

The Mo-Hud

Knockoff



NEWSLETTER OF THE MOHAWK-HUDSON REGION SPORTS CAR CLUB OF AMERICA (MoHud)

December 2017

The REport

Season's greetings to all.

I had the opportunity to attend the Northeast Division (NEDiv) mini-con in Maryland a few weeks back. The event was hosted by the Washington, D.C. region and they did a great job. Opening remarks on Saturday morning were given by SCCA president, Mike Cobb. He struck me as a very frank, honest, and personable leader and the SCCA board of directors seems very happy with their choice. I want to share something Mike said. He was speaking about the "labels" that members sometimes use to describe themselves in terms of being SCCA members. For example: "I'm a soloist" or "I'm a road racer." His statement was: We are not soloists or road racers. We are enthusiasts. Whatever disciplines we choose are simply the way we access the sport. Well said, Mr. Cobb.

One other bit of NEDiv information I'd like to share with you: I was nominated and accepted a position on the NEDiv Executive Council. I'll be replacing Jack Hanifan who chose to step down due to his recent health issues.

Look for more pictures and more information from the mini-con in this issue.

As the year winds down and the weather continues to get colder, I want to wish everyone a Merry Christmas and a Happy New Year. I've truly enjoyed being your Regional Executive for the past year and I'm looking forward to leading the Mohawk-Hudson region once again in 2018.

Our first general membership meeting of the new year will be Wednesday, January 3rd at The Orchard, 68 N. Manning Blvd. Albany. Bench racing and dinner (on your own) at 6:30pm. Meeting starts at 7:30pm. Hope to see you there.

For the good of the sport...

Jim Bucci

Regional Executive



Coming Events: December and...

- **December 2:** Saturday, 6:00 – until. MoHud Annual Awards Banquet. German-American Club, Albany. Details below
- **December 5:** Tuesday. St. Nicholas Day in Holland (6th in USA). Traditional stocking gifts for Dutch youngsters are oranges and chestnuts. This year, lucky ones will receive an autographed photo of Max Verstappen.
- **December 8:** Friday. Season 2 of *The Grand Tour* begins on Amazon Prime. Look for the usual stupid car tricks, including old Jaguar sedans skiing downhill, performed by Clarkson, May, and the kid, in exotic locales,.
- **January 3:** Wednesday, 7:30pm. MoHud Membership Meeting. Orchard Tavern, 68 North Manning Boulevard, Albany. While the formal meeting starts at 7:30pm, we start gathering around 6pm to share time with our fellow members. Contact: Jim Bucci hdjimbu@gmail.com
- **January:** Could be ice racing season, depending on whether la Nina or El Nino dominates. Check out the Adirondack Motor Enthusiast Club's website < icerace.com > to follow plans for several races and perhaps a time trial or two in '18.
- **February 9-10:** Saturday. VSCCA's traditional Nutmeg Rally runs up and down the Hudson on Saturday, starting from the historic Beekman Arms in Rhinebeck (Washington ate there often). Banquet Friday night. Contact Jim Donick (845) 635-2373 or go to < vscca.org >
- **March 23-25:** 2018 Formula One season begins with Australian Grand. US broadcasting to switch from NBCSN to ESPN.

Annual MoHud Awards Banquet and Meeting Saturday, December 2nd, 2017 German-American Club of Albany 32 Cherry Street, Colonie

6pm - Hors d'oeuvres and Cash Bar
7pm - Dinner - Buffet Style German fare (chicken, pork, and beef entree options)
8pm - Club Racing and Solo Awards following Dinner
Several Door Prizes will be Awarded

Please remember to bring an unwrapped toy donation for
Bob Karl's Sales & Service's Holiday Drive
benefiting Unity House of Troy

Banquet price is \$25 per adult, \$10 per child.

Your RSVP was supposed to be sent to Eric Smith by November 25th. He may or may not take late reservations: EJEvo8@gmail.com.

Highways to History Road Rally

The MoHud Highways to History Rally was held on Saturday, November 4th. We had a great turn-out and plenty of laughter and stories at the end along with dinner and trophies. The weather was perfect for a drive around the Capital Region, and from everything I heard, the teams enjoyed themselves. We had eight teams, and five of those teams were non-members and new to the MoHud rally program! To those of you who participated, thank you. For those of you who weren't there, you missed a great rally! - **Trish Bucci**



1st place went to newcomers Ayrton's Track Masters
- Sarah, Ayrton and Andrew

Thank you again to all who supported the event. Thank you to Maggie's Café in Albany for hosting our post-rally dinner and awards. Thank you to Jim for going along with my ideas and for helping me plan and host the event.

I hope everyone will keep an eye out for the next rally and come out to be part of the fun.

- **Trish Bucci**
MoHud Rally Chair

Highways to History Road Rally Recap



In unprecedented rally news, Ron and Eileen Bass took home the 2nd place trophy



Showing off their self-decorated trophies, two of our youngest competitors were on Team Falkensteiner (dad Noah Brownsey was the driver and these guys navigated)



First time rallyists Brenda and Karen took the 3rd place trophy (with added bling, because, if they won a trophy, they wanted bling!)



Drove to a rally checkpoint, then took a selfie for proof.

Easy...

Points based on distance of checkpoint from start.

Trick was to put a high total string together.

Hard...

Solo Spec Class Announced by SCCA

- Based on Subaru BRZ and Chassismates



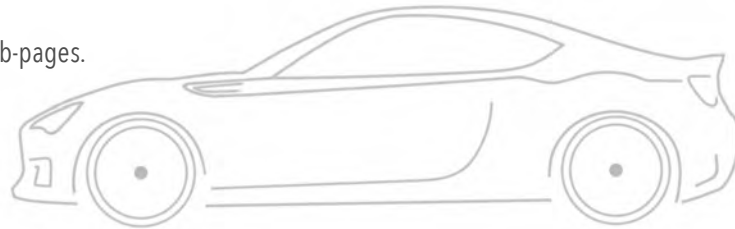
Almost hidden in the November *Sportscar* was the announcement of a new Solo Spec Coupe (SSC) class based on the 2013-16 Subaru BRZ and Scion FR-S.

According to mothership, " ... the BRZ and FR-S were selected because the cars are modestly priced, rear-wheel drive, late model enthusiast vehicles useful as both a 'daily driver' and for autocross competition... These cars offer aftermarket modifications embraced by enthusiasts who enjoy the driving experience... the vehicles are readily available and modifications fairly simple. The cars have shown reliability, which should help with cost containment. And a street ride can be maintained for daily use while also allowing for fun autocross performance."

Allowable mods come in two packages put together by TireRack. The first package contains suspension components: shocks, springs, adjustable roll bars and front alignment bits. The second package is a wheel/tire combination: 8 x 17 wheels and 225/45R17s. For 2019, the mothership Solo Events Board is looking at a re-tunable PCM/ECU module. The 2018 Solo Spec Coupe (Supplemental Class) Specifications are available through the SCCA website.

< https://dk1xgl0d43mu1.cloudfront.net/user_files/scca/downloads/000/038/972/2018_Solo_Spec_Coupe_2017-10-09.pdf?1507586710 >

...or just drill down through the Solo sub-pages.



There are some confusing statements in the press releases and specifications relating to "optional" and "required," as well as the interplay between S, STX and SCC classes, but that will surely be clarified as we move through the next few months.

Locally, Subaru racer Jared Lendrum has told the KO that the solo rules do not match up with his club racing focus on Touring 4, so it is unlikely he will build a car just for SCC. So far he's had no requests for development of a customer car, and we've not heard from our regional BRZ/ FR-S contingent, so SCC is not yet a factor in MoHud coneland, but stay tuned!

December 2017 Club Racing Report

Written and submitted by Jim Bucci on behalf of Jack Hanifan.

Notes and Information from the NEDiv Mini-con

Congratulations to Jonathan Eriksen on being named NEDiv Rookie of the Year.

Congratulations to Jim Bucci, NEDiv Touring 4 class champion.

The new Executive Steward for NEDiv is Fred Brinkle. He is replacing Kathy Barnes. Thank you Kathy for your years of service.

According to divisional series race chairman, Chris Mosley, the North East Division Road Racing Championship (NEDRRC) averaged 162 cars over their 8 weekends of racing.

Nelson Ledges will again be hosting SCCA racing events in 2018.

Donna McDonough has stepped down as NEDiv scheduling administrator. She has been replaced by Beth Anselm.

Holtz Award Winner Announced

Congratulations to Jack Hanifan, winner on the Brian Holtz Memorial Award. It is the Northeast Division's highest award and is presented for exceptional leadership and significant contributions to the Northeast Division of the Sports Car Club of America.

Tom Campbell accepted the award on behalf of Jack. NeDiv council chairman Fred Brinkle presented the award.



More from the NEDiv Mini-con

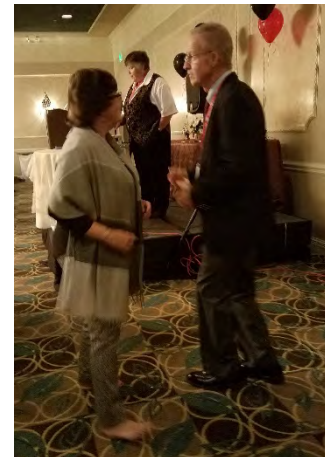
November 10-11, Turf Valley Resort, Ellicott City, MD



Divisional race chairman, Chris Mosley, and his wife Linda



MoHud member and NEDiv Rookie-of-the-Year Jonathan Eriksen with Chris Mosely



NE Executive Steward, Kathy Barnes & guest cut a rug!



Jim reflects on the past season...



While Trish and Linda "get down"

The **Brian Holtz trophy** awarded at the Mini-con to Jack Hanifan was presented to Jack in his temporary digs as a companion to all the stuff on his night stand.

Jack responded on Facebook, saying "Many thanks to Tom Campbell, Tom O'Connor, Pete Smith, Harry Adalian, Trish Bucci who visited me to give me the Brian Holtz award.

If you knew Brian, you know what a great honor this is. A GREAT surprise to me!"



Club Racing

The Runoffs:

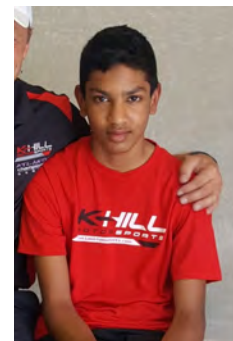
Narratives from MoHud racers at the Indy runoffs in September are trickling in. Here's a few:

Jared Lendrum: Subaru BRZ #7 in Touring 4, started 6th on the grid. "My experience at the Runoffs didn't really turn out the way that I had hoped. I had spent years building up to that race, and I had even played some tricky strategy to get to where I did, but I was pushed off of the track while in 3rd place on the first lap. I guess it might make for some good reading, even if the ending is a bit tragic."



Yuven Sundaramoorthy: Mygale #45 in Formula F, 7th on grid. Dad Gopal reports "We had a great week at Indy at the runoffs, but unfortunately, results don't show it... started the race today in 7th. Got pinched at the start, and fell to 12th. Then he systematically picked up spots one by one, to get to 4th by the white flag lap. He caught up to the front 3 with 3-4 turns to go. They were all bunched up in turn 12-13. He had a shot at the podium, possibly even a win. Unfortunately, a car behind Yuven made contact, causing him to spin. He recovered, but only to finish 8th. At 14, he was likely the youngest driver on track. We are very proud of what he did, although we wish he could have ended up on the podium."

Overall, a terrific experience! Cherished every moment of it."



The action shots above are from the Runoffs videos available on the Mothership website. You've got to be impressed with Yuven's drive in the four-car lead pack during the latter stages of the race. Also check CBSsports channel for replays. – *PaulM.*

November Membership Report

- Jim Garry - jdgarry10@gmail.com

As of Nov 19th, Mohawk Hudson Region membership stood at 447 souls. That number has held pretty steady since the end of summer, up or down a dozen. As is usual for this time of year we've had no new members join, although on paper there are one or two long term members who let their membership lapse and thus get shown as new members. This ought to be something that the Membership Department at the National Office fixes in their spreadsheets but we won't hold our breath.

Next month's report will show many new members joining who attended the recent Street Survival driving school but those gains will be offset by last year's new members from the school dropping off the membership rolls.

There is just one significant membership anniversary for December and it's a big one. A big CONGRATULATIONS goes out to Susanna Rogers, Stockbridge, MA for her forty years in SCCA.

That's all for this month. If anyone has any ideas about how to expand our membership, please contact me at mhr.membership@gmail.com.

Seasonal Rest and Rejuvenation

To Sleep, Perchance to Dream...



Jim Gary's Cheetah Awaiting Winter Mods



Campbell Miata Kicks Off Its Shoes

Board Meeting Minutes- October 30, 2017

Orchard Tavern, Albany Call to order - 7:00 pm.

- Awards Banquet is scheduled for first weekend in December.

- Dave Riggi Trophy – this past month’s Knock Off asked membership for recommendations. Please contact Jim Bucci if a member wants to nominate someone.

- By Laws – Eric, Bruce, and Russ recently met to regroup on the status of the bylaw revisions. Board agreed that we need to start to make progress on reviewing and updating.

- Auto/Van Insurance – Dick asked an insurance agent to review the current policy. Apparently, we’re underinsured - equipment kept in the van is not presently covered under the policy. The agent will provide recommendations for updating the policy.

- SCCA National Convention – the Convention is in Las Vegas this year, January 18 – 20. Jim Bucci will be attending. Solo Advisory Committee members will be asked if they would like one of their committee members to attend. The Region will pick up a portion of the cost.

- Todd and Nancy Boice – they have retired from club activities. We will be purchasing a \$50 gift certificate to recognize their previous service to the Club.

- Succession planning – the Region needs to work on a succession plan to insure continuity in the event an officer or other critical person vacates their position. Work will begin next year, starting with a request for current officers to provide a written description of their responsibilities and duties.

- Nominating committee – Activities Director is defined in the By Laws. Jack Hanifan had subsumed the position when Pete Smith resigned. The Nominating Committee will reach out to Jack to see if he wants to continue as Activities Director. 2018 officer slate is current officers. No other additional members have been nominated for an officer’s position.

- John Stim Memorial – should the race be retired? This year the race was held at the Thompson NE Regional Championship. Mo Hud had a relatively small representation at the race – both racers and workers. Board will canvass membership on the future of the race and consider recommendations.

Meeting adjourned at 8:05 pm.

- Ron Bass -

TRSS

October 22nd saw some 60 BMW Club and MoHud members volunteer for another Tire Rack Street Survival course for 21 teen drivers. Russ Burckhard and Tom Campbell among those doing extra duty.

Once again, skid pad won “student’s choice” award.



General Membership Meeting Minutes, November 1, 2017

Orchard Tavern, Albany

Call to order - 7:30 pm.

- Meeting minutes published in last month's Knock Off were accepted unanimously.

- Treasurer - previous month's income/expenses summarized.

- Solo - Solo Advisory Committee recently met to discuss trophy awards for the upcoming Awards Banquet. Solo had excellent attendance this year.

- Membership - the Region has over 500 members with about 20 new members that will be joining from the recently held Tire Rack Street Survival.

- Street Survival - the school was held on October 23. It was fully attended by 21 students with several students waitlisted. Positive comments were received from both students and parents.

- Road Rally - Mo Hud will have a "Highways to History" Rally on Saturday November 4. Registration is at 2:00 pm at the Cumberland Farms on Rt 7 (just past Keeler). Drivers meeting is at 2:30 pm. First car off at 3:00 pm. Attendees will meet at 6:00 pm for dinner at Maggie's Cafe on Western Ave. There is \$15 entry fee per vehicle.

- Knock Off - December's edition will have more info about the recent Run Offs. There will be upcoming articles about the legal aspects of car ownership.

- Competition - Jack Hanifan is at the Eddy in Troy, Room 419. Visitors and phone calls are welcome.

- Old Business - Annual Awards Banquet is December 2, 6:00 pm at the German American club. It is \$25 adults and \$15 for children.

- Mo Hud Worker Awards - please send nominations to Trish by Friday November 10th. Instructors, including TRSS instructors, flaggers, scrutineering, tech party volunteers, etc. are all eligible.

- Upcoming Events - Saratoga Auto Museum - has a new exhibit - "Working Cars". There will be a presentation on "Lost Speedways" at the museum on Saturday November 25. Start is at 12:00 noon.

Meeting adjourned at 8:07 pm.

- Ron Bass -

Mo-Hud Officers and Contacts

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Secretary

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Competition Chair / Activities Director

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Rally Chair

Trish Bucci trimar71@gmail.com

SOLO Chair

Russ Burckhard russtduck@gmail.com

Membership Chair

Jim Garry mhr.membership@gmail.com

Chief of Pits

Clark Nicholls cwnicholls@aol.com

Scrutineering (Tech)

Open.

Contact Jim Bucci or Jack Hanifan if interested...

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Merchandise

Chip VanSlyke

Director

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Director

Dick Stewart stewartco@aol.com

WebMaster

Eric "EJ" Smith ejevo8@gmail.com

NeDiv License Chair

Dick Patullo (NER) patullo@verizon.net

KnockOff

Paul Malecki paul@dianenpaulmalecki.org

For more information about the Mohawk-Hudson Region SCCA, and membership in the Sports Car Club of America, go to < <http://www.mohud-scca.org> >

Membership meetings of the Mohawk-Hudson Region SCCA are held on the 1st Wednesday of the month, excepting July and August, 7:30pm, at the Orchard Tavern, 68 North Manning Boulevard, Albany.



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The KnockOff Journal

This Month...

- Uncle Billy Promised Me His Cobra 289...
- The Gift Guide
- Tech: Dyson Racing Shop Tour



Uncle Billy Promised Me His Cobra 289 Is it mine now that he's died?

The answer is, as always: "It depends..."

A number of years ago Uncle Billy asked you to store his '64 Cobra 289 in your garage. "Take care of it so it doesn't rot," he said as he handed you the keys. And take care of it you did, charging the battery, starting the engine and edging it out to the street from time to time, sometimes with Uncle Billy on board. Every time he saw the car fire up he'd say: "... wonderful. When I go, this car is yours."

He died last week. Does the car belong to you now?

Oh. Something special: this is a "missing" 289 Cobra. *The 289 Register* doesn't know its whereabouts, and hardly anyone except you, your dad, Aunt Jo (Uncle Billy's widow) and a cousin or two knows that Uncle Billy owned the car.

If Uncle Billy's Will says the car goes to you, it's pretty much yours, although it has to go through the probate process. Nightmare scenario: day before Uncle Billy's fatal heart attack he sells the car, signing the registration slip, to a "nephew" of a poker buddy, at the buddy's urging, for \$1,000 cash and an IOU for \$99 thousand dollars. Trying to void the sale, you'd claim the price was way below value, and that the poker buddy used undue influence an account of to his "special relationship" to Uncle Billy. Good luck in court on that one.

Worse: day before Uncle Billy's fatal heart attack he sells the car, signing the registration slip, to Wayne Carini for \$875K dollars. Not only do you not get the car, you are not entitled to any of the sale proceeds, or any compensation from Uncle Billy's estate unless you are a beneficiary under some other grant in the Will. You could always file a claim against the estate for back garage rent. Good luck in court on that one.

>>>

Uncle Billy – cont’d

But what if the will is silent? Most wills have the major portion of the estate go to a surviving spouse. In such a case, it would be up to Aunt Jo if she wanted to sell the car, keep the arrangement the way it was, or give it to you as a gift from her. If she put the car up for sale, and you weren't the high bidder, you might again have a case for back garage rent.

If Aunt Jo is in a nursing home, or a non-family member is the executor of the will, it's pretty certain the car will be sold as part of the probate process.

If Uncle Billy left no will, the road the 289 takes is much more complicated. In New York, the surviving spouse is entitled to \$50,000 or half of the estate – whichever is greater – and the remainder to Uncle Billy's children, et al. If Uncle Billy's estate was substantial, it's possible that cousin Shirley (Billy and Jo's daughter) might wind up with the car as her share after an agreement between the other beneficiaries and the administrator of the estate.

Now you're saying at this point "...but Uncle Billy promised the car to me!" Unfortunately for you, the dead man's statute decrees that you cannot invoke oral testimony between you and a deceased person. Only another witness can testify to what was said between you and the deceased. Even if he wrote something down about the car going to you when he died, unless it was in the form of a statement witnessed and acknowledged by two disinterested witnesses, it still does not count.

But wait. The 289 might still stay in your garage if there is evidence that Uncle Billy gave you the car before he died. You'd have to convince Surrogate's Court that Uncle Billy intended there be a gift of the car before he died, that he delivered the car to your possession, and that you accepted the gift by exercising control. Uncle Billy would have had to make it clear to others that the car was a gift, and you would have to show control. It's not an easy task, for at least one New York court has ruled that simply storing a relative's car in one's garage, without receiving the registration, was not sufficient to qualify as a gift. (In *Re Estate of Smith*, Surrogate's Court, Suffolk County, N.Y.L.J., July 30, 2002, at p.21).

The moral of all of this is that if you own a collectable car, you should think through where you want the car to go next. Then see your attorney and financial advisor for the ways to make your wishes carried out; it could be as simple as a codicil to your existing will, as complex as creation of a trust, or something exotic such as a current gift with a reservation of a life estate. All of these have tax consequences, so the more valuable the car, the more complicated the planning.

On the other side, if you have a relative who says "...when I go, this will be yours," diplomatically ask if there is a plan backing up the promise.

But in any case, do something! Unless, of course, you relish the thought of outsiders being entertained when the court squabble over who gets the keys is reported as an ongoing story in *Hemmings Motor News*.

Next Month: How do I get this car back on the road?

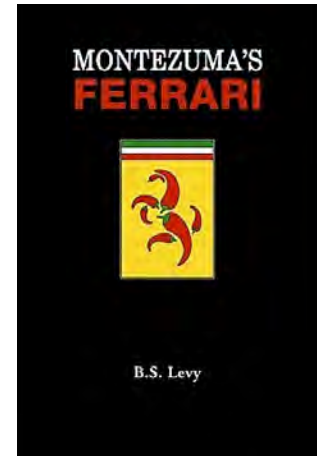
The foregoing may not be interpreted as legal advice; it is intended merely as a topical discussion of law. Publication in the KnockOff does not constitute endorsement by the Mohawk-Hudson Region, SCCA, nor any of its agents. - Paul M., Editor.

The Seasonal Activity and Gift Guide

A Novel Idea: Read a Book

Montezuma's Ferrari, B.S. Levy; \$30 at <lastopenroad.com>

This is the second novel of the *Last Open Road* cult series following Buddy Palumbo, a 19-year-old mechanic as he rises through the road racing world of the 1950's and beyond. *Montezuma's Ferrari* features Buddy's crewing for the 1950 Carrera Panamericana in Mexico. If you remember those days, you'll recognize some of the fictionalized characters, and even if you missed the '50s, you'll enjoy the gearhead talk. Above all, surf <lastopenroad.com> for all kinds of background stuff and a chance to buy a *prancing chili peppers* decal.



Play With Cars

Having graduated from Hotwheels™, you've probably collected and played with 1:43 models of your favorite race cars. Recently a number of makers have started to offer pricier – but much better detailed – 1:18 models. A somewhat local dealer is Replicarz <replicarz.com> up in Rutland. Go online and order a catalog.

If the models from brands such as CMC and Spark don't offer enough detail for your taste, how about something from Exoto? (<www.Exoto.com>) or Amalgam (www.amalgamcollection.com)?

Typical of Exoto offerings, a 1951 Alfa Romeo Alfetta 159 can be yours for \$1,400.



Gift Guide, cont'd

Have Your Car X-Rayed

A museum quality see-through customized poster of your British car – or something special -- from Sports Car Art (<www.sportscarart.com>) can adorn your wall for modest cost. The example here, in 24" x 12" format, cost its owner a few pennies over \$150. The graphic artist who produces these is up in Rutland, and turns out your order in a day or so, making sure your print includes details of your car, not just some generic model.

Sports Car Art also sells garage-size posters, puzzles, and all sorts of neat items. You really should check out the website.



Buy a Used Car

Now that Ferraris are cranked out in large numbers each year, lots of used low-mileage examples are out there. But don't waste time searching the offerings of dubious sellers on Craigslist, go right to <preowned.ferrari.com>. Here's a sample, just one of the 86 California T's available the other day.

\$239,900

FERRARI OF LONG ISLAND [Show Map](#)

EXTERIOR COLOUR	Grigio Silverstone 740
INTERIOR TRIM	Cuoio 4609
TRANSMISSION	Dual-clutch, 7-speed F1
BODYSTYLE	2-Door Coupe
CAPACITY	3,855
ODOMETER:	5,245 mi
FUEL	Petrol

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Ho, ho, ho, and hang your stocking by the chimney with care...

Seven Decades of Race Car Development

On a cold but clear Armistice Day, Rob Dyson invited old racers and racer fans to the Dyson Racing Shop in Poughkeepsie. There, on the immaculate shop floor was a gathering of race cars spanning seven decades of chassis development, from Walt Faulkner's 1950 Indy 500 pole-sitter to a contemporary LMP2 (LeMansPrototype2) racer.

Cars from the '50s mirrored prewar traditional designs. Channel or tubular rail chassis, front engines, solid rear axle, drum brakes, elliptical springs and levered friction shock absorbers – although Indy cars began using torsion bar springing, as seen at the rear of the Faulkner car (below). Formula 1 and sports racers adopted variations on rear axle control: DeDion and Watts linkages, but they all were similar, excepting Auto Union and Mercedes F1 with their floating or swing axles.

The structure of Walt Faulkner's Indy car:



With the shift to rear engines in the 1960s, chassis were a combination of tubes and sheetmetal tubs. Independent suspensions by upper and lower wishbones, with coil springs over tubular shocks attached to lower outer hub carriers. Reducing unsprung weight became a taken-for-granted goal.



1968 Gurney Eagle
Driven by Denny Hulme at Indy



Seven Decades of Development, cont'd

As racing moved into the '70s, front and rear wings, slimmer bodywork and attention to undercar aerodynamics were the main areas of development.

McLaren driven by David Hobbs in 1974 to 5th place at the Indy 500. This was a one-race sponsorship of Hobbs by Carling in recognition of Hobbs' previous drives promoting Black Label. The intertwining of Carling's success and automobiles in the US goes back to the 1933 establishment of the first US Carling brewery in Cleveland.



In the 1980s and '90s, increasing attention lighter but stiffer chassis led to developments such as transmissions becoming structural members supporting rear suspensions. Levers and arms on suspension wishbones marked a shift to relocating these units further inboard, in part to move dynamic mass forces closer to the supporting gearboxes (gyroscopic effects are useful to a sailors' compass, but not to a racers' chassis).



A Penske PC1 from the 1980s...
showing inboard coil springs

Bringing us up to Today: Racecar designers continue to look for compact, aerodynamic solutions that force the car down to the track for better grip and airflow, as well as allowing for adjustments that are complex in effect but easy to carry out at the track. Here we see a typical LeMansPrototype2 car showing all these features. Note the pushrod suspension acting on pivoting arms mounted on the gearbox. Also, the carbon-fiber "floor" and streamlined suspension arms all evidence the quest for better aerodynamics and downforce. And while electronics aid the monitoring of track performance, hydraulic control of many elements continues to grow.

