE	POCONO	TRI-REGIONS
July 13	Regional Race	Lime Rock	New York
July 20-21	Regional Race	Summit Point	Washington D.C.**
	Drivers' School	Thompson	New England**
	National Rally	Appalachian	Philadelphia**
July 27-28	NATIONAL RACE	NELSON LEDGES	MAHONING VALLEY
	Regional Race	Thompson	New England**
August 3	Regional Race	Lime Rock	Mohawk-Hudson
August 3-4	Drivers' School	Nelson Ledges	Steel Cities
August 10-11	National Race	Watkins Glen	Glen**
August 17-18	National Race	Summit Point	Susq/Washington D.C.**
	Regional Race	Nelson Ledges	Misery Bay
	Drivers' School	Thompson	New England**
August 24	Regional Race	Lime Rock	Northern New Jersey**
August 24-25	Drivers' School	Watkins Glen	Glen**
Aug 31/Sept 2	Regional/National	Thompson	New England**

SPECTATOR RACES IN CAPITAL LETTERS.

\*\* Schedule listing fee paid.

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BROKE YOUR ICE RACER?

The Knock-Off Editor has a front-mounted SAAB radiator which he will let go for next to nothing.

Executive Board meetings of the Mohawk-Hudson Region SCCA are held nine days before the regular monthly membership meeting. Since we meet on Wednesdays, this works out to be the Monday of the preceeding week. These meetings are open to all members who wish to attend. Contact any of the officers for location and directions.

ABOUT THE SPORT

SSS, SSC DRIVERS PETITION TWO-YEAR RULING AT CONVENTION:

February 14, 1974

Mr. Orly Thornsjo, Chr., Competition Board, SCCA

Dear Orly:

Per our recent telephone conversation, I'm enclosing a copy of the memorandum originated by a number of Showroom Stock drivers in the East. More signatures could be appended to the attached, but I don't believe they would necessarily affect the outcome. It is requested, though, that the Competition Board and the Board of Governors give thoughtful consideration to the merits of this proposal for a moratorium on the existing two-year rule concerning the eligibility of Showroom Sedans and Sports Cars. This could be effected in any of several ways, viz.:

1. The moratorium could be imposed immediately for the balance of 1974 or until the next evolutionary step towards integrating these cars had carefully been planned for, such as a different system of classification which might see SSS and SSC co-mingled into separate speed classes so as to encourage more participation in the patently slower cars now seldom if ever seen in competition. The moratorium would permit the continued racing of all cars listed in the 1973 and 1974 GCR until further notice.
2. SCCA could adopt NASCAR's three year guideline as it applies to late model stock cars on the Grand National Circuit. This would give SSS and SSC at least three years of competition life and thereby attract or retain a larger corps of participants.
3. SCCA could adopt the FIA Group One Sedan guideline which permits the continued entry of such cars for no more than four years after termination of production of a given marque/model.

I realize there is some concern about so-called emergency legislation at SCCA Annual Meetings, but the current energy crisis calls for prompt action on this matter which should benefit SCCA, not harm it.

Sincerely, David Roethel

The petition enlosed with the above letter reads, in part:

We, the undersigned Showroom Stock Sedan and Sports Car drivers request that Section 9.1 and Section 10.1 of Appendix A of the 1974 GCR be waived or repealed. These sections limit the eligibility of SSS and SSC cars to the current or previous year of manufacture. We feel the ruling should be waived for the following reasons:

- 1) Contrary to expectations, our experience has not shown that the increasingly effective emmision control equipment has significantly harmed performance for the later model cars, probably because of the continuous full throttle operation while racing.
- 2) Designed as entry level classes, and kept as non-national points classes, the attractiveness of SSS and SSC racing has been its low cost. The forced exchange of cars every two years is reducing this attractiveness, especially in light of rising small car prices.
- 3) Concomitant with that forced exchange of cars is the potential exclusion of SSS and SSC drivers as SCCA competitors and, possatbly, as members. Why run the risk?
- 4) The current energy shortage has led SCCA to announce recently that the SSS and SSC classes will be emphasized during this most crucial period. Since the classes are not national points classes and since SSS and SSC drivers cannot qualify for national competition licenses without changing classes, what form will this emphasis take? We would suggest that waiving or repealing the two-year restriction would be a solid and effective way of demonstrating this emphasis.

the above article is reprinted from STRAIGHT-PIPE, official publication of the Washington DC Region.

#####

Absolute deadline for The Knock-Off is usually a week from the monthly meeting, so if you have a late classified, get it to one of the staff by then and it will probably make the current issue.

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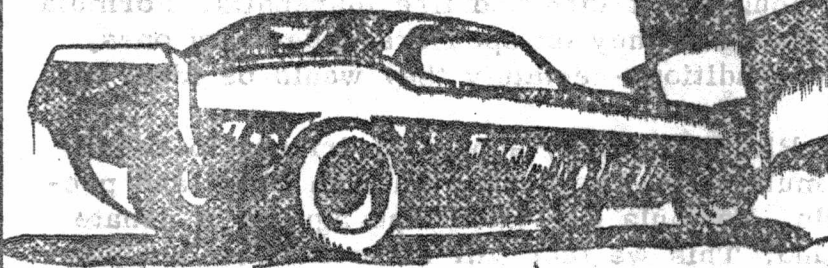
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**THIS ENGLAND** (articles reprinted with the permission of  
AUTOSPORT, Britain's Motor Sporting Weekly)

### Roger Williamson Fund

The British Racing Sports Car Club have recently announced a program to improve motor racing safety under the title of the Roger Williamson Fund. BRSCC director Peter Browning has said "Since Zandvoort last year there has been a lot of talk about motor racing fire protection, but very little action". It is hoped that the Williamson Fund will produce action.

The fund program will involve the BRSCC and Formula One of Carnaby Street, the racing clothing specialists, initially. As there is no national campaign at present to train or equip turn marshalls the BRSCC does all it can with club funds and by asking the marshalls themselves to buy more and expensive equipment.

The Roger Williamson Fund has been set up to ask drivers themselves to contribute to the cause of safety and equipping of turn and fire marshalls. Formula One regularly receive used drivers suits when they or sponsors order new ones, and most of these suits are in usable condition--certainly they would be ideal for use by fire marshalls.

The idea therefore is that the BRSCC publicly appeal to drivers to return any unused or overused suits to Formula One. They will refurbish these and prepare them for distribution to marshalls. Formula One have also agreed to donate fifty pair of fireproof socks to the fund. This we feel will make a small but positive and immediate contribution towards the safety of British motor racing.

Just one percent of all the sponsorship money in Grand Prix racing and/or a simialrly small contribution from the members of the GPDA would see all of our British turn marshalls have better training and equipment.

### European Touring Car Championship: BMW vs Ford, but on a smaller scale.

BMW, the defending European Touring Car champions will be defending their title with a redeuced effort. Initially one car, for Hans Stuck will be prepared, and there may be a second car appearing later. Stuck will team with Jackie Ickx when there are no F1 conflicts for the latter. If a second car appears it will likely be in the hands of Chris Amon and Derek Bell.

Ford meanwhile have planned a major effort to regain the title. Two new Capri RS3100 with four valve heads will be run at all rounds driven by Dieter Glemser, Jochen Mass, Toine Henzemans and Niki Lauda. There is also a possibility of a third car appearing.

### British Saloon Car Championship Changes

1974 will see the introduction of Group 1 (showroom stock) sedans as the contenders for the British Saloon Car Championship, replacing the more exotic and expensive group 2 (cars campaigned in the European Touring Car series) cars run previously. American cars will be strong contenders for the championship: Rich Lloyd, Gerry Marshall, Stuart Graham and Jon Fletcher will be in Camaro Z28s; Colin Vandervell, last years Formula Atlantic champion, will campaign a Pontiac Firebird TransAm, and Gordon Spice is going to run a Barracuda of some sort, perhaps a HemiCuda. Several BMW S1s are expected to compete again in the large category. Amongst the smaller cars, new arrivals to the class include a Volkswagen Dasher for Bill McGovern, a Triumph Dolomite Sprint prepared by Broad-speed for Andy Rouse and an RX3 Mazda for Barrie Williams.

Meanwhile, last years British Group 2 champion Frank Gardner will take his seven liter Camaro to Europe, along with a similar car for Brian Muir, to contest the European Touring Car championship.



### South African Grand Prix for F1 round 3 of the World's Championship

1. Carlos Reutemann Brabham
2. J-P Beltoise BRM
3. Mike Hailwood Yardley-McLaren
4. Patrick Depailler ELF-Tyrell
5. Hans Stuck March
6. Arturo Merzario ISO-Marlboro

### Lombard Formula 3 Championship round #1, Oulton Park

1. Brian Henton March 743-Pinto
2. Tony Rouff GRD 373-twincam
3. Peter Dugdale March 733

### Lombard F3 Championship round #2, Silverstone

1. Brian Henton March 743
2. Tony Rouff GRD 373
3. Bob Arnott Modus M1
4. Jose Chateaubriand March 743
5. Marcos Moraes GRD 374
6. Jose Santo March 733

### More Entries for F1

In spite of the ever-increasing costs, more and more people are announcing intentions to build and/or run Formula One Grand Prix cars. First came word of the car constructed by Chris Amon, then the Lyncar of John Nicholson. From Japan has come the Maki, to be driven by Howden Ganley. F5000 manufacturer Trojan have announced a F1 car for Tim Schenken, and the Rondel F1 project has been sold to a group called Token, and the car will be driven by Tom Pryce... these are added to the list of constructors which include Ferrari, BRM, March, JPS, Ensign, Surtees, McLaren, Brabham, ELF-Tyrell, ISO-Marlboro, Hesketh, Embassy-Lola and UOP, plus tentative entries from Eagle, Parnelli and Penske later. As if the grids aren't going to be crowded enough, several other drivers have announced intentions to compete in F1 this year, they include: Tom Belso and Gijs van Lennep who will share a ride in the second ISO-Marlboro, Vittorio Brambilla in a March and Swiss sports car driver Gerard Larousse in a Brabham

### Yankees in King Arthur's Court

A large number of American drivers will be competing in various English championships in 1974, some for the whole season, and others only until the American racing scene gets into action. Formula Atlantic competitors will include Ted Wentz, Jas Patterson, Bobby Brown, Matt Spitzley, Woody Harris, Chip Mead and Jim King, and later in the year Wink Bancroft. Fred Opert will also provide rides for Bertil Roos in several formulae.

### Holbay and Pinto

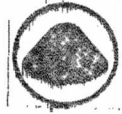
The 2000cc single overhead cam engine produced by Ford for use in the economy Pinto has been developed for F2 and F3 use by Holbay. The F2 engine features a four valve per cylinder aluminum head and twin overhead cams, and will eventually have an aluminum block available. The F3 engine retains the iron block and head but has a dry sump oil system and Lucas fuel injection. In the valve train roller bearings have been utilized in conjunction with a direct roller action valve gear.

### World Championship Standings

1. Clay Reggazoni	x 10
2. Denny Hulme	9
Emerson Fittipaldi	9
Carlos Reutemann	9
Mike Hailwood	9
6. J-P Beltoise	8
7. Niki Lauda	6
8. Jacky Ickx	4
Patrick Depailler	4
10. Carlos Pace	3
11. Hans Stuck	2
12. Ronnie Peterson	1
Arturo Merzario	1
Wella for Men Formula Ford Series	
round #1, Brands Hatch	
1. Richard Morgan	Ray 73F
2. Syd Fox	Hawke DL11
3. Stephen South	Ray 74F
4. Rob Wicken	Merlyn Mk.17
5. Bernard Vermillio	VanDiemen F74
6. Geoff Lees	Royale RP16

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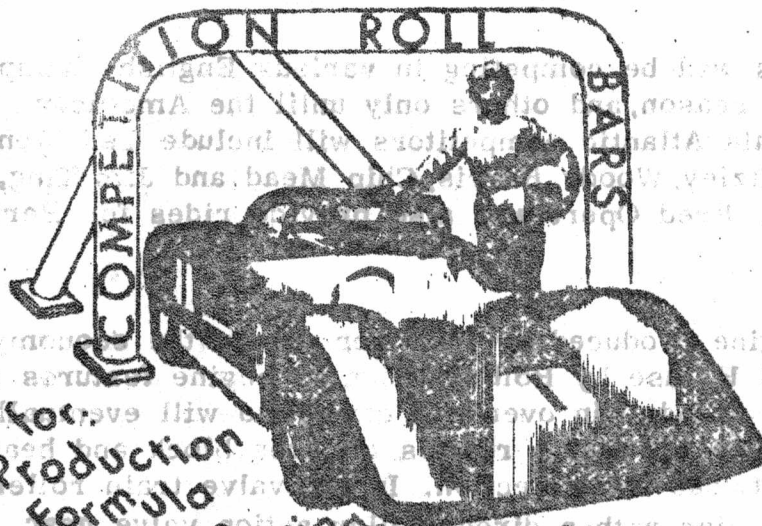
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## Regional Ramblings

### THINK PARKING LOTS

As most of you are aware, Mo-Hud was refused the Washington Ave. Peripheral Parking lot as our autoslalom sight this year. Both Mr. O'Connor and General O'Hara agreed that because of the substantial amount of mail they have received complaining about races and other forms of fuel consuming sports, the State would be ill-advised to permit our club and EMSC to use the lot for gymkhannas this year. They do not wish to incur any adverse public reaction. I have submitted another request to the State for this lot and asked them to re-consider based on a number of points I felt should be considered.

In the meantime, however, we are without a gymkhanna sight. I think we are all well aware of the big part gymkhannas have played in our club's activities. I would hate to see the series we have built up over the years go down the tubes.

Some of us have already started the search for a new lot, but this should be everyone's responsibility. One person or a few people, simply cannot handle this job by themselves. Therefore, please investigate the possibilities and contact any member of the board if you feel we have a chance of obtaining a lot.

According to Ron Armstrong's column this past week, Albany-Saratoga is also in trouble, so there is a possibility that ANEC will not be able to run their autocrosses this year. If that's the case, there might not be any Solo II type activities going on in our area this year.

Per the membership's request, a letter has been sent by our region to the National Office requesting SSS be made a National class. If we receive a reply, I will have both letters printed in the Knock-Off (if the editor will accept them).

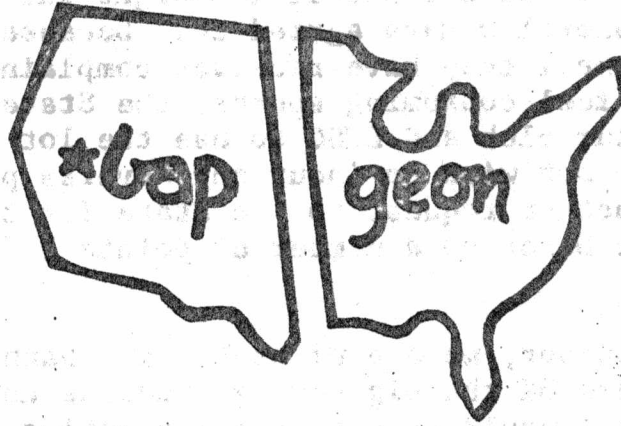
Since I have written a large amount of letters already this month and neglected my car terribly, I will close.

**FIND A PARKING LOT!**

*Carl*



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