

Mohawk-Hudson Region SCCA

*Nov 60*



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NOVEMBER, 1960

Page 1

## THE KNOCK OFF

## MOHAWK-HUDSON REGION

## SPORTS CAR CLUB OF AMERICA, INC.

REGIONAL EXECUTIVE	Robert D. Fertig - EXpress 3-0577 1174 Highland Park Rd., Schenectady 9
ASSISTANT REGIONAL EXECUTIVE	Roland G. Heacox Berne, N.Y.
SECRETARY	Phyllis A. Franze - ROCKwell 5-4439 RFD Krum Kill Rd., Slingerlands, N.Y.
TREASURER	Irma McClumpha - HEMlock 9-9656 54 Adams Place, Delmar, N.Y.
ACTIVITIES DIRECTOR	Gus Franze - ROCKwell 5-4439 RFD Krum Kill Rd., Slingerlands, N.Y.
CONTEST BOARD REPRESENTATIVES	Henry H. Van Deusen - Cobleskill 1409 Box 618, Cobleskill, N.Y. Richard Moody - W. Berne 2155 RD 1, West Berne, N.Y.
INEC REPRESENTATIVE	Francis McClumpha - HEMlock 9-9656 54 Adams Place, Delmar, N.Y.
KNOCK OFF EDITOR	Arther H. Frederick - Chatham 4-4288 RR #1, Box 14, Chatham Center, N.Y.

The KNOCK OFF is the official monthly publication of the Mohawk-Hudson Region, SCCA, and is mailed to all members of the Region. Information relative to SCCA and this Region may be obtained from any of the above persons. Advertising rates will be quoted by the Editor or his representative.

Regular meetings of the Region are held at the Circle Inn, Route US 9, Latham, N.Y., at 8:00 PM on the first Wednesday of each month.

NEXT MEETING: December 17 (special scheduling).

SPORTSMANSHIP DEMANDS SAFE DRIVING\*\*\*\*\*

CALENDAR OF FUTURE EVENTS

- November 13 - Empire Motor Sport Club Annual Hare & Hounds Rally
- 16 - ICG Meeting at Beck's Tavern - all members of area sports car clubs invited
- 20 - Jeepster Auto Sport Club of America Rally
- 27 - Open

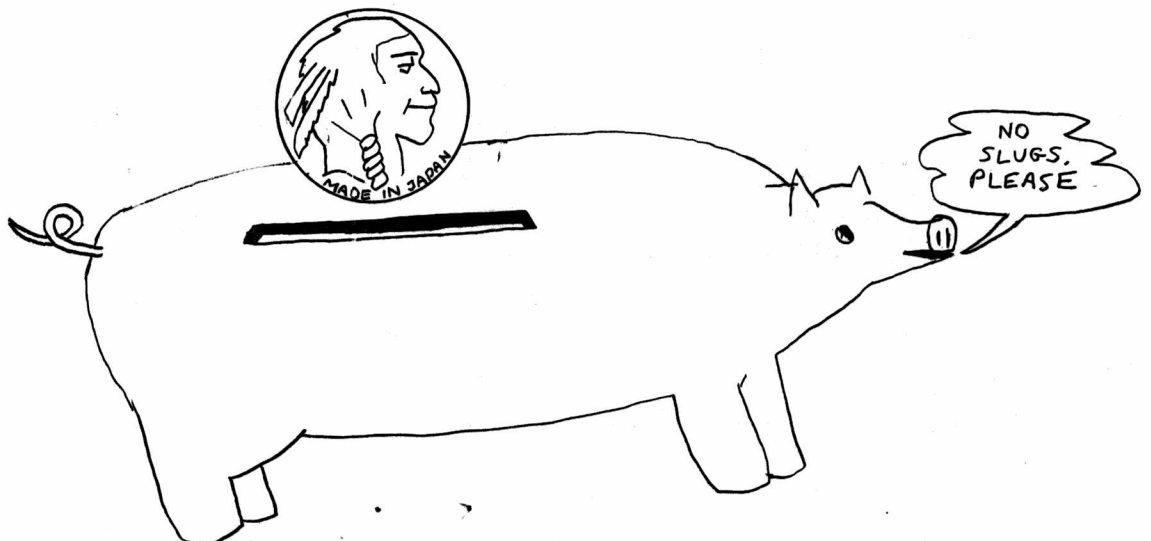
December 17 - Mohawk-Hudson Region Annual Meeting  
Dinner and Presentation of Regional awards to top point-holders and top competition driver.  
Circle Inn, Latham.

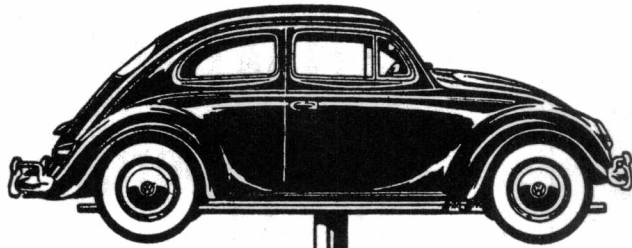
Jan 28,29 Jeepster Auto Sport Club, Sporys Car Rallye and Ski Weekend. Start, Sat. 7:00 AM from Latham Corners a package deal will be included, no price or destination as yet. Contact Gordon Jones, Latham for details

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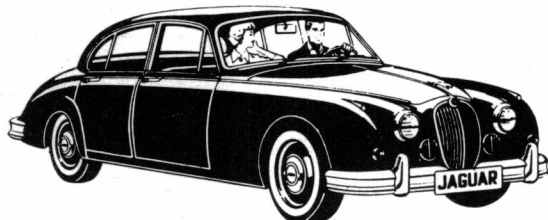
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## LETTER FROM THE EDITOR

Those who attended the October meeting will remember that various and sundry charges and counter-charges were filed by two of our members at length to the embarrassment of all present. The discussion was, logically, broken up after a considerable time by the proper use of Parliamentary Procedure. It was decided that the issue would from then on be closed and that the subject would be forgotten.

The statement below was sent to me with a request for equal time, so to speak. It was evidently written as a rebuttal to certain remarks printed in the October issue, remarks that were not passed through me and which I did not see until the October "Knock Off" reached me in the mail. Had that particular page been one of those channelled through me, the statements to which we refer would have been deleted in accordance with the desires of the membership as evidenced by the aforementioned resolution passed at the October meeting. However, since the article was printed and published, I find it difficult to disagree with the reasoning put forth by the author of this statement relative to his rights to be heard.

Perhaps I am to be chastised for breaking the moratorium on this theme, but the situation demanded a decision, and a decision was rendered.

And now, a statement of policy. As Editor of this publication I feel that the "Knock Off" should not be used by any member, regardless of his capacity in the organization, as a sounding board upon which to put forth his opinions about another person. Controversy is a fine thing in its place, and debates anent the relative merits of one brand of automobile versus another, or rallies versus gymkhanas, or other similar topics, are perfectly in order. But vindictive comments directed toward other persons are in poor taste and can do nothing but damage to the parties involved and to the Region itself as a result.

Henceforth, as long as I have any control over the content of this magazine, no further vituperations of this sort will be permitted in print. We can only hope that we have now heard the last of this distasteful subject and that all concerned will see fit to conduct themselves as gentlemen from this point. May I request that all contributors confine their comments to legitimate subjects in the future? We'll all benefit as a result.

Arther H. Frederick  
Editor

## MESSAGE FROM THE A.R.E.

"He's a gentleman, gentleman, gentleman, but don't you believe it! We have all suffered.

"Obvious, outward appearances usually are put on, to fool the people. These controlled and frequently fraudulent obviations are put forth constantly to hoodwink you into believing that everything is smooth as silk. Don't be one who is fooled or lulled by the apparent look of things. Ask enough questions and learn the real truth.

"Silence is golden only when no-one can be better informed by answering. Otherwise silence can be tarnishing. Solidly based charges cannot be construed to be insulting. A brutal assault, of

word's, evidently <sup>Mohawk-Hudson Region SCCA</sup> is the only way the membership can have its eyes opened to the behind the back remarks that are meant to be damaging. I personally am too decently backgrounded to conduct a whispering campaign behind the backs of my policy opponents. If it is in poor taste to give the general membership a glimpse of a bad situation, then I am guilty. The charges were not alleged charges, they are real, and they remained unanswered from fear of the truth.

"With thought and decency in mind, I hope you voted."

Roland G. Heacox.

DE QUEL COTÉ EST L'ÉCOLE? (concluded)

Then the GREEN flag appeared and we went ten laps under it. This, of course, was what we had been waiting for, and a good time was had by all. Until this time, the lines suggested by observers had not really made much of an impression on some of the students. In short order, this was corrected as some of the better drivers began to leave the do-it-yourself group far behind. With a front wheel drive car it is difficult to find an experienced driver to show you the way around. However, I made the best times initially by following the exact lines suggested for all cars. By the end of this session, though, I had discovered various improvements. For example, in the pit turn (a 90° downhill turn to the right), after braking and down-shifting and still hard on the brakes, I could crank hard to the right to start the tail sliding. This permitted me to apply power before I had cleared the apex of the turn.

This maneuver rather shook the opposition as the cars following, fully expecting a spin-out, began locking brakes and looking for a way to get past. The flag man got the yellow to half mast and then put out the green as I made it through. He had his chance on Sunday when I got a little overambitious and sailed past the turn straight into the escape area. The last session of the day we ran two laps on yellow and twelve laps on green. I ran out of gas before the end of this session and had to retire.

We had to clear the track at 4 PM as a bicycle race was scheduled. Incidentally, they covered thirty laps and averaged over forty mph.

A critique was held at the high school in the evening, and we were told to be at the track at 8:30 AM Sunday for session number two.

One reason for my going to the school was to try out a straight-through exhaust system and to experiment with point and plug settings. The exhaust system increased top speed on the SAAB to about 86, and the noise generated was stupendous. It sounded like a Porsche Spyder turning 8,000 rpm in the Lincoln Tunnel. At a race, practice time is too limited to permit much experimentation with the car. The Glen is a good course upon which to set up a car because its long straights permit maximum speed to be reached with any car. This is a reasonably accurate indication of the car's condition.

Faded, illegible text at the bottom of the page, possibly bleed-through from the reverse side.



The gas consumption on the SAAB went from a normal 30-35 mpg down to 10-12 mpg on the track. I started Sunday's run with six gallons of fuel and ran out in the middle of the race in the afternoon. Gas was not available in the pits, so I thought that I was playing it safe by carrying plenty, despite the weight penalty. With a front wheel drive car it is awkward to run out of gas when cornering hard. Fortunately for me, it starved out both times when I was almost through a corner and there was no traffic nearby.

The Sunday meeting began with an explanation of the various methods of starting a race. The procedure used at the school was that a car was not considered to be in the race until it had passed the starting line. No passing was allowed before this line except for cars that were obviously stalled. This works very well in controlling body damage but very definitely handicaps the cars at the end of a large field.

They flagged us off and let us run ten laps. At about this time, relative performances began to show. A group of Alfas and MGAs were leading, then the SAAB, then two very slow MGAs, and finally the TDs. The leaders must have been turning laps a little under two minutes. During this session I clocked 2:15. After the big bore group had had their bash, we ate lunch and prepared for the race. Time permitted another ten-lap practice run and most of the drivers were not exactly eager but ran anyway.

They flagged us off for a half-hour race at 3:45 and things started as usual; I had left the TDs and the slow MGAs behind and ran about ten laps with no-one in sight. I began to wonder whether I was on the right road before I caught an MGA that was sick (water pump troubles), and we toured for a while. We came up behind the TDs on the tenth lap and I was prepared to play tiger when the engine quit leaving the chicane. So I motored back to the pits in disgust only to find a pick-up truck carrying gas for sale.

I dashed over to my pile of belongings in the paddock area for a can of oil. I unscrewed the cap from the can and stabbed mightily with a screwdriver to break the seal - and break it I did, spraying me and my effects with two-cycle oil. Undaunted, I ran back to the car, added oil and gas, wiped my goggles, and re-entered the fray. Two more laps and they hung out the checkered flag. During the race I had managed to turn 2:10.

After the big bore race, a final critique was held. There were no accidents and only one metal-to-metal contact during the two days of the school. A licensed driver with a brand new Elva had lost it along the straight at 120 mph; no damage to car or driver. This car was equipped with Michelins at the rear and Dunlops in front. It began to yaw, and the driver stated later that he could not control it so he finally turned off the key and spun it off the course.

Incidentally, all four cars that flipped at the Glen Classic that year (a TD, an MGA, an AC Bristol, and a Jag 150S) were running mixed tires also, as was the aforementioned Elva. They all used Michelins at the rear and something else in the front. So unless you have a desire to do some high-speed driving in reverse, pay attention, Charlie!

After our TPs were signed, we bolted our cars together again and toured home at a very sedate 45 mph.

Dick Moody.

FINIS

### TOOL SIZE COMPARISON

Mac McClumpha lent us his personal copy of "Snarling Exhaust", Central NY Region's newsletter, in expectations that the chart which we reproduce below will be of some use to M-Hers. Kent Partridge, the author, has done the work in compiling this information strictly for the benefit of SCCA members - it is not for general distribution.

The first section of small sizes refers to 6-point  $\frac{1}{8}$ " drive sockets or box wrenches. The second two sections can use  $\frac{1}{2}$ " drive sockets.

Sizes on the same line are equal except those marked (✓), which indicates others on the same line will fit tightly; (-) indicates that others on the same line will fit loosely on this size.

Suggested Sizes	American Standard	British Whitworth	European Metric	
	5/32		4mm	Sec. 1
3/16	3/16 (-)	7BA 6BA	5mm (✓) 5mm (-)	
7/32	13/64 7/32	5BA	6mm	
1/4	15/64 1/4	4BA	7mm (✓)	
9/32	9/32	3BA	8mm	
5/16	5/16			
11/32	11/32	2BA 1/8W (-)	9mm (✓)	
3/8	3/8	1BA (-)	10mm	
10mm		0BA		
7/16	7/16		11mm	
3/16W		3/16W	12mm	
12mm	15/32		13mm (✓)	
1/2	1/2		14mm (-)	
1/4W	17/32	1/4W (-)	15mm	
9/16	9/16		16mm	
19/32	19/32	5/16W (✓)	17mm (✓)	
5/8	5/8			
21/32	21/32		18mm	
11/16	11/16			
3/8W		3/8W		

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Suggested Sizes	American Standard	British Whitworth	European Metric	
3/4	3/4		19mm	Sec. 2 - continued
25/32	25/32		20mm	
13/16	13/16 (-)	7/16W	21mm (-)	
7/8	7/8		22mm (-)	
29/32	29/32	1/2W (✓)	23mm	Sec. 3 - to be used only when needed
15/16	15/16		24mm	
1	{ 1 (✓)	9/16W	25mm	
	{ 1 (-)		26mm (✓)	
	1 1/16		27mm	
1 1/8	{ 1 1/8	5/8W	28mm	
	{ 1 3/16	11/16W (✓)	29mm (✓)	
			30mm	
	1 1/4		31mm	
			32mm (✓)	
			33mm	

NOTE: The first column represents the sizes of nuts, but actual manufactured sizes, on the average, may vary. This explains the apparent inconsistencies between some Suggested Size listings and their respective American Standard listings.

### GOSSIP

We heard at the Oct. meeting that our ex-Activities Director Gordy Morris was in the hospital. By the time you read this he should be at home, and we're sure that he'd appreciate receiving a card or note from his friends. The address is 131 Reed St., Northville, N.Y. Get well soon, Gordy!

The last issue mentioned that Betty Cleiss had won a third place in the Ladies Class at the State Fair Gymkhana, but this item was in error. She actually won the class. Pardon us for the unintentional demotion.

Our recent gymkhana, covered elsewhere in this issue, was well received. Speaking strictly as an entrant, I would personally like to congratulate the committee for their good organization. The one feature that seemed especially noteworthy was the revised braking test. The locked-wheels type of thing was discarded in favor of a requirement that drivers bring their cars to a halt quickly without locking wheels. Since it is rather easy to hide faulty brakes simply by locking wheels quickly, this procedure gives sure visual indication of the car's braking efficiency. And it leaves no flat spots on those \$35 tires, either. Let's continue this superior method of detecting cars unfit for an event.



GOOD LUCK, RAY

OOPS - HERE WE  
GO AGAIN!!

Last night (November 2) the ballots were counted and our officers for 1961 were officially decided by you. A total of 62 people cast their ballot out of 111 members which is a much better percentage than previous years, but still falls far short of 100% interest. The voting tabulation is:

Regional Executive	Roland Heacox	35
	Arthur Frederick	28
Assist. Reg. Exec.	Phil Lee	24
	Gene Birdsey	38
Secretary	Phyllis Franze	30
	Ann Lee	32
Treasurer	Gladys Gaul	47
	Allan Jacobson	16
Activities Director	Dick Barton	31
	Gus Franze	31

Before we had a chance to break the tie, Gus Franze conceded to Dick Barton. The two Region Directors were not elected as there are not enough constitutional change votes cast to make it official. I suggest that the new officers break the constitutional changes into each specific change and via the use of postal cards and a check off system, mail these cards to every member for voting purposes.

Our new officers as you can readily see are: RE Roly, ARE Gene, Sec. Ann, Tres. Gladys and Act. Dir, Dick. Please give each of these people your utmost support in the coming year. Their installation will be held during the dinner meeting, Dec. 17, Saturday night at the Circle Inn, Latham, Please contact Irma McClumpha, HE 9-9656 in Delmar for your dinner reservation. Roast beef \$3.00, Turkey \$2.00. There will be no meeting on the first Wednesday of the month in December.

Our Rallye School was held after the meeting and will be continued in January. Your National and Regional dues are due. Remember that the annual trophies will be awarded at the Dinner Meeting, please be there.

I would like to take this opportunity to thank everyone who helped me during the past two years to build the Region up to its present status and especially the officers during that same period. The position as RE takes a tremendous amount of time and effort in order to keep the Region functioning properly. We have tried to conduct the Region as a "fun" business. Administration-wise strictly business with the net result of fun for all. We have a total of 25 competition drivers this year, about 45 rallyists and a half dozen who compete only in gymkhanas. Your interest is growing because of better activities, I hope it will continue to grow as that is the only method our Region can prosper.

Remember, phone Irma McClumpha, HE 9-9656 for dinner reservations they are due no later than December 13th. Turkey \$2.00 Beef \$3.00 Call now and send in your dues.

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*Gentlemen's Corner*

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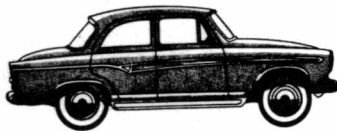
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THE MOHAWK HUDSON MIRROR

By Gus Franze

Robert D. Fertig, Regional Executive

Robert Fertig lives at 1174 Highland Park Road, Schenectady, New York. His wife, Barbara, is also a member of the Mohawk-Hudson Region and had contributed enormously in club activities until her two young girls, Elizabeth Anne and Caroline Mary demanded more of her time. Bob was educated at Miami (Ohio) University, and there after, he spent considerable time in New York working in the advertising field. Since then, he has joined the Sales Staff of WRGB in Schenectady, as a TV Sales Executive.

In reference to sports cars, Bob has owned six imports (2 touring and 3 sports plus a station wagon) in a matter of five years. And his familiarization with most of the Foreign cars on today's market is remarkable because he is often invited by Car Dealers to try the latest models out and to inform them about their performance.

When Bob isn't involved in sports car activities, he may be found at home engaging in some stimulating ventures such as restoring and collecting antiques, painting, sculpture work, listening to serious music, fussing in the garden or fishing.

Bob has competed in many local events, as a driver and navigator respectively but he prefers navigating. He does not approve of any gimmicks in events and wants to have our TSD rallies run on National standards. Amazingly, Bob has placed in every event this year. His future plans are to begin competing seriously in National events.

Bob became interested in sports car clubs in 1955 when he joined the Empire Motor Sport Car Club. A year later, he joined the Mohawk Hudson region and in 1958, he was elected Regional Executive, a post he has held for the past two terms. His tenure as RE has been most exceptional and rewarding to our club. A few of the important accomplishments he has contributed were: the organization and instruction of a Rallye School; re-organization and buildup of our monthly publication, The Knock-off; recommendations of changes in the Region's constitution; crusading for driving safety, better rallies, and efficient rallye procedures.

Mr. Fertig has informed us that he will be unable to run for office this coming term due to home duties and the need for a well earned rest. It is only fitting to state that Mr. Fertig has certainly enabled the Mohawk Hudson Region to progress to it's present standard and popularity. Our sincere thanks and admiration to a fine Gentleman and capable leader who has been a sport to sportsmen.

---

The Month of November marks another year for the Mohawk Hudson Region. Renew your membership and support your club and it's goals.

### The October Gymkhana at Westgate

Well, people were saying that this was the best attended event the Mohawk Hudson region had this year. And rightfully so. Our records indicate that there were 58 entrants running 53 sports cars. Various area clubs were represented which included the Jeepster Sports Car Club of America, the Green Mountain Sports Car Club of Vermont, the Berkshire Motor Sports Car Club of Pittsfield, Mass., the Empire Sports Car Club, Valley Sports Car Club, Hilltoppers Sports Car Club, the Adirondack Motor Sports Car Club, and of course, the MHR of SCCA.

The Gymkhana began at 2 PM at the Westgate Shopping Center, just off Central Avenue, in Albany. This event marked the second year that the Shopping Center has sponsored a Gymkhana for the MHR, and the turnout for this event was much better than the last one. Mr. James Lind, the President of the Shopping Center Association, worked very closely with the Gymkhana Master, assuring him that his organization would do the utmost to make the event a success. He arranged to have Kaye's Sandwich shop open for our convenience and had the Hall Drug Store extended their business hours for us. In addition, Mr. Lind splashed a big advertisement in the Times Union announcing the coming event, plus advanced the club numerous items for the setup of courses. He even paid frequent visits to the Gymkhana area during the course of the day to insure that all was well. The point of all this is, that there are interested business groups willing to sponsor sports car activities because they believe that the public's interest in them is just as keen as that of the Sports Car Entrants. So, the next time your club has an event, come on out, join the fun, and make Rallies and Gymkhanas a sport for the public and entrant as well.

The MHR wishes to extend their sincere thanks to Gene Birdsey, Jim Clements, Ray, Dave, and Gladis Gaul, Phyllis Franze, Bob Fertig, Roly Heacox, Dick Barton, Allen Jacobson, Phil and Ann Lee, Ted Baran, Peter Allen, Mac and Irma Mac-Clumpha, Bill Miller, Martin and Connie LeVan, and Roger and Joyce Derby, plus numerous others who made this event a great success.

The Entrants who won the pewter trophies run as follows:

<u>Sports under 85"</u>	1st	Dick Young	-	Fairthorpe
	2nd	Ned McGurn	-	Fairthorpe
	3rd	Martin LeVan	-	Sprite
<u>Sports-85" to 94"</u>	1st	Ed Smoot	-	Sunbeam
	2nd	Gene Birdsey	-	TR-3
	3rd	Robert Preston	-	TR-3
<u>Sports over 94"</u>	1st	Harold Cameron	-	MGA
	2nd	David Hoelting	-	MGA
	3rd	Gerry Oathout	-	MGA
<u>Ladies</u>	1st	Judith Needham	-	MGA
	2nd	Phyllis Franze	-	A-H
	3rd	Betsy Anameier	-	Berkeley
<u>Touring</u>	1st	Dick Barton	-	850
	2nd	J. Edwards	-	KG VW
	3rd	Roly Heacox	-	850

#Gene Birdsey in VW actually took 2nd place

BOB MARTIN AUTO SALES, INC. 325 Delaware Ave., Delmar, New York

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57 Fiat Sta.Wagon	60 Dauphine Sedan White
58 Dauphine Sedan	60 Sunbeam Alpine Roadster Green
57 Dauphine Sedan	60 Simca radio heater W/W tu-tone
59 TR-3 Roadster	58 Hillman Sedan light blue
57 DKW Sedan	55 Renault Sedan

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All Leather work inside, full power, Robin Red color  
See this exceptional car today

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Exceptional and Quality used cars available at reasonable prices.

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For Sale: 1953 MG-TD. Excellent Condition. Black, two tops, special  
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Yes, war has been declared against all bad dressers. No reason at all to be the Enemy when Wultex Clothes offers such a complete line of Men's wearing apparell at amazing prices. Stop in now and see Marvin Wulf at the Wultex Store in Troy, on the corner of Congress and 15th Streets.

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Parts for 1959 Jaguar, XK150-S for sale.

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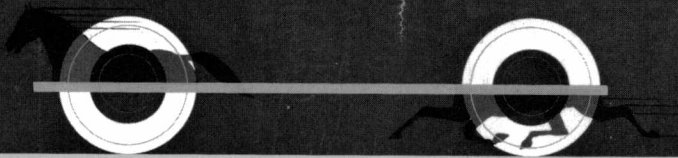
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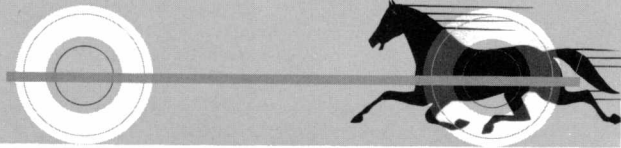
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**HORSE SENSE**  
about THE APPLICATION OF  
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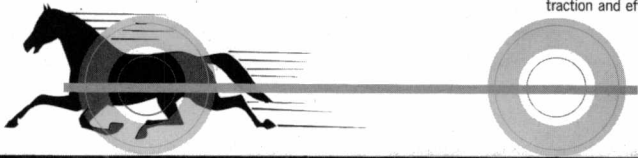
"SPLIT" system ... inefficient and cumbersome, because power source and drive wheels are separated.



"PUSH" system ... Unstable and unbalanced, because car is pushed from behind without sufficient weight in front.



**SAAB\*** system ... Perfect pulling power, because both engine and drive wheels are up front for maximum stability, traction and efficiency.



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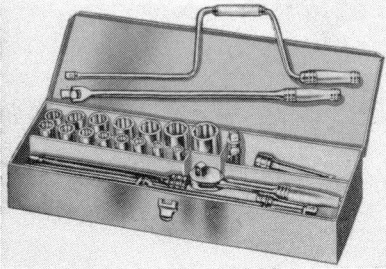
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*"Ask the Man who Bought his Car Here"*

## MASTER "SUPREME" SETS— 1/2" Sq. Drive



The socket range turns practically any hex nut found in general servicing operations and the selection of handles adapt to every situation. The KR-280C heavy gauge steel case is 21 3/8" x 7 1/4" x 3 3/16". Red enamel finish. Make this set the foundation for a modern and efficient tool outfit.

### 324-MM-B METRIC SET IN CASE

L-710 Ratchet Wrench  
K-4L Nut Speeder  
S-15L Sliding Bar  
NS-18L "Nut Spinner"

SX-3 3 1/2" Extension Bar  
SX-5 5" Extension Bar  
SX-10 10" Extension Bar  
8-L Universal Joint

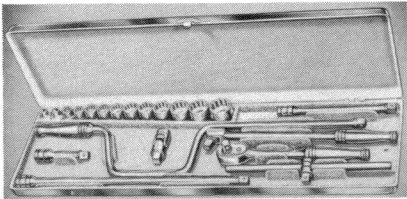
**316-SWM Set** of 16 Metric Sockets, SW-10M to SW-25M.

**KR-280C Metal Case.** 21 3/8" x 7 1/4" x 3 3/16". Red enamel finish.

### 320-MW-B WHITWORTH SET IN CASE

Same 8 Handles as above with **312-WSW Set** of 12 Whitworth Sockets, WSW-96A to WSW-108.

## FERRET STANDARD SETS — 3/8" Sq. Drive



Within its size range no other wrench set can equal it for convenience and utility. Handles are selected to provide easy handling of any nut turning operation and the socket range will fit most sizes of nuts found in service work.

### 220-M-B METRIC SET IN CASE

F-71C Ratchet Wrench  
F-4L Speeder Handle  
F-5L Sliding Bar  
F-10L "Nut Spinner"

FX-2 3" Extension Bar  
FX-6 6" Extension Bar  
FX-11 12" Extension Bar  
FU-8A Universal Joint

**211-FM Set** of 11 Sockets, F-9M to F-19M and 14mm spark plug socket SF-261.

**KR-281 Metal Case.** 19" x 5 5/8" x 1 1/4". Red enamel finish.

### 219-W-B WHITWORTH SET IN CASE

Above 8 handles with SF-261 socket for 14 mm. spark plugs and 210-WF Set of 10 Whitworth Sockets WF-94 to WF-102.

## WHITWORTH WRENCH SIZES AND BOLT SIZES

### HOW TO SELECT THE RIGHT SIZE WRENCH

Whitworth standard bolt sizes were changed in 1951. The bolt sizes listed with the wrenches are the new standards. The table shown below indicates which bolts in new or old standards each wrench size will fit.

Nominal Wrench Sizes	Fit British Standard Bolts and Nuts		Nominal Wrench Sizes	Fit British Standard Bolts and Nuts	
	After 1951 BA, BSF, BSW	Before 1951 BSW		After 1951 BA, BSF, BSW	Before 1951 BSW
.172"	7BA	—	.820"	1/2"	7/16"
.193"	6BA	—	.920"	9/16"	1/2"
.220"	5BA	—	1.010"	5/8"	9/16"
.248"	4BA	—	1.100"	—	3/8"
.282"	3BA	—	1.200"	3/4"	1 1/16"
.324"	2BA	—	1.300"	7/8"	3/4"
.338"	—	1/8"	1.390"	—	13/16"
.365"	1BA	—	1.480"	1 "	7/8"
.413"	OBA	—	1.574"	—	1 1/16"
.448"	1/4"	3/16"	1.670"	1 1/8"	1 "
.525"	5/16"	1/4"	1.860"	1 1/4"	1 1/8"
.600"	3/8"	5/16"	2.050"	1 3/8"	1 1/4"
.710"	7/8"	3/4"			



# Snap-on Tools

Snap-on  
Tools

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## METRIC

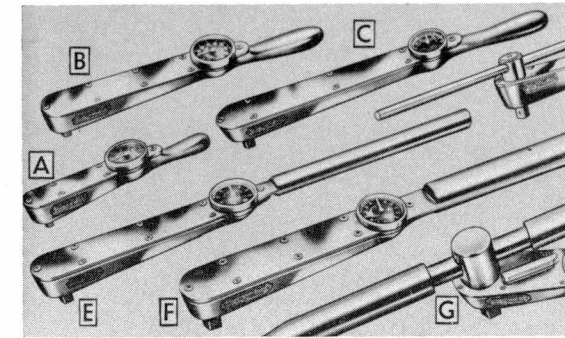
AND

# WHITWORTH WRENCHES

\* A Trademark of

## SNAP-ON TOOLS CORPORATION

KENOSHA, WISCONSIN, U. S. A.



Snap-on TORQOMETERS®

Are Precision Tools For Accurate Bolt Torque

A SNAP-ON "Torqometer" will help eliminate faulty conditions caused by mechanical distortion. With it any mechanical fastener can be tightened to a definite torque every time . . . right to the correct point. The Torqometer measures torque in Kilogram or inch or foot pound. It is simple to use — set the pointer to the torque required and tighten till the pointer reaches zero. Use on flash model lights. Slender design permits use in quarters and, when used with a ratchet adaptor, a Torqometer handles jobs where handle movement is limited.

**LIGHT WEIGHT** — Well-balanced for easy operation.

**MEASURING PRINCIPLE** — SNAP-ON "Torqometers" measure torque by measuring the torque developed in a steel plug when the torque is applied.

**FRICTION-FREE** — Floating connecting beam between dial mechanism has no bearing points and consequently no friction. A "Torqometer" is practically "friction-free."

**EXTREME ACCURACY** — The applied torque is amplified on the dial for accurate reading.

**DIAL MECHANISM** — Withstands an overload beyond dial slip clutch protects mechanism, pointer may be pre-set to dial and works either way on the dial to handle right or left threads.

**WHITE CALIBRATIONS** — Against a black dial background for easy reading.

**CONSISTANT READINGS** — Manner of holding the tool does not affect readings.

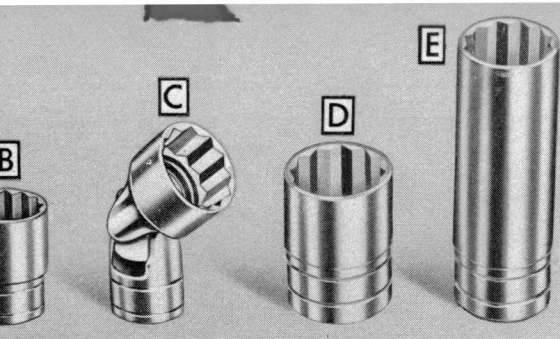
**FLASHLIGHT MODELS** — For use in dark and hard-to-get-to places.

**GUARANTEED** — for 90 days after delivery from defects in manufacture.

### MODELS WITH COMBINATION METRIC — U. S.

Type	Standard Models	Flash Models	Sq. Drive
A	TQC-1	—	1/4"
A	TQC-3	—	1/4"
A	TQC-6	—	1/4"
A	TQC-12	TQC-12L	3/8"
B	TQC-50	TQC-50L	3/8"
C	TQC-150	TQC-150L	1/2"
D	TQC-150T	—	1/2"
E	TQC-250	TQC-250L	1/2"
E	TQC-352	TQC-352L	3/4"
F	TQC-602A	TQC-602AL	3/4"
F	—	TQC-1003L	1 "
F	—	TQC-2003AL	1 "
G	—	TQC-2003TL	1 "

Patented, Nos. 2,312,104; 2,314,623; 2,343,380; 2,367,224; 2,374,000



### METRIC SOCKET WRENCHES

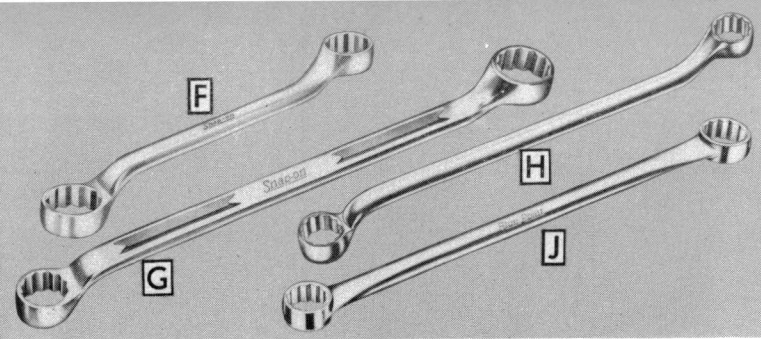
Number	3/8" SQ. DRIVE		1/2" SQ. DRIVE	
	Size	Number	Size	Number
F-4M	9 mm.	<b>F-9M</b>	10 mm.	<b>SW-10M</b>
F-5M	10 mm.	<b>F-10M</b>	11 mm.	<b>SW-11M</b>
F-6M	11 mm.	<b>F-11M</b>	12 mm.	<b>SW-12M</b>
F-7M	12 mm.	<b>F-12M</b>	13 mm.	<b>SW-13M</b>
F-8M	13 mm.	<b>F-13M</b>	14 mm.	<b>SW-14M</b>
F-9M	14 mm.	<b>F-14M</b>	15 mm.	<b>SW-15M</b>
F-10M	15 mm.	<b>F-15M</b>	16 mm.	<b>SW-16M</b>
	16 mm.	<b>F-16M</b>	17 mm.	<b>SW-17M</b>
	17 mm.	<b>F-17M</b>	18 mm.	<b>SW-18M</b>
	18 mm.	<b>F-18M</b>	19 mm.	<b>SW-19M</b>
	19 mm.	<b>F-19M</b>	20 mm.	<b>SW-20M</b>

Number	1/2" SQ. DRIVE		Size	Number
	Size	Number		
	14 mm.	<b>S-14M</b>	26 mm.	<b>SW-26M</b>
	17 mm.	<b>S-17M</b>	27 mm.	<b>SW-27M</b>
	19 mm.	<b>S-19M</b>	28 mm.	<b>SW-28M</b>
	20.6 mm.	<b>S-20.6M</b>	29 mm.	<b>SW-29M</b>
	22 mm.	<b>S-22M</b>	30 mm.	<b>SW-30M</b>
	22 mm.	<b>S-22M</b>	31 mm.	<b>SW-31M</b>
	27 mm.	<b>S-27M</b>	32 mm.	<b>SW-32M</b>

### WHITWORTH SOCKET WRENCHES

Number	1/2" SQ. DRIVE		Wrench Size	Number	Bolt Sizes BA,BSF,BSW
	Size	Number			
F-94	4BA	.338"	<b>WSW-96A</b>	(old 1/8")	
F-95	3BA	.413"	<b>WSW-98</b>	0BA	
F-96	2BA	.448"	<b>WSW-99</b>	1/4"	
F-96A	(old 1/8")	.525"	<b>WSW-100</b>	5/16"	
F-97	1BA	.600"	<b>WSW-101</b>	3/8"	
F-98	0BA	.710"	<b>WSW-102</b>	7/16"	
F-99	1/4"	.820"	<b>WSW-103</b>	1/2"	
F-100	5/16"	.920"	<b>WSW-104</b>	9/16"	
F-101	3/8"	1.010"	<b>WSW-105</b>	5/8"	
F-102	7/16"	1.100"	<b>WSW-106</b>	(old 5/8")	
		1.200"	<b>WSW-107</b>	3/4"	
		1.300"	<b>WSW-108</b>	7/8"	

Number	SETS	
	Size	Number
J-99	1/4"	<b>WS-99</b>
J-100	5/16"	<b>WS-100</b>
J-101	3/8"	<b>WS-101</b>



### METRIC BOXOCKET WRENCHES

LONG SERIES			SHORT SERIES		
Wrench Sizes	Number	Length	Wrench Sizes	Number	Length
10 mm. & 11 mm.	<b>X-1011M</b>	8 1/4"	9mm. & 10mm.	<b>XS-910M</b>	4 3/4"
12 mm. & 13 mm.	<b>X-1213M</b>	9 1/4"	11mm. & 12mm.	<b>XS-1112M</b>	5 5/16"
14 mm. & 15 mm.	<b>X-1415M</b>	9 3/8"	13mm. & 14mm.	<b>XS-1314M</b>	5 1/2"
14 mm. & 17 mm.	<b>X-1417M</b>	9 5/8"	15mm. & 16mm.	<b>XS-1516M</b>	5 27/32"
16 mm. & 17 mm.	<b>X-1617M</b>	10 "	17mm. & 19mm.	<b>XS-1719M</b>	6 3/16"
18 mm. & 19 mm.	<b>X-1819M</b>	11 1/2"	18mm. & 20mm.	<b>XS-1820M</b>	6 9/16"
20 mm. & 21 mm.	<b>X-2021M</b>	12 7/32"			
22 mm. & 23 mm.	<b>X-2223M</b>	12 1/2"			
24 mm. & 25 mm.	<b>X-2425M</b>	13 1/8"			
26 mm. & 27 mm.	<b>X-2627M</b>	14 1 5/16"			
28 mm. & 29 mm.	<b>X-2829M</b>	15 3/16"			
30 mm. & 32 mm.	<b>X-3032M</b>	15 1 5/16"			
31 mm. & 32 mm.	<b>X-3132M</b>	16 1 1/2"			

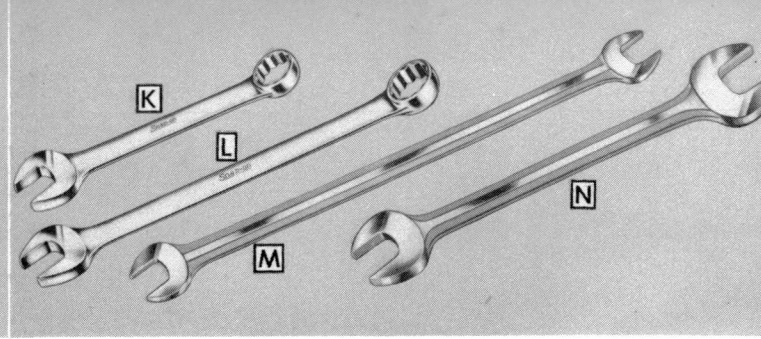
### WHITWORTH BOXOCKET WRENCHES

Nominal Wrench Size	Number	Length	Bolt Sizes BA, BSF, BSW	
			Number	Length
.338" & .448"	<b>WXD-6A9</b>	8 1/2"	(old 1/8") & 1/4"	
.448" & .525"	<b>WXD-910</b>	8 7/8"	1/4" & 5/16"	
.525" & .600"	<b>WXD-1011</b>	9 5/8"	5/16" & 3/8"	
.600" & .710"	<b>WXD-1112</b>	10 3/8"	3/8" & 7/16"	
.710" & .820"	<b>WXD-1213</b>	11 3/8"	7/16" & 1/2"	
.920" & 1.100"	<b>WXD-1415</b>	13 3/16"	9/16" & (old 5/8")	

Nominal Wrench Size	Number	Length	Bolt Sizes BA, BSF, BSW	
			Number	Length
.338" & .448"	<b>WXS-6A9</b>	4 1/16"	(old 1/8") & 1/4"	
.448" & .525"	<b>WXS-910</b>	5 3/16"	1/4" & 5/16"	
.525" & .600"	<b>WXS-1011</b>	5 25/32"	5/16" & 3/8"	
.600" & .710"	<b>WXS-1112</b>	6 5/32"	3/8" & 7/16"	
.710" & .820"	<b>WXS-1213</b>	6 1 9/32"	7/16" & 1/2"	

### WHITWORTH OPEN END WRENCHES

Nominal Wrench Size	Tool Number	Length	Bolt Sizes BA, BSF, BSW	
			Number	Length
.338" & .448"	<b>WS-6A9</b>	4 1/2"	(old 1/8") & 1/4"	
.448" & .525"	<b>WS-910</b>	6 "	1/4" & 5/16"	
.525" & .600"	<b>WS-1011</b>	6 1/2"	5/16" & 3/8"	
.600" & .710"	<b>WS-1112</b>	7 3/4"	3/8" & 7/16"	
.710" & .820"	<b>WS-1213</b>	10 "	7/16" & 1/2"	
.820" & .920"	<b>WS-1314</b>	10 "	1/2" & 5/16"	
.920" & 1.010"	<b>WS-1415</b>	12 1/2"	5/8" & 3/8"	
1.010" & 1.100"	<b>WS-1516</b>	13 1/4"	5/8" & (old 5/8")	
1.100" & 1.300"	<b>WS-1618</b>	14 "	(old 5/8") & 7/8"	



### METRIC WRENCHES

COMBINATIONS			OPEN END WRENCHES		
Size	Number	Length	Nominal Wrench Size	Tool Number	Length
6 mm.	<b>OEX-6M</b>	3 "	6 mm. & 7 mm.	<b>S-67M</b>	4 1/32"
7 mm.	<b>OEX-7M</b>	3 1/4"	8 mm. & 9 mm.	<b>S-89M</b>	4 1/2"
8 mm.	<b>OEX-8M</b>	3 1/2"	8 mm. & 10 mm.	<b>S-810M</b>	4 1/2"
9 mm.	<b>OEX-9M</b>	3 3/8"	9 mm. & 11 mm.	<b>S-911M</b>	5 "
10 mm.	<b>OEX-10M</b>	5 1/4"	12 mm. & 13 mm.	<b>S-1213M</b>	5 1/2"
11 mm.	<b>OEX-11M</b>	5 3/8"	12 mm. & 14 mm.	<b>S-1214M</b>	6 "
12 mm.	<b>OEX-12M</b>	5 3/4"	14 mm. & 15 mm.	<b>S-1415M</b>	6 1/2"
13 mm.	<b>OEX-13M</b>	5 3/4"	14 mm. & 17 mm.	<b>S-1417M</b>	6 1/2"
14 mm.	<b>OEX-14M</b>	6 "	16 mm. & 18 mm.	<b>S-1618M</b>	7 "
15 mm.	<b>OEX-15M</b>	6 1/8"	17 mm. & 19 mm.	<b>S-1719M</b>	8 3/8"
16 mm.	<b>OEX-16M</b>	6 1/4"	20 mm. & 22 mm.	<b>S-2022M</b>	10 "
17 mm.	<b>OEX-17M</b>	6 3/8"	21 mm. & 23 mm.	<b>S-2123M</b>	11 "
18 mm.	<b>OEX-18M</b>	6 3/8"	24 mm. & 26 mm.	<b>S-2426M</b>	12 1/2"
19 mm.	<b>OEX-19M</b>	9 3/4"	25 mm. & 28 mm.	<b>S-2528M</b>	12 1/2"
20 mm.	<b>OEX-20M</b>	11 "	27 mm. & 29 mm.	<b>S-2729M</b>	13 1/4"
22 mm.	<b>OEX-22M</b>	11 7/8"	28 mm. & 32 mm.	<b>S-2832M</b>	14 "
23 mm.	<b>OEX-23M</b>	13 1/8"	30 mm. & 32 mm.	<b>S-3032M</b>	14 "
24 mm.	<b>OEX-24M</b>	13 1/8"			

**SET OEXM-718 Metric Combination Wrench Set.** 18 tools, OEX-6M to OEX-24M.

**SET OEM-813 Metric Open End Wrench Set.** One each of above except S-89M, S-1214M, S-1417M and S-2832M. 13 tools.

### WHITWORTH COMBINATION WRENCHES

Wrench Size	Number	Length	Bolt Size BA, BSF, BSW	
			Number	Length
.338"	<b>WOEX-6A</b>	5 1/4"	(old 1/8")	
.365"	<b>WOEX-70</b>	5 1/4"	1BA	
.413"	<b>WOEX-80</b>	5 3/8"	0BA	
.448"	<b>WOEX-90</b>	5 3/8"	1/4"	
.525"	<b>WOEX-100</b>	6 "	5/16"	
.600"	<b>WOEX-110</b>	6 1/4"	3/8"	
.710"	<b>WOEX-120</b>	6 1/2"	7/16"	

Wrench Size	Number	Length	Bolt Size BA, BSF, BSW	
			Number	Length
.525"	<b>WOEX-10</b>	8 1/4"	5/16"	
.600"	<b>WOEX-11</b>	8 5/8"	3/8"	
.710"	<b>WOEX-12</b>	9 3/4"	7/16"	
.820"	<b>WOEX-13</b>	11 "	1/2"	

### WHITWORTH TAPPET WRENCHES

Nominal Wrench Size	Stock Number	Length	Bolt Sizes BA,BSF,BSW	
			Number	Length
.448" & .525"	<b>WTA-910</b>	9 1/2"	1/4" & 5/16"	
.600" & .710"	<b>WTA-1112</b>	9 1/2"	3/8" & 7/16"	

**SET WTA-4 Whitworth Tappet Wrench Set.** 4 wrenches, 2 each of WTA-910 and WTA-1112.