



THE KNOCK OFF

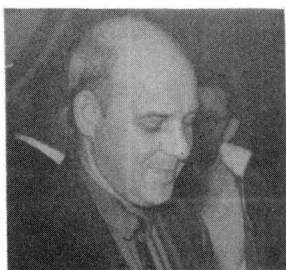
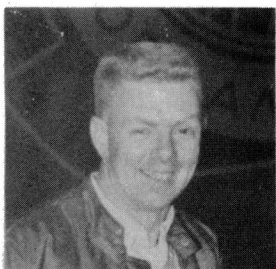
MOHAWK-HUDSON REGION

FEBRUARY 1966



MOHAWK - HUDSON REGION

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The Mohawk Hudson Region of the Sports Car Club of America includes the following counties of New York State: Rensselaer, Schoharie, Montgomery, Albany, Schenectady, Fulton, Greene, Saratoga, Columbia, Washington, Warren, Hamilton, Essex, Franklin and Clinton.

Regional meetings are held on the first Wednesday of each month at the Circle Inn, south on US 9, Latham, N.Y. Information concerning the Region, membership, activities, may be obtained from any of the officers.

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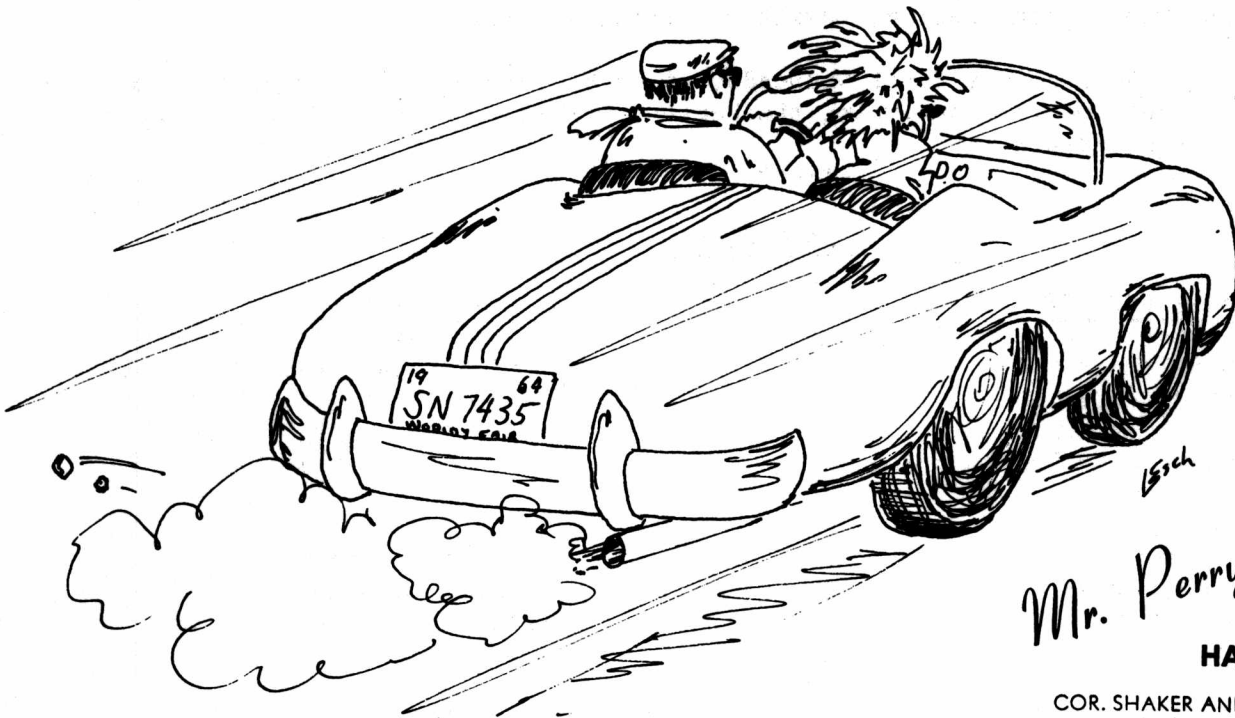
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The Knock Off is published the first week of each month and is distributed free to members and friends of the Mohawk Hudson Region of the Sports Car Club of America.

Controlled Circulation
postage paid at Delmar, N.Y.

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THE COVER

Little by little, we'll get pictures of all of our Club Officers and officials. It just hasn't been possible to get them all together - Joe Corbett, our photographer, is suffering a severe frustration complex. Against an outline map of New York State (by Phil Schatz) showing the counties of the Mohawk Hudson Region, we have the photos of some of these important people. Commit their faces to memory - and then look them up when you need to know something, or want to volunteer for a job.

At top left we have RE Gene Birdsey, by profession a safety engineer, a licensed SCCA driver with a Fairthorpe for sale and a TR4 for general commuting. Top right, and together as usual, are Phil and Marcia Schatz. Phil is Knock Off Art Editor, by profession a computer programmer with the NYS Tax Department. Marcia is Club secretary and keeps the Knock Off organized and gets it typed. She also is in charge of the Art Editor. The Schatz' drive a striped VW.

Right in the middle of things is Hans Flebbe, Saab driver, ralley enthusiast and Activities Chairman. Hans is engaged in cafeteria and foods management, which keeps him working at all sorts of strange hours, yet he manages to organize an annual Ralley of the Snowflake, participate in ice races and gymkhanas.

Lower left is Dick Leonard, board member and former activities chairman. Dick keeps the Club's electronic timer working and is at every event, in his truck keeping score. Dick's good wife Sharon, was club secretary last year. A motor-sports oriented family.

Lower right is Harry Palmer, former Sprint car driver, present slot car enthusiast and Assistant RE and membership chairman. Harry drives a Mustang these days, and appears at most events in it - wins a trophy every once in a while, too.

As you can see from the map, M-H covers quite a bit of ground. Ever consider what a swingin' region we could be if we got a few groups from some of those other counties interested in SCCA?

We'll run more pictures of officers as we catch them.

THIS MONTH we have a lot more boiler plate than we like to see. Bill Burnett keeps us posted on news from the "Watkins Review" - imagine having a mother in Watkins Glen - a built in motel for Grand Prix times.

We have received another page of Rumor Mill, this time signed by the "Phantom". Hey gang, if the last one was IN, this installment is the inner-MOST!

NEXT MONTH ? ? ?

Somebody please write up the Snowflake Ralley. And the Pittsfield ice trials. And the first weekend of Lake George.

Deadline is February 14th.

Keep writing, Phantom.



TUNED EXHAUST

The next meeting of the Mohawk Hudson Region of the Sports Car Club of America will be held on February 2 - Ground Hog Day. With a little bit of luck, Mr. Groundhog won't see his shadow and we can get on with preparing for Spring. I should have recovered from the SCCA Annual convention by then and will have a preliminary report for the membership.

Mohawk Hudson regroupes

There are those who still are crying that sports car racing needs a Czar. Mohawk-Hudson had a czar in Mickey LeVan, and the region flourished. The new administration, under RE Gene Birdsey, appears to believe in delegated responsibilities and specialized committees. The next year will be an interesting one for the region. I'm generally in accord with Gene's philosophy and his selection of committee chairmen is excellent. I hope that they in turn will further delegate to and encourage the participation of other members who might be interested in a particular area of endeavor. There's a lot to be done and one guy can't do it all and continue to do justice to the other part of his life. I'd like to see Gene's confidence returned a hundred fold by results.

Today's proverb for new members is "Learn by doing." Don't wait to be asked, because likely as not, the old member doesn't know you and is ashamed to admit it. And for hevvin's sake, committee chairman, if somebody volunteers to do something, and there isn't anything to do at the moment, get his name and call him soon.

The Knock Off is IN

I spent the New Year's weekend here and there around Lime Rock Park, rubbing (and bending) elbows with the folk from Lime Rock and Dutchess Auto and Lakeville, Conn. environs. Reading the Knock Off is very IN among the race crowd, and the innest of all is "Rumor Mill" - couple of the guys like to have choked on their pretzels while reading it.

Another bit of writing which was singularly commended was Art Frederick's "Porsche Faces Life" from the December issue.

A pity that a writer seldom really knows how well his readers appreciate him. An Ego with a need for real-time responses just can't be a writer.

Editors of sports cars publications are moving around all over the northeast. David E. Davis moves over to full time publisher of Car and Driver and makes room for Brock Yates (see February Car and driver). As soon as the racing season begins, I will also be on the staff of the Lime Rock Park Magazine as Editor. Jim Haynes is managing editor, of course, with John Peckham as art director and production manager, with Tony Muldoon, of Mark Magazine as race reporter. This means that between April and October, ten issues of the LRP program must be produced, seven issues of the Knock Off published, a full day at the office put in and a few race weekends flagged. Not exactly a conflict of interests, but just a darned busy schedule. Having given careful thought to the problem all of these activities

Continued

TUNED EXHAUST (Cont'd)

presents, I've decided that during the Northeastern Division racing season, my limited time and talents will best serve the SPORT through the Lime Rock Park Magazine, even though my local allegiance remains with Mohawk-Hudson. The Knock-Off staff will be expanded, and I shall, of course, continue to write Tuned Exhaust and be available as advisor during the busy racing season. The clerical details of the Knock Off are well organized now, thanks to Phil and Marcia Schatz, the Delmar Post Office and our printer, Leo Bernard. Anyone with a burning desire to learn how to edit a magazine, please give me a call.

The numbers game -

My apartment faces across a court towards real one family type houses on Orchard Street. For the past year I have watched a white Porsche come home from work and pull into the garage of a charming grey house. Occasionally, white Porsche and my white Sprite would be downshifting thru the same corners at the same time. We'd wave. But dare I wave, now? Looked out the window one day last week and saw a new white Porsche pulling into the driveway of the charming grey house. I just knew it had to be a 911. The Porsche Club newsletter confirms by surmise - it is a 911, the owner is named Bob Leather and they will both be at the PCA meeting on January 17. Some people own Sprites and some people own 911 Porsches.

And some people get to drive the new Lotus Elan coupe. Through the kind indulgence of Fred Stevenson (Dutchess Auto) we spent about a half hour being first a passenger then a driver of the new Elan (electric windows and all). Amazing how soon you get used to the "lay down" straight armed driving position - like about 30 seconds. Engine is so quiet there is no illusion of savage power and you are peacefully doing 70 mph in 3rd gear before you know it. And "peacefully" is about as descriptive an adjective as I can conjure because the total comfort of the car lulls you into a sense of such well being that you just want to drive and drive and drive - and the windier the road the better, But, what with its being a borrowed car and all, we thought better of it and went back to Freddy. Darn.

New England News

I see from Pit Talk that the Mill Street gang has joined SCCA. Hey, Larry and Ginny, gonna come flagging this year? Also notice a few flag type spouses appearing on the new member list. Can't lick 'em, you join 'em.

New York Region Gossip

Look for an apology in Competition Press for its having alluded to a break up of New York Region.

A MYSTERY

Want to have some fun, any of you research minded enthusiasts? Try to find out who - or what - the Northeast Ice Racing Association is. Some of the publicity for the Lake George Ice Races includes the statement that the events are "Sanctioned by the Northeast Ice Racing Association." I'm at a loss to know what this means, since I've been unable to find anyone who will admit to the actual, formal, planned existence of an N.I.R.A.

See you at the Ice Races.

Terri
Terri vanDyck

The Rumor Mill

What MH competition driver, beset all last year with car troubles out on the course, is planning on racing with a riding mechanic this year? The mechanic will double as a navigator on the longer tracks Keep this under your hats, but BUCO is making up a Snell-approved sombrero for Pedro Rodriguez The tow trucks at Watkins Glen will offer free curb service this year The two Germans who escaped from East Berlin last year by driving their Sprite underneath the border barricade will be fined 100 points each by the FIA for failing to stop at a manned check-point Our tipster at Lime Rock reports that a travelling revival troupe has asked to use the track parking lot for an Easter Sunrise service. When the approval of the town council was requested, they ruled, "Fine, just so it's not on Sunday." According to our special agent in England, the '66 Brabham Formula IIIs are so tight in cockpit space they have to be ordered by size - 44 long, 40 short, etc. Alterations are extra, but the car comes with two pairs of oil pans Our indiscrete Indy spy reports A. J. Watson has produced a new light-weight chassis for this year's Memorial Day classic. Apparently he merely took last year's car and eliminated 50 pounds just by removing all the decals. Mr. Light-weight himself, Colin Chapman, having already lightened everything else to the very limit, has countered by drilling holes in Jimmy Clark's helmet An unidentified spokesman at Fruehoff reveals that they will soon announce a new 30 ton fastback trailer. "We noticed we're not getting our share of the fast-growing youth market," he says, "but we expect this to restore our performance image." With a sure-fire combination of sex and fish (ala Sting Ray, Marlin, Barracuda, etc.) the new model will be called the Sperm Whale What highly competitive female SCCA driver has discarded her falsies in an all-out effort to reduce frontal area? American Standard, the plumbing manufacturer, is secretly building a Formula I car. Apparently a bright young research plumber discovered the monocoque properties of a left-over 1933 bathtub, so they just glued on an engine and four wheels. They don't know yet how it will perform; the only willing test-driver they can find insists on taking along his Soaky Toy Around the campuses Watkins Glen is promoting a special package tour to this year's USRRC. For a bargain rate you get free transportation, an all-night show featuring the original cast from the Lake George riots, free lodging in a simulated jail cell and all the empty beer cans you can throw. If you watch the race, it's \$5.00 extra The airfoil-spoiler on the rear end of the latest Chapparral comes complete with flaps and automatic de-icing equipment At the insistence of a local veterans organization, all drivers of German, Italian and Japanese made cars will be required to take a loyalty oath next summer at Whiteface Mountain in order to prevent any further desecration of the Veteran's Memorial Highway Westport is reportedly going to reconsider its plan to have National Champions determined by the ARRC run-off. Current plans are that a lottery will be used instead, with every competition license-holder eligible to compete. Just send in your name, address and the class you would like to compete in to SCCA, that's S-C-C-A, Westport, Conn. Since they won't have to pay out all that tow money under this new scheme, they can buy some really dandy trophies In honor of a well-known M-H competition driver, Lime Rock has eliminated Flag Station 3, and substituted a railroad block signal.

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CALENDAR OF EVENTS FOR FEBRUARY 1966

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
<p>ARE YOUR 1966 LICENSE PLATES ON?</p> <p>7 Write up Ice Trials for March Knock-Off</p>	<p>1 SCCA Meeting Circle-In - 8 PM GROUND HOG DAY</p>	<p>2 SCCA Meeting Circle-In - 8 PM GROUND HOG DAY</p>	<p>3</p>	<p>4</p>	<p>5 LAKE GEORGE for information call: George Jamps 2 Ralmar Drive, Scotia 2, N.Y. 518-399-1605</p>	<p>6 ICE TRIALS Empire Gymkhana call Ed Hopkins</p>
<p>14 ST. VALENTINES DAY</p>	<p>8</p>	<p>9</p>	<p>10</p>	<p>11 Write up IDEAS for Knock-Off THOMAS EDISON'S BIRTHDAY</p>	<p>12 LINCOLNS BIRTHDAY</p>	<p>13 Empire Gymkhana call Ed Hopkins</p>
<p>21</p>	<p>15 WASHINGTON'S BIRTHDAY</p>	<p>16 MARCH KNOCK-OFF DEADLINE</p>	<p>17</p>	<p>18</p>	<p>19 SNOWFLAKE RALLYE</p>	<p>20 Crooked Lake Ice Gymkhana (Tentative) call Carl Scharl</p>
<p>28</p>	<p>22</p>	<p>23</p>	<p>24 Next SCCA Meeting is MARCH 2. Plan to Attend</p>	<p>25</p>	<p>26 LAKE GEORGE Phil Schatz' Birthday</p>	<p>27 ICE RACES</p>

the KNOCK-OFF MOHAWK-HUDSON REGION

From "Watkins Review" 1/5/66

'66 U. S. Grand Prix to Offer \$102,400 Guaranteed Purse

The first \$100,000 purse in the history of road racing throughout the world will be awarded at the Grand Prix of the United States here on October 2.

Winner of the Formula I race, eighth of the nine world championship Grand Prix events of 1966, will receive \$20,000 with the runner up taking home \$10,000. Prize money will be paid to all starting drivers, the last place car earning a minimum of \$2800 or 1000 English pounds.

Announcement of the unprecedented \$102,400 guaranteed purse was made today by Cameron Argetsinger, executive director of the non-profit Watkins Glen Grand Prix Corporation, organizers of the Grand Prix of the United States for the sixth consecutive year.

"This record breaking purse should further establish the U. S. Grand Prix as one of the foremost sporting spectacles in America and throughout the world," Argetsinger stated.

"The new prize money schedule of the U.S.G.P should accomplish several objectives. First, the purse will elevate the race to among the top four automotive races, both road and closed oval, in guaranteed prize money. Secondly, the \$102,400 purse will lend a new perspective to the prominence of Formula I Grand Prix racing in this country and abroad.

"Thirdly, a 400 percent increase in the winner's purse should create the keenest competition of any road race ever staged."

"Fourthly, it seems appropriate that such an unprecedented purse be originated with the start of the new powerful three-litre Formula I Grand Prix cars in 1966."

The former one and one-half litre formula for Grand Prix cars ended in 1965 after a five year reign.

Last year the 1965 U.S.GP at Watkins Glen paid a total guaranteed purse of \$10,300. In addition the "Glen" paid \$50,000 in starting money to insure driver participation and an additional \$50,000 for round trip transportation for drivers, team managers, mechanics, plus cars, parts and equipment.

For the 1966 Grand Prix the "Glen" will continue to pay \$50,000 for transportation.

However, in 1966 starting money will be eliminated.

Instead, the "Glen" has combined the \$50,000 starting money with the 1965 purse of \$10,300 and has added \$42,100 for a total guaranteed purse of \$102,400.

"Every dollar of this purse is guaranteed by the Watkins Glen Grand Prix," Argetsinger explained. "No part of the purse is contributed by any organization as accessory money," he added.

Continued

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HANK VAN DEUSEN

'66 U. S. Grand Prix (Cont'd)

"Total race expenses will run in excess of \$200,000, making the U. S. Grand Prix one of the most expensive automotive races in the world," the Glen official noted.

The 1965 Glen U.S. Grand Prix paid the top six finishers as follows: \$5,000 for first, \$2500 for second, \$1,250 for third, \$750 for fourth, \$500 for fifth and \$300 for sixth, a total of \$10,300 which ranked among the top three purses of world title Formula I racing.

This year's purse has been established as follows: \$20,000 for first; \$10,000 for second; \$7,000 - third; \$6,000 - fourth; \$5500 - fifth; \$5000 - sixth; \$4400 - seventh; \$4200 - eighth; \$4000 - ninth; and \$3800 for tenth. Prize money for 11th through 20th finishing positions will descend \$100 for each place, from \$3700 for eleventh position to \$2800 for twentieth place.

"As in the past the U. S. Grand Prix, America's only world title GP competition, will be strictly invitational with a maximum of 20 entries," Arget#inger added.

* * * * *

Dear Irving,

The headlight problem seems to be resolved, thanks to your kind suggestions. I am a little sensitive about your allusion to my already having access to the "protective devices." I want it made clear here and now that I am an honest girl and that I am not the driver mentioned in The Rumor Mill this month.

Cold weather has brought me some new problems, though. I understand about putting a piece of cardboard or something in front of the radiator to reduce excessive cooling, but then I forget it's there. One day a couple of weeks ago, when the weather turned warm, the Sprite overheated because I still had the baffle in front of the radiator. How can I remember whether the radiator is covered or not when the weather changes?

And my Sprite has side curtains and when it snows or freezing-rains, they freeze closed and it becomes impossible to get into the car.

It is such a problem being a girl and having to cope with both over-heating and frigidity. It's almost enough to drive one to the couch.

Yours in Anti-freeze,

Sara

Sara Sprite driver

INDUSTRY REPORT by Flo T. Valves

Hertz is adding 1000 GT-350 Mustangs to its sports car rental fleet. In order to rent a TR-4 or GT-350, one must pass tests, and become a member of the "Hertz Sports Car Club." "Redline 7000" should be alright as a comedy, but as a racing portrait? Nien! Television is entering the fold too: like the Cigarette ad where Openwheels, Ferrari G-TO's and E Production Porsches all battle it out at the same time; like Jim Hall muttering something vague about "oversteer" and then asking for a Coke; like the ad where Joe Blow becomes J. M. Fangio merely by sitting in a Mustang. Sports "carring" must be IN on Mad. Ave. this year. Yarf!!

New York State's brake lining standards went into effect Jan. 1 for most aftermarket materials. This is a constructive approach to highway safety - a rather unique thing in New York, and in the Northeast in general. Sears is having Michelin, of France, construct their new radial ply tires. They will be top o' the line and won't be cheap. In addition, Sears has cancelled contracts for 2 ply tires. They evidently don't believe the Hogwash emanating from Akron and the area about 2 plys. The Congressional committees in charge of such things are very interested in Sears maneuver, and will probably ask some very embarrassing questions of the boys from Ohio.

While everyone is trying to decide what Chrysler will do about the 5 yr./50,000 mile business and the Tiger, Chrysler is being very quiet. The 273 will not fit in place of the 260. Perhaps a new Tiger is in the works. Keep an eye out for the Chevy "fusion" ad. By pulling body parts off with nylon shock cords, then reversing the film, it looks like an Impala SS is building itself inside the tube. The finale is a blast - they used dynamite to blow one up and again reversed the film.

The Ford GT is in production for all you people with an extra 15 thou to spend. The car is essentially custom built with well over 100 colors offered. Now your neighbor's Aston and Ferrari will pass unnoticed as your Ford While we're on the subject of FoMoCo, that firm plans to use over $\frac{1}{4}$ million junked automobiles as raw material for engine blocks.

Don Yenko's Stinger is ready to go. Based on a Corvair, the "small" powerplant pushes 169 BHP out the pipes. With suspension and other deep down modifications, it may be a real bear in DP. He's built the necessary 100, and now he's trying to sell them. "Be a Swinger in a Stinger," but I wonder how long they will be able to keep up with Tullius et Cie.

1967 will see rear window defrosters & wipers, and a few plastic gas tanks. Studs for winter tires, becoming popular this snowless season, are the product of Lennart Hakka, a Finn. He got the idea from the studded horse shoes designed to keep London street cleaners busy in the winter.

The new Jensen "FF" will be 4wd. "FF" stands for Ferguson Formula, developer of the extraordinary P-99 racing car of a few years back. The sleek GT will also sport aircraft-type anti-locking brakes developed by Dunlop.

The 4wd unit fits behind the standard Torqueflite hooked up to the 383 Chrysler engine. All in all, the new Jensen will provide an interesting way to chase elephants across the veldt. I remember hearing rumors about a BRM 4wd F41? Ferrari also is quite interested in the potentials of 4wd. I can see it now - the "Gran Prix de le Jeep" - up the side of a mountain.

Industry Report (Cont'd)

Read in "C&A" about the Cent. Fla. region's Round Table discussion on racing. It included representatives of the 4 estates - drivers, promoters, SCCA, and the press - in a discussion of the nature of amateur racing and its future. Think that such a panel could be assembled for the edification of M-H members? Like maybe - Driver: Phil Groggins, Promoter: Lime Rocks own, SCCA: Area Governor, Press: John Peckham with Gene serving as moderator. Since we're goin' racing, we've got to have the support of the membership. Perhaps something like this would help to return wayward members to the fold, and it might also be a clever publicity devise with the public invited. How 'bout it, Gene?

ed. note - Might bear thinking about, Gene. Would like to see local working sports press on the panel, instead of a "believer," however.

* * * * *

Membership meeting, January 5, 1966.

Guests outnumbered members. Some of the guests became members. Then members outnumbered guests.

The following appointments were announced:

Phil Groggins	Contest Board Representative
Art Frederick	INEC representative
Mickey LeVan	Race Coordinator
Harry Palmer	Membership and Entertainment Chairman
Terri vanDyck	Knock Off Editor

Terri vanDyck was also conned into being the official regional representative at the annual convention in Detroit. Bruce Cargill made a motion which was seconded by Mickey LeVan and unanimously approved by those present to subsidize Terri's expense up to \$50.

Bill Burnett, NYS Dept. of Public Works Bureau of Physical Research, presented a slide program showing test method and results of friction tests on studded tires. Testing devices from other states, and even other countries, were pictured and discussed. Questions were asked during and after Mr. Burnett's presentation.

* * * * *

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INEC REPORT

The January meeting of INEC was held at the Northway Inn in Syracuse on the 15th. Delegates from all six INEC regions were present. Gene Birdsey represented Mohawk-Hudson and Art Frederick attended as M-H INEC Gymkhana Representative.

The balance in the treasury was reported as \$1432.07.

1966 INEC Gymkhana Championship General Competition Rules were discussed by the body. It was brought out at this time that Western N.Y. will not hold any INEC gymkhanas this year, but WNY members will compete in the INEC series. Glen Region is expected to hold two events, however, so there still will be a total of ten.

Tentative INEC events scheduled to date are February 20, July 4, and September 18 for Finger Lakes Region and May 14-15 and August 28 for Southern N.Y.

Elections were held next. Bill Argetsinger was elected Chariman by a unanimous vote; Morgan Cooper was elected Secretary and Keith Walters was elected Treasurer by the same plurality.

Chuck Marsh was appointed Calendar Chairman for all INEC events for the year - all dates, both firm and tentative, should be sent to him.

The recognition of INEC and similar bodies by Westport was discussed at length.

Next INEC meeting; February 12, same place, 1:00 PM.

Art Frederick
INEC Representative

One of the northwestern states has banned tire studs, not because of pavement wear, but because of "flying" carbide studs. Test showed that after a period of time, automobiles had lost 80% of their studs and trucks had lost 30%.

No mention was made of the kind and duration of the tests, but driving at high rates of speed has never been advised with tire studs.

Happiness is Peanuts, Pogo and B.C. in the same newspaper.

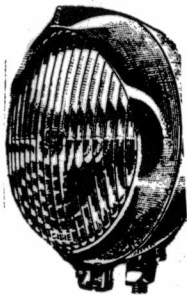
The "Future Features Folder" in the Knock Off office is empty.

Auto Show at the Coliseum April 9 thru 12.

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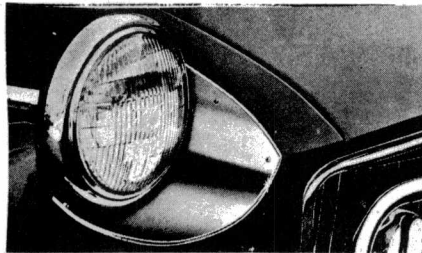
"135" Iodine-Quartz driving lamp available—12 volt only \$28.50



"180" Driving or Fog Lamp

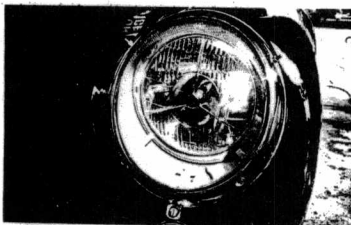
Used in major international racing events by Ford, Chrysler, Maserati, etc., the 180 has proven to be the most powerful driving lamp available today. Its efficiency in long-range illumination results from a novel form of concave light unit condensing and projecting the brightness into a far-reaching pencil beam. Matching fog lamp has a high luminosity lens, 180-degree spread. Reversible unit mounts over or under the bumper. Stone shield included. 6 or 12 volt clear or amber bulb. \$19.95

Choice of "180" Iodine-Quartz driving or fog lamp available—12 volts only. \$31.95



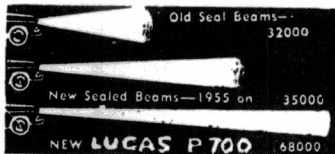
6401 MGB Head Light Plates \$11.95 set

This sparkling headlight treatment is usually found only on a few of the more expensive automobiles. Plates are formed of heavy-gauge stainless steel; polished to a mirror finish. Easily installed in minutes by three self-threading metal screws (included).



Single Headlamp Conversion

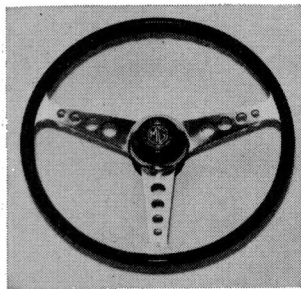
The elegant new LUCAS P-700 light units. With distinctive chrome plated tripod bulb shield. The end of your night driving worries. These new Lucas Lamp Units will give you twice the present driving light both in distance and brightness. This allows for safer night driving at regular or high speed driving. Eliminates overdriving of lights. They fit all cars normally equipped with sealed beams. Complete set of 2 lenses, bulbs, and adaptors. Install in 15 minutes. \$20.95



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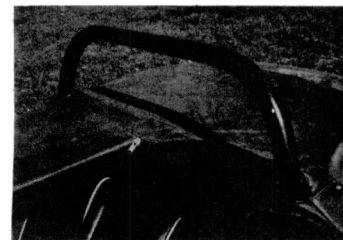
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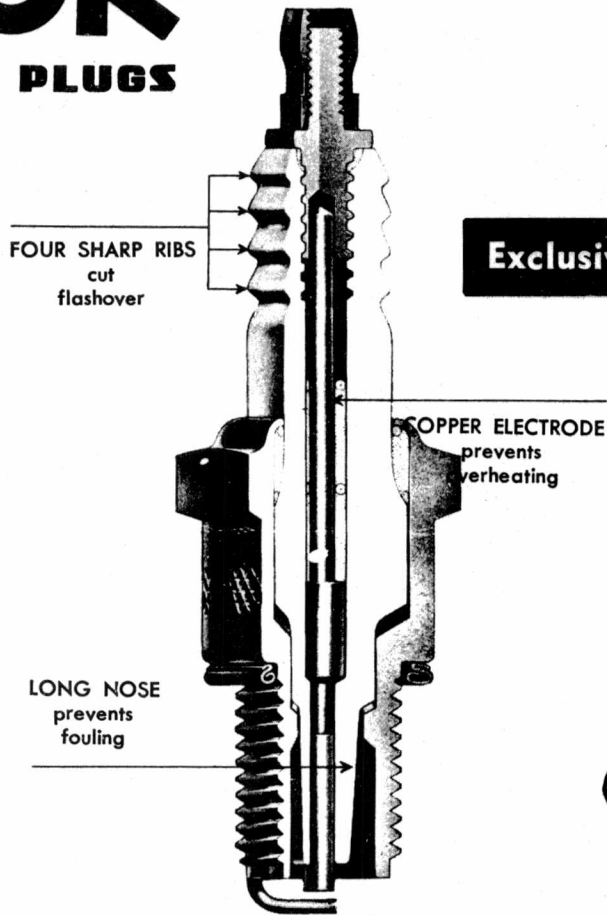
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A SHORT HISTORY OF THE ADIRONDACK MOTOR ENTHUSIASTS
 CLUB INCLUDING A COMMERCIAL FOR THE
 1966 LAKE GEORGE ICE RACES

by R.A. Winter, President

In February, 1965, ice racing was introduced to upstate New York at the Lake George Winter Carnival. Four full days of racing sponsored by the Chamber of Commerce and organized by the Adirondack Motor Enthusiasts Club with the help of experienced members from other area clubs, provided plenty of action for both drivers and spectators. The Chamber reported that this was by far the best spectator attraction of the Carnival and has invited AMEC to provide two weekends of racing at the 1966 Winter Carnival.

Dates have been set for February 5 & 6 and 26 & 27 with a full schedule of races on each of the four days. Classes will be provided for sports cars, small sedans, compacts and front-wheel drive cars and there will also be a ladies class.

Ice racing provides a wonderful opportunity for the driver who cannot afford the time or money required for serious participation in road racing. Expensive car preparation is hardly essential since a few extra horsepower will probably only serve to make the wheels spin faster. Danger is also minimized since cars in contact tend to push one another across the ice with little or no damage. And if you don't think ice racing is fun, just ask any of the sixty-odd drivers who entered last year.

The Lake George Ice Races are the latest endeavor of the Adirondack Motor Enthusiasts Club, an organization with a long history of unusual sports car events. Organized in 1953 and incorporated in 1954, AMEC is the oldest sports car club in the Capital District. In the early days club events consisted mainly of back roads rallies and gymkhanas held on the Edenburg Airport. In 1954, an AMEC gymkhana was filmed by WRGB and televised as a sports special to give most viewers their first look at the new sport that had invaded the area.

Just 10 years ago, AMEC obtained the use of about 20 acres of land in Charlton, N.Y. in order to build the Charlton Autocross, a course designed for the type of time-trial events preferred by most of the members. With shopping centers springing up and large paved parking lots becoming available for gymkhanas, you may wonder why anyone would invest time and money in building an unpaved trials course. Part of the answer was no doubt pride of possession and the ability to stage a unique type of event which other clubs could not offer. But the main attraction was the challenge of driving a difficult gravel-surfaced course.

Those of you who read the Grampaw Throttlebottom series (written by the late Miles Collier and printed in Sports Car in 1950, reprinted in 1957) may recall the advice offered novice race drivers to seek a gravel or dirt surface for practice. Wrote Miles, "At 70 mph (on pavement) the car feels as does one driven on gravel at 40." And so it did. To go into a turn at Charlton at 40 mph took the same skill and provided the same thrill and sense of accomplishment as entering a similar paved turn at seventy. And Charlton offered tight turns, fast turns, banked turns, flat turns as well as up and down hill driving. Dust, mud and ruts be damned. For those of us who built it there will never be another Charlton Autocross.

Continued

AMEC (Cont'd)

Unfortunately, the Autocross is gone. Ed Rindfliesch, AMEC member and owner of the land, has retired and moved to Cape Cod. AMEC tried to buy or lease the land, but a prospective buyer wanted the entire farm or nothing and seven years of Charlton trials came to an end.

This year AMEC leased White's Beach Speedway which has proven to be an excellent site for autocross-type events. The Speedway has a stock-car oval, a go-kart road course and a go-kart oval. All three courses are interconnected and all have been used to provide an interesting change of pace between high-speed driving and tight maneuvering. AMEC plans to renew the lease to provide at least one more year of events at White's Beach.

The Club has also purchased 15 acres of land north of Galway, N.Y., about 30 minutes from Schenectady and plan to start construction of a new Autocross next spring. They hope to have the new track ready by late 1966. Plans call for the new AMEC Autocross to offer a more interesting course and better facilities than either Charlton or White's Beach.

No history of AMEC would be complete without mention of two of our early members whose memories are preserved through the Club's two annual trophies -- the Bud Mason Memorial Trophy and the E. H. Hull Memorial Trophy. Bud Mason was in charge of publicity for AMEC and acted as spokesman for sports car drivers in general in a period when the public was somewhat less sympathetic to "the sport." An announcer for WGY-WRGB, Bud managed to get a daily 15 minute sports car news show which continued until his tragic death when a freak accident flipped his Arnolt-Bristol. He had continually worked for better news coverage of sports car events and at least once provided live radio coverage of the Watkins Glen Grand Prix. Much of the early interest in sports cars in this area can be traced directly to Bud's efforts.

Ed Hull was one of the prime movers behind the Charlton Autocross and was responsible for much of the work and planning that went into the course. Ed will also be remembered as one of the small group of SCCA members who organized the Mohawk-Hudson Region. In order to promote autocross activities, Ed donated a special trophy each year for trials competition. Since his death, the Club has perpetuated this trophy as the E. H. Hull Memorial Trophy.

AMEC activities are centered around Schenectady, but members are drawn from a fairly large area covering Amsterdam, Gloversville, Saratoga and Glens Falls. Meetings are held on the second Monday of each month at the Colonial Inn in Galway (about 20 minutes from Schenectady). All motor enthusiasts are cordially invited to attend these meetings and to consider AMEC membership. For anyone interested in the type of events described above, AMEC offers a chance to get in on planning and organizing as well as participating in moderate speed, low pressure racing and autocross activities.

* * * * *

DEADLINE for March issue is February 16. It's a short month.



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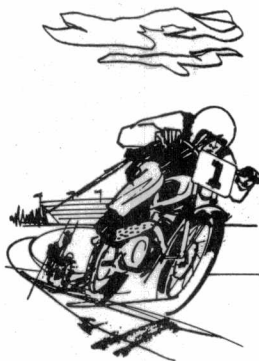
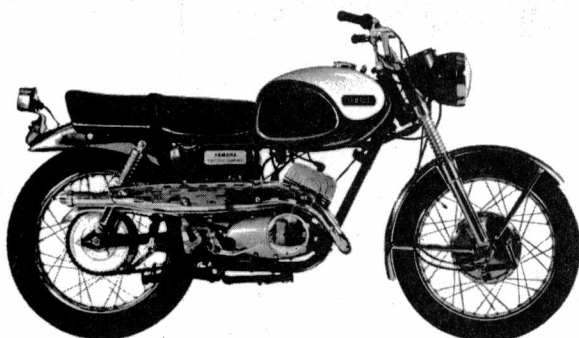
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BRAKES - LINING

by

Mac Townsend

When a brake lining fails, panic usually follows along very shortly. No matter how tremendous your brake design may be, poor lining often results in instant religion. A good brake lining, like the famous patent medicine, is a combination of ingredients. Counting only those in actual production, about 10% of the total, Bendix has over 60 different formulations. These are made up using various combinations of about 10 different binders, 4 different asbestos grades and well over 100 fillers. In addition to variation in components, the % content is also important. This works out to be more than a few possible formulas.

A lining consists of asbestos, fillers, and a binder. Asbestos is used primarily to add strength and heat resistance to the lining. Fillers are used to obtain different performance characteristics, while the binder glues the whole mess together.

Today, binders are mostly phenolic resins - plastic materials which once formed and set, will not soften under heat. In the past linseed oil and asphalt were common binding agents, but they aren't as good in most cases as modern resins. Fillers are of two general types - inert and performance enhancing. An inert filler is used to provide low cost strength and bulk without hurting performance. The other type accounts for almost all that is good or bad in a formula. Typical fillers of the latter type are: rubber dust, brass chips, carbon black, latex, copper powder and various minerals.

Lining characteristics can be lumped together under 4 main categories. In order of general importance, these are:

1. Lining Friction
2. Lining Fade
3. Lining Wear
4. Lining Noise

Friction, as previously defined, is a result of contact between two objects. Lining friction levels are intended to be high, ideally the friction should be constant for all temperatures. Unfortunately, this isn't usually the case. For formulation purposes lining friction is grouped into cold friction and hot friction. There are fillers which enhance cold friction, and there are others that help hot friction. The latter is possibly more important as a high level of friction retention at elevated temperatures helps reduce fade.

Lining fade is the result of a loss of friction under rather warm brake conditions. If our hot friction level is maintained to, say, 600 degrees F, and then drops off suddenly, fade pops in at about 610-625 degrees F.

Lining wear is a factor that is quite hard to pin down, how much is too much? Wear is the loss of lining thickness through abrasion and heat. Too much wear is a pain in the neck, while not enough is worse. Without a constant renewal of the braking surface, performance becomes erratic, infrequently used brakes often result in a glazed surface which has a low friction level. Generally, we can say that the less a lining wears, the less friction it has.

Lining noise is also one of those relative factors, like wear. Noise can be defined as unpleasant vibration in the audible range. The elimination of noise in a

Continued

Brakes - Lining (Cont'd)

braking system usually takes the form of changing the frequency of vibration to one which isn't audible to the human ear. Lining formulation can also affect noise in a brake if it sets up bad vibration. The addition of certain fillers sometimes helps reduce lining noise, at the expense of friction.

All of these factors must be weighed by the user. If he can put up with a little more noise, he may get better braking action. The same sort of thing goes along with wear - if you're willing to pay more and accept more wear, better lining is a possibility. The disc pads used by Phil in the latter part of the season made more noise and didn't last as long as the normal stuff, but they apparently stopped better.

Disc pads require a different sort of material than drum linings because of the higher temperatures and pressures experienced. Even drum brake systems require different lining materials for maximum effectiveness. A duo-servo should have a primary that is softer than its primary. A non-servo's requirements are just the opposite.

An "acceptable" lining may be composed of 50% asbestos, 30% binder and 20% filler. If we wish to modify this formula to fit a certain application, we juggle the fillers and occasionally the binder content. Rubber will enhance cold friction and reduce noise, but hot friction will suffer a bit. The more binder, the less wear, but then we have to be careful about noise and fade. Metallic powders and chips will increase hot friction and aid fade resistance, but they also increase noise. Lining formulation is a little bit of science, and a lot of art. An expert's guess is quite apt to be better than the neophyte's year long research.

* * * * *

BMSC Warm Up Gymkhana

The BMSC held its first gymkhana of the season on Sunday Jan. 9, 1966 at Brodleys Shopping Center in Pittsfield. The weather was sunny, dry and cold. The road surface was very hard packed snow (almost ice) and there were 21 cars (only 2 from the Albany area). The winners were:

Class A & B combined

- 1st - Jack Collins - Porsche - BMSC
- 2nd - Dan Mineci - Porsche - PCA
- 3rd - Frank Granger - Porsche - BMSC

Class C & D combined

- 1st - Bob Claffie - Tiger - BMSC
- 2nd - Jim Langenback - Tiger - BMSC
- 3rd - Bob Fern - Tiger - BMSC

Class E

- FTOD 1st - Butch Sciarra - Saab - BMSC
- 2nd - Dave Hathaway - Chevelle - BMSC
- 3rd - Louis Letano - Volkswagen - BMSC

Too bad none of the Albany crowd came over. This was the first event for the Beer Blast match between BMSC and Mo-Hud so the score is now 8 - 0 in favor of BMSC.



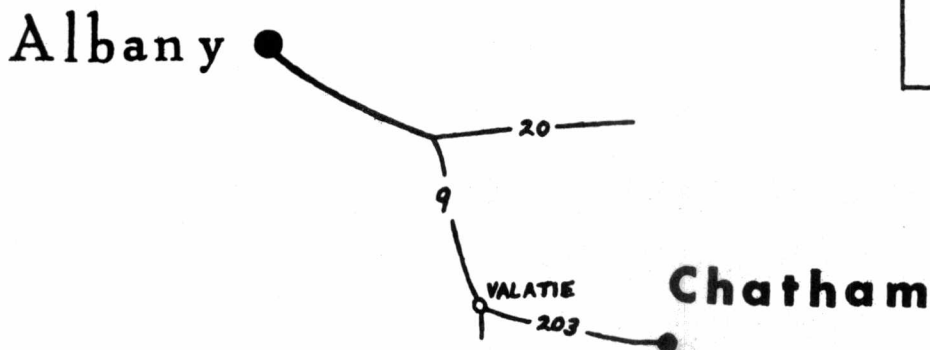
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From the "Watkins Review", December 29, 1965

Watkins Wins Drivers Trophy for Best Grand Prix of '65

The Watkins Glen Grand Prix has been awarded the Grand Prix Drivers Association Organizers' Trophy for staging the most successfully organized world championship Grand Prix of the 1965 season.

The presentation was made by Joakim Bonnier, president of the G.P. D.A., at a banquet held recently in London. Accepting the trophy was Cameron R. Argetsinger, executive director of the Watkins Glen Grand Prix, organizers of the Grand Prix of the United States, which was held here on October 3.

The award, inaugurated in 1962, had previously been won by organizers of the GP races of Holland (1962), Monaco (1963) and Italy (1964). During the past four years the Watkins Glen U.S. GP has been voted among the top three GP's for each season, an achievement unmatched by any other GP circuit.

In his remarks before over 250 guests, Bonnier stressed the friendliness of the U.S. GP organizers and their continual capital improvements at the 2.3 mile GP circuit.

The G.P.D.A. trophy is awarded to the circuit "running the championship Grand Prix, which, purely from the drivers' point of view, comes nearest to perfection" Bonnier stated. The elite G.P.D.A. members rated each of the world's ten 1965 world title GP races on a 0-10 point basis relative to eight aspects: flag marshalling; ambulance, medical and fire fighting facilities; drivers and spectator safety precautions; condition of racing circuit; timekeeping accuracy; general attitude of race organizers; adequacy of practice period; pits and paddock facilities, ease of entry, parking, etc.

The 1966 Grand Prix of the United States will be held for the sixth consecutive year on the Glen circuit here on October 2nd.

ed. note - We forgot where we saw it, but one of the drivers commented that the controversial curbing installed last year "forced a driving discipline" which resulted in a faster, safer race.

We're sure everyone is aware of this year's prize money for the GP - a total of \$100,000. Nice. Graham Hill's comment was that it should be retroactive.

* * * * *

From Northern Ohio Valley Region newsletter "BEEP" we learn that -
 "...the state of West Virginia in its infinite wisdom has seen fit to outlaw ice safety studs in snow tires."

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Events for March

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For any information concerning the Lake George Ice Races, contact George James,
 2 Ralmar Drive, Scotia 2, New York 518-399-1605

* * * * *

Hey, Harry Palmer, where's that article on Slot Racing you've been promising us for two months now?

Thanks, Jack Collins, for the report on the Pittsfield gymkhana.