

THE

MARCH 1966

KNOCK OFF

GOES ICE RACING

MOHAWK - HUDSON REGION SCCA

NEMITH

CIRCLE DODGE, INC.

LARGEST DISPLAY OF IMPORTED CARS UNDER ONE ROOF ON EAST COAST

AUTHORIZED DISTRIBUTORS FOR:

DUNLOP TIRES

CASTROL

ABARTH MUFFLER SYSTEMS

BECK IMPORTED PARTS

NGK SPARK PLUGS

AUTHORIZED DEALERS FOR:

B.M.W.

SUNBEAM SEDANS

ENGLISH FORDS

AUSTIN SPRITE

AUSTIN HEALY MK III

AUSTIN 3000

MG SPORT SEDAN

MG MIDGET

M.G.B.

FIAT'S

MORGAN

VOLVO

SUNBEAM TIGER

ALPINE SP. SEDANS

ALPHA ROMEO

JAGUAR

TRIUMPH'S

TR - 4A

SPITFIRE MK II

SPORT CONV.

DODGE

CORONET

POLARA

CUSTOM 880

CHARGER

TRUCKS

TRAFFIC CIRCLE RTE. #9



LATHAM, ALBANY, N. Y.

SALES

PARTS

PHONES: STATE 5-8531 — STATE 5-5525

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.

1966 OFFICERS

REGIONAL EXECUTIVE

Gene Birdsey
601 McClellan St.
Schenectady, N.Y.
374-9685
If no answer ST5-7980

TREASURER

Bernie Burns
197 Hoosick Street
Troy, N.Y.
273-5845

ACTIVITIES DIRECTOR

Hans Flebbe
402 Stanford Avenue
Schenectady, N.Y.
FR7-1010

KNOCK OFF STAFF

EDITOR

Terri VanDyck
16 Magdalen Road
Delmar, N.Y.
HE9-9657

ART EDITOR

Phil Schatz
56-B Weis Road
Albany, N.Y.
482-3117

COMPOSITION EDITOR

Marcia Schatz

CONTRIBUTING EDITORS

All Officers of Mohawk-Hudson Region
All Members of Mohawk-Hudson SCCA

ASSISTANT R.E.

Harry Palmer
103 Roweland Avenue
Delmar, N.Y.
HE9-1632

SECRETARY

Marcia Schatz
56-B Weis Road
Albany, N.Y.
482-3117

DIRECTORS

Mac McClumpha
54 Adams Place
Delmar, N.Y.
HE9-9656

Dick Leonard
Van Dyke Road
Delmar, N.Y.
439-5005

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.

AFTER THE RALLY -- YOU'D BETTER SEE VINCE!



Mr. Perry

HAIR FASHIONS

COR. SHAKER AND OSBORNE ROADS

UN 9-7333

RAY GAUL AND SON

AUTOMOTIVE TOOLS AND GARAGE EQUIPMENT

WE CAN SUPPLY ALL BRANDS ON REQUEST

(METRIC TOOLS IN STOCK AT ALL TIMES)

OILZUM RACING MOTOR OIL & LUBRICANTS

(SPECIAL PRICES TO SCCA MEMBERS)

COMPETITION PORTING AND POLISHING BY APPOINTMENT

VOORHEESVILLE, NY

518 RO 5-2180

THIS MONTH

The Cover. This month we depart from the design by Phil Schatz for a great picture by Joe Corbett. Someday get Joe or Marge to tell you exactly how they happened to be taking pictures of wheel hubs and Knock Offs. And of course, this suggests the old gag of "What kind of a car is an UNDO?" but we'll spare you that.

The picture sequence on the Ice Races is also a Joe Corbett contribution.

A little late, but good reading anyhow, is Pete Fullam's report on the Daytona SCCA championship races in December. Pete turned up in Detroit at the convention, too.

A new feature this month which we hope will be a regular is called Sports Car Trivia. Let's see how smart you are.

Our Pittsfield reporter, Jack Collins, has come through again with a report on the BMSC Ice Trials. Thankee, Jack.

The Knock Off's first road test appears this month - a wild recounting of a totally unbelievable machine. Yet he swears it's true. Dick Randles is our reporter - and we hope he'll keep on doing things for the Knock Off. We love his sense of humor.

NEXT MONTH

We have another road test which arrived too late for this issue. You are going to love it - and the car is a for real one, too.

Aha, Next month's Knock Off is going to be produced by the rest of the staff and others because yours truly is going to Sebring. We are going to flag and be generally useful during the days preceding Race Day at the Walt Haessner and Associates "Support the Sport" headquarters.

Deadline for the April Knock Off should be the 19th. You know what a tiger our secretary Marcia Schatz is, so see or call her with material. And please don't wait til the last minute. It makes a nervous wreck out of us.

* * * * *

CLASS AND CATEGORY LETTERS

With the introduction of a Sedan category and the renaming of the Modified category to Sports Racing category, there has been some confusion on the part of organizers and drivers on requirements for category letters. In the interest of consistency in SCCA competitions, the following class and category designations should be used:

Sports Racing Category	- Class letter only
Production Category	- Class plus P
Sedan Category	- Class plus <u>S</u>
Formula SCCA	- <u>F</u> plus Class
Formula Vee	- <u>FV</u>

SCCA NATIONAL CONVENTION
January 27-30
Terri Van Dyck - Delegate

Mohawk-Hudson had two representatives at the SCCA Convention. Pete Fullam has a college buddy in Detroit and they made their way to the Statler Hilton, too.

By and large, the announcements, results of business meetings and so on have already appeared in Competition Press, or will appear in the next issue of Sports Car, so any commentary in that vein would be redundant. Besides, which, the behind the scenes and informal aspects of a convention are much more fun to talk about.

There were quite a few old friends in Detroit for the doings, and it was a delightful to see them during the "off" season.

There was a bit of trouble with flights being late getting to Detroit, and so I was the guest of American Airlines for dinner in Buffalo. Also stranded and at a table with me was a FoMoCo sales executive who imparted two choice bits of information - one, that Cortina has been "taken over" by the Ford Division and an all out sales campaign is impending, and second, that the Competition Department has been told, "to win LeMans or else!" Ford made a good start at Daytona, but Sebring is yet to come - with the commadore's new machinery scheduled for unveiling there.

My arrival in Detroit was so late I thought registration would be closed. I underestimated the tenacity of the Detroit Region convention organizers. Registration was open - and so was the bar. The first friendly face I spotted was Jim Haynes - followed shortly thereafter by the Northern New Jersey bunch - Tom & Ruth McNeil, Bud Bickel and wife. Over 400 SCCA members had already registered the day before the actual convention proceedings.

First order of business for me on Friday (after breakfast, of course) was the Public Relations Seminar conducted by Joe Love and Dic Van der Feen with commentary added by Al Backrack. Chief topics of discussion were:

Increasing Membership - Why and How
Social Programs
Influence in the Community
Club Newsletter

Some isolated but great comments were -
"every club is run by a small group called by the non-workers "a clique".
"the largest group in any club are the subterranean members.
"give every visitor something to take home, booklets, prospective member literature.
"slot car emporiums are good places to get new members.
"if there are several strong local clubs in the region, the the SCCA isn't doing its job."

Concerning new members, it came as quite a surprise to me to learn how strict some regions are with their requirements. Sponsors are limited to two new

Continued

SCCA National Convention (Cont'd)

members a year; prospective members are screened, especially for traffic violations. Seems that those regions who tout the club as something exclusive have no trouble getting members.

There was little time after the PR seminar and before lunch to check out the exhibits. I didn't get past the BMC booth with a real live MGB-GT in captivity. I like.

Lunch was free for the ladies, so I suffered through a fashion show for the sake of a plate of creamed chicken. The child models were cute.

I was forced to miss THE tour of the weekend - to the Canadian Club Distillery - (and I had one of the 100 tickets, too) because the Northeast Division Council meeting was called at the same time. After the routine business and elections were concluded, Dr. Falkner talked about C.S.I. and F.I.A. and ACCUS and I think I finally have the whole business straight in my head at last. Look for a feature in the Knock Off on SCCA International, soon.

Officers of the NE Div Council are: Roger Clouser, Chairman; Omer Norton, Secretary; Tom Ryan, Treasurer.

Then there was the Shelby-American cocktail party. Lots of shrimp and lots of booze and the Man, himself. Me and Carroll Shelby. And I have witnesses - huh, Jim - right! Wow !!

After dinner (we DID have dinner, I recall) was the Competition Board meeting. Since all major decisions are made in committee, the meeting consisted mostly of nit-picking and the airing of personal pet peeves. The board, rather than directing the meeting, permitted it to drag on interminably, thereby cutting into informal room party time.

Bright and early Saturday morning (9:00 AM) we convened the Flagging and Communications Seminar. I had been looking forward to this particular meeting most of all, and was very disappointed with it. I have notes to the effect that the seminar leader, Dave Roverman, was bitter, negative, insurgent and unwilling: All of which are unbecoming to the man in charge of approving and issuing Senior F&C licenses. Or is he? Mr. Poverman started the seminar with the comment that he had nothing to say, and if no one else did, why he would adjourn the meeting. F&C people being what they are, after the initial shock work off, the "participants" took over the meeting. We did manage to find out that all new licensing procedures will be effected in 1966, with a Divisional Administrator for every race specialty. Regional officers will no longer contact Westport directly but will work through the Divisional level. Seems to me this is going back to something which used to be???

A note of importance - the day is not too far off when an SCCA license will be required for all participants in an event - drivers, workers and officials.

It was enlightening to discuss F&C techniques with members of other regions. My impression that NE Div, and especially NYR and NER, have the best trained and equipped flag crews has been crystallized into a conviction.

Had one gal from the mid-west state lobbying for "equal rights for women" on flag stations. Her point was that girls ought to take their turn at emergency. Well,

Continued

SCCA National Convention (Continued)

the rest of us girls remarked that in most regions girls do have equal rights and responsibilities on flags and phones and re-entry, but in the interest of safety (the driver's safety, now) it must be recognized that a gal generally does not possess the physical strength necessary to run with a 40 lb fire extinguisher, pry a car over with a crow bar or haul a 200 lb driver across the track. So much for equal rights. (We would like to be able to flag at the Glen, though!)

The Annual Meeting didn't take very long. All committee reports were printed and only excerpts of them were read. 'Twas a mere formality.

After the Annual Meeting we had a free lunch courtesy Oldsmobile Division, and saw a great movie on the conception, design and testing of the Toronado. Enough humor was injected with the technical details so that the lecture was enjoyed by everyone.

The meeting schedule did permit taking advantage of a free tour to the Ford Museum. Was too cold to wander around Greenfield Village, and besides the feet were giving out. There are all sorts of goodies at the Ford Museum - from the biggest locomotive I've ever seen, through the most enormous fly wheel on a gravity pump down on to Chippendale chairs and antique coins and dishes. The feature display that week, was a sports car show. From nice old Bugatti's (blue) to the new Cord (bronze).

Chevrolet bought the booze at that evening's cocktail party. No shrimp, just potato chips and pretzels, but there were enough bars so that the wait between drinks wasn't too long. Just enough to whet the appetite for dinner. Dr. Frank Falkner, Area 4 governor was Master of Ceremonies and spent longer introducing guest speaker Bruce McLaren than Bruce spent talking. Bruce is a good speaker, but his talk was largely a collection of irrelevant anecdotes. Those who expected commentary on international rating, "what FIA means to me" etc. were disappointed.

And so the convention was officially over. But not the adventure. Due to the blizzard it was impossible to get out of Detroit on Sunday. Some few who did get on a plane made it all the way to Newark - only to return to Detroit. I had the great good fortune to be in company with Mark Donahue and his trophy and Hank Thorp and wife. You can only get beer and wine in Detroit on Sundays. While waiting out the weather over a glass of beer, Mark confided his apprehensions about driving at Daytona. It was his first "big time" ride, co-driving with Walt Hansgen. For a guy with doubts, Mark did OK - 3rd overall in the 24 hours. Look for more great things from this really great guy - who knows more funny clean jokes than anybody I know.

Jim Haynes left Detroit by car and was four days getting home - with a two day stop over in an emergency hospital after having been part of that 100 car pile up near Batavia. Couple of cracked ribs and a sprained shoulder and broken Mustang. (Did you have to shoot it, Jim?) I made it to Newark Monday morning. I wonder if Omer Norton ever got home?

The 1967 Convention is in San Francisco but I'm not too sure I want to attend. Everything is done and decided before you get there, there isn't much you can do when you hear about it, and you can read about it much cheaper in Competition Press. It would be kind of fun to see all those great people again, tho'.....

AMERICA'S BEST SELLING IMPORTS!

MGB — MG MIDGET — MG SPORTS SEDAN — AUSTIN HEALEY
AUSTIN HEALEY SPRITE — RENAULT — PEUGEOT — JAGUAR — TR 4
SUNBEAM — TRIUMPH SPITFIRE — TRIUMPH 1200

AUTHORIZED

PARTS — SALES — SERVICE

LIBERAL TRADES · TERMS ·

KAYE'S Auto Exchange Inc.

1033 CENTRAL AVE

PHONE IV 24413

777 State St.

ROBERT F. PUMP MOTOR SALES

FR 2-5687-8

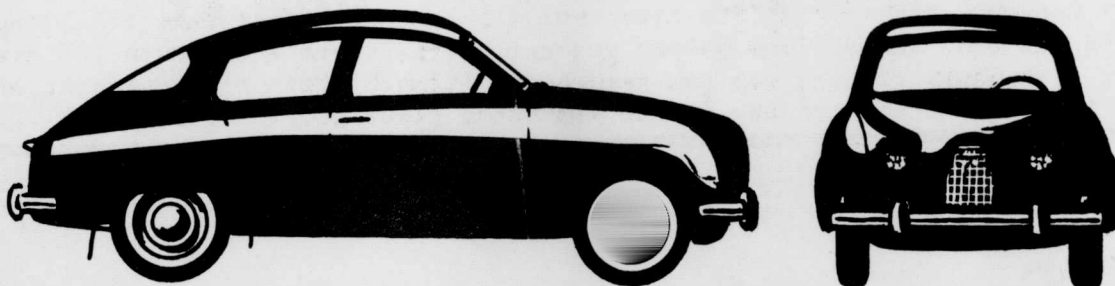
SAAB · MGB · MG MIDGET · AUSTIN-HEALEY

AUSTIN-HEALEY SPRITE · STUDEBAKER

COMPLETE STOCK OF FOREIGN CAR PARTS
COVERING ALL MAKES CARS AND MODELS

LUCAS — SMITHS — HARMOEXHAUSTS — ARMSTRONG

JOHN BULL PLUS MANY OTHERS



COMPLETE STOCK — IMMEDIATE DELIVERY

FAMOUS MICHELIN TIRES

For All Makes of

FOREIGN *and* AMERICAN SPORTS,

ECONOMY *and* RACING CARS

**COMPLETE RECAPPING SERVICE ON ALL MAKES AND SIZES
OF FOREIGN MADE TIRES, (REGULAR OR SNOW TREAD)**

Distributed By

WEINBERG TIRE CORP.

• **PHONE IV 2-4449** •

935 CENTRAL AVE.

ALBANY, N. Y.

The Scotch and Sirloin

Lake Placid, N. Y.

The Finest

DON'S AUTO CENTER

DON DAHL, OWNER

Factory Trained Mechanic's

Renault & Peugeot

VW and BMC Cars

Specializing

in

Sports Cars

DEALER
NGK WIDE RANGE SPARK PLUGS

2085 CENTRAL AVE.

STOP 11

12304

869-6090

Res: 869-9772



air condition your present car with the unit that outcools 'em all.

- Mark IV! Outcooled all other leading brands in torrid road tests!*
- Cools the whole car, fast. Controls humidity.
- Filters out dust, pollen, and smog.

- Fits almost any car. Installs in hours.
- Carries full factory warranty on both parts and labor.
- Transfers when you trade — saves money on future cars.
- 12,000 factory trained specialists, nation-wide.

USE YOUR MIDLAND CHARGE CARD

MARK IV AUTO AIR CONDITIONING

A product of John E. Mitchell Company, Dallas, Texas

**Ask to see cooling test results!*

DISTRIBUTOR

CHARLES RADIATOR SERVICE

574 RIVER ST., TROY, N. Y.

AS 2-3711

COOLING SYSTEM SPECIALISTS SINCE 1919
DEALER INQUIRIES INVITED

Seymour's Sport Cycles

PARTS — ACCESSORIES

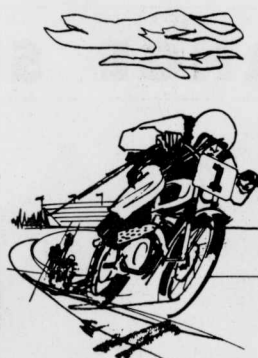
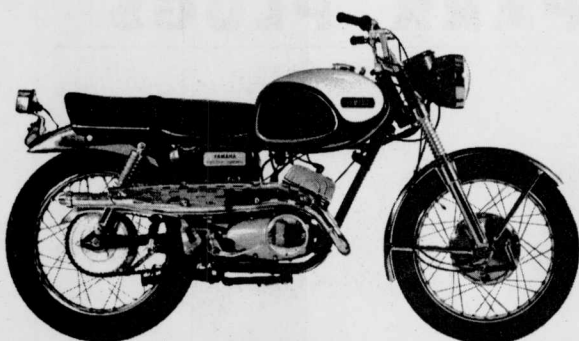
SUPPLIES

NGK WIDE RANGE SPARK PLUGS

RIDE SAFELY WITH

YAMAHA

ALL SIZES AND MODELS



**1 BLOCK NORTH OF COHOES
NORTHWAY EXIT RT. 9
LATHAM, N. Y.**

Telep

CIBIE

IODINE - QUARTZ
LAMPS

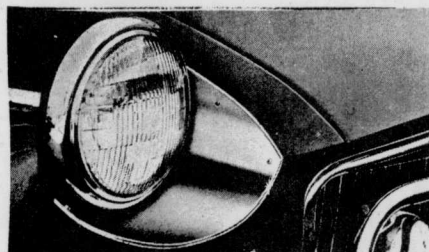
The Latest Trend in Road Lighting
—Iodine-Quartz Lamps



"135" Driving or Fog Lamp
Tested in innumerable rallies, the 135 covers all road and weather conditions. The driving lamp throws a powerful long beam, lighting the road to pick up distance highway signs and unexpected obstacles. The matching fog lamp lights road shoulders and prevents slowing down in bad weather. (6 or 12 volt clear or amber bulb) \$15.95 each
"135" Iodine-Quartz driving lamp available—12 volt only \$28.50

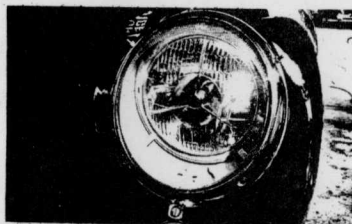


"180" Driving or Fog Lamp
Used in major international racing events by Ford, Chrysler, Maserati, etc., the 180 has proven to be the most powerful driving lamp available today. Its efficiency in long-range illumination results from a novel form of concave light unit condensing and projecting the brightness 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



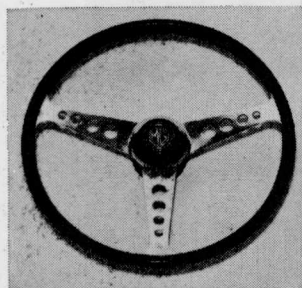
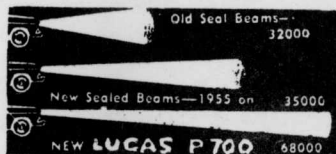
6401 MGB Head Light Plates
\$11.95 set

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



"Grand Prix" Woodrim Steering Wheels

Hand finished African mahogany rim, with finger grip serrations on the under side, epoxy-resin bonded to a one-piece aluminum alloy frame. No modifications necessary; easily installed.

Austin-Healey 3000 fixed boss; Sprite MkI&II; MG TD/TF, A; Porsche 356A, B/C; TR4, Spitfire \$36.50. Alfa Giulietta, Giulia; Austin-Healey 3000 adjustable boss; Sprite MkIII; Jaguar XK140/150; MG B, 1100; Renault Dauphine, Caravelle, R-8; Saab; Sunbeam Alpine and Tiger \$39.50. Corvette; Stingray; XKE \$48.00. Mustang, Corvair, Pontiac GTO \$48.00. Other models in stock.

All shipments prepaid by B&B Motors. Complete satisfaction guaranteed. Any purchase may be returned for full refund within 14 days. New York State residents add 2% sales tax.

IMPORTER • MANUFACTURER • DISTRIBUTOR



B&B MOTORS LIMITED

Kingsley Road

518-399-8258

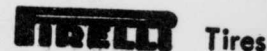
Burnt Hills, N.Y.



Kangol English Kerry Caps

The comfort of a beret, with a built-in unbreakable visor. Made in one piece of the finest English wool, with inside leather band. Black, camel, banker's grey, brown, navy. American sizes 6 1/2 - 7 1/2. We guarantee this to be the most comfortable headgear you've ever worn. \$4.50

Exclusive Distributors:



amco

LUCAS

BURSCHE
PORSCHE
VOLKSWAGEN
TUNED EXHAUSTS



The Road to Performance



Full double roll bar exceeds SCCA requirements. Completely gusted, and shipped with all mounting plates and hardware. All bars \$59.95 unless otherwise stated. Shipped freight collect.

Roll Bars

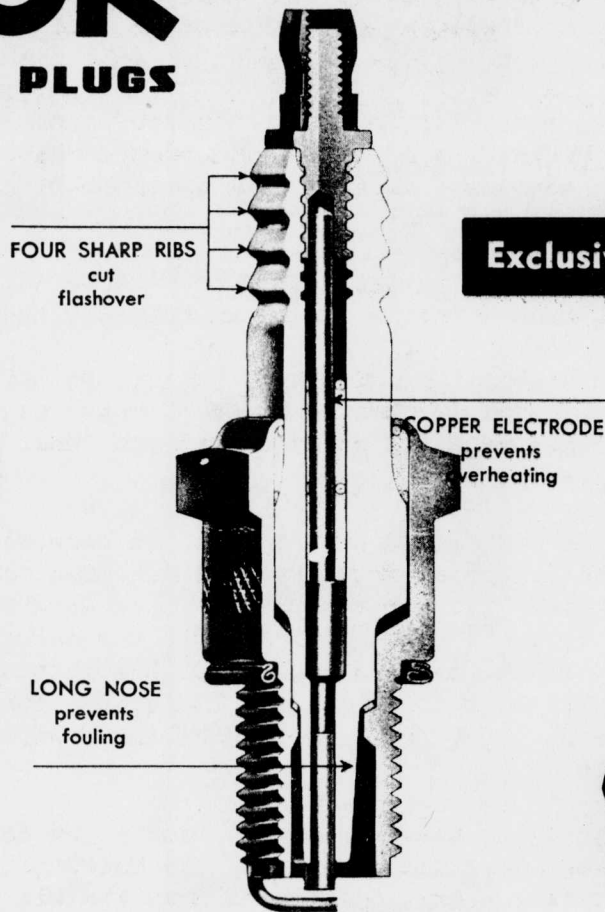
Roll Bars — \$59.95



SENSATIONAL NEW

NGK

SPARK PLUGS



Exclusive Wide Range



SPARK BOY

now offer one plug designed for stop and start city driving as well as high speed touring. The new NGK spark plug, with copper center electrode delivers more power and superior heat transfer. The improved design of sparking area eliminates fouling under normal conditions. You will get better performance, easier starting, greater fuel economy and longer plug life. Try a set of advanced design NGK spark plugs for the best performance you've ever had.

DEALER INQUIRIES INVITED

Available in three types!
**STANDARD • COMPETITION
RACING**

CHUCK SCHONGAR ENTERPRISES

3239 SEVENTH AVE.
TROY N. Y.

Phone AS 2-6397

CLASSIFIED - HELP WANTED

Why do you belong to the SCCA? Is it because you drive a Triumph or Porsche? Does the thought of beer and bench racing bring you to an occasional meeting. What do you get for your dues?

According to Westport, we have about 125 members. Who are these members? Well, there's Gene, Bernie, Terri, Mickey, Hans, Harry, the MacClumpha's, the Schatz' and maybe another dozen full time members. We also have about 20-30 occasional members who may show up at a gymkhana now and then.

Evidently, all the rest of the Club gets for \$18.50 is "Sports Car" and the "Knock Off." Gene and Harry get a bit more than a couple of mags for their money.

They only common bond between members is the Sport. Sport, so they say, has several meanings, one of which involves the fun and enjoyment resulting from competition. The rest of the normal meanings are sour apples. What does the Sport mean to you? Fun or sour apples?

The best way to have fun in the Club is to participate, to compete or to work. Coming up in a very short time is the opportunity of a lifetime for many of us. The chance to actually put on a race. Did you ever sit on Lime Rock's Hill and wonder what all those guys (and girls, too!) in the white suits are doing? They're flagging. You want a flag? Try it. How about the time you sat on the outside at LR and watched the people in the striped shirts move the cars onto the grid? They're grid stewards. Want to try it? C'mon. No experience necessary, excellent opportunity, compensation dependent on contribution.

Come on out and hear an Abarth split the sky. Watch Mini's gobble up cars 3 times their size. See the man eating Corvettes play among the Mustangs, Jags, and Elans. A sunny sky, you're feeling tired, a cool drink, and then the big 'uns come over the hill. What else do you need?

The club needs you. We need to develop a cadre of experienced race officials. Help out and you'll find that compensation really does depend on contribution.

Mac Townsend

(ed. note: We couldn't agree more, Mac. You stole the march on this month's editorial. So we've let you say it.)

After being in the paddock for a couple of weeks longer than anticipated, Scott Wallace Galinsky finally made it onto the grid on January 7, weighing in at 7 pounds 2 ounces.

Lory and Barney seem fine after all the waiting. Nice start on a pit crew.

The book "Getting Ready to Race" by Dick Anderson is published by Sports Car Press, Crown Publishers, 419 Fourth Avenue, New York, N.Y. and costs \$1.95. It is a must for anyone contemplating going to a Driver's School, and even delves into the attitude requirements for would be race car pilots. A copy of the 1966 Production Car Specifications and the 1966 General Competition Rules (GCR) completes the race enthusiasts library. See more on GCR in Tuned Exhaust and elsewhere in this issue.

Follows NE Division Driver's Schools tentative at this time:

<u>DATE</u>	<u>LOCATION</u>	<u>REGION</u>
March 5	Marlboro	Washington
March 12	Vineland	Philadelphia
March 19	Marlboro	Washington
April 2	Bridgehampton=	Northern New Jersey
April 9	Thompson	New England
April 16	Lime Rock	Mohawk-Hudson
April 23	Nelson Ledges	Steel Cities
April 30	Nelson Ledges	Mahoning Valley
May 7	Lime Rock Marlboro	Northern New Jersey Washington
May 14	Bryar=	New England
June 4	Lime Rock	New York
June 11	Thompson	New England
July 9	Watkins Glen	Glen
July 30	Lime Rock	Northern New Jersey
August 20	Bridgehampton	New York
September 10	Thompson	New England
October 22	Marlboro	Washington

* * * * *

WANTED

Old or bent (very little) AH Sprite MK III 13" rims. Need for competition use. Contact Bill Turner, 106 Hillside Street, Bennington, Vermont. 802-442-2444.

allergic to tigers?...ride a wild **MUSTANG!** the new

G.T. 350 (powered by Cobra)

Want to feel tall in the saddle? Come in and take the reins of one of these ponies, but be warned, it's not for the faint at heart. It's for those who don't want to run with the herd, for those who want to be a frontrunner, in complete command. This one is trained to do your bidding, to respond to your slightest touch. Nudge it with your toe and it'll move out with the smooth grace of a thoroughbred, or give it the spurs and unleash a wild-horse stampede. It'll handle like a cow pony, cruise like a Tennessee Walker or go like a three-year-old at the Kentucky Derby.

We can take the Mustang you have, breed it to a Cobra, feed it a few wild oats and turn it back to you with a new personality. We recently made a Shetland pony think it was Man O'War.

All high performance options for Mustang and Cobra are available at —

CARTWRIGHT MUSTANG CORRAL

342 Fifth Avenue
Troy, N. Y.
BE 5-0410



Your high performance Ford Dealer

Mohawk-Hudson Region SCCA



STATE
5-8940

MOTOR IMPORTS, INC.

DISTRIBUTOR FOR

KONI SHOCKS

BOSCH

N.G.K. WIDE RANGE SPARK PLUGS

MARCHAL

LUCAS

ABARTH

Factory Approved Replacement Parts for ALL Foreign Cars

HANK VAN DEUSEN

COLLINS' CORNER

Just a few comments on the "View from East of the Mountain" while the boss is at the beauty parlor.

The 6th Annual BMSC Ice Trials came off with a bang and 71 cars actually competed in spite of the worst blizzard of the season. Entrants came from the Albany area, Vermont, Conn., Springfield and Worcester, Mass. The Saturday night party was great fun (I'm told) and the entrants were all great and in good humor in spite of some minor difficulties encountered due to the weather. Winners from the New York area were:

Class A - 1st - Harold Cameron - Midget
2nd - R. Desormeau - Sprite

Class E - 1st - Ed Huleva - Mustang

Class F - 2nd - Hans Flebbe - Saab

Class H - 1st - Alita Cameron - Midget

Attended the first weekend of the Lake George Ice Races and had a ball. Bob Claffie and Bob Fern helped me prepare my special ice racing car and it weally ran circles around the other cars - sometimes it ran circles when there were no other cars near me. We might splurge on a special paint job on the ice racing car for thenext Lake George weekend because we had a few complaints about our distracting other drivers. Ray Gaul said he went down the back straight with his yees glued to the rear view mirror trying to figure out what was following him (he really said "catching him" but I'M modest) and forgot to turn at the corner - snow bank casualty.

BMSC Pres Bob Claffie and Ron Lilly leave for Canada today to run the FIA Canadian Winter Rally in Ron's famous 1955 Olds sedan. They were interviewed on the radio last night and the local paper is running pictures of them leaving town today. What a deal to live up to!

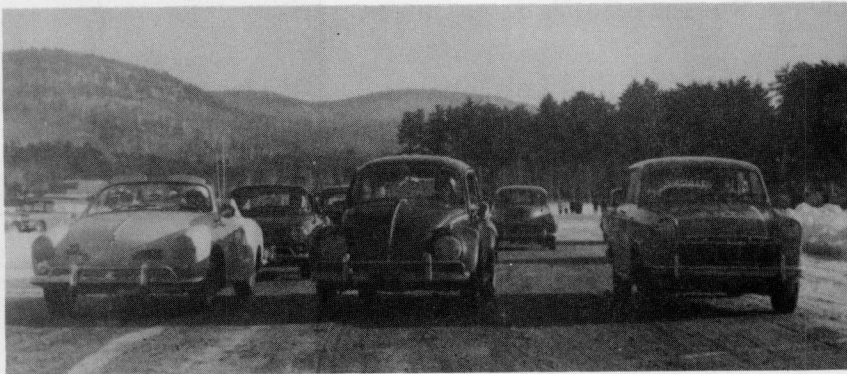
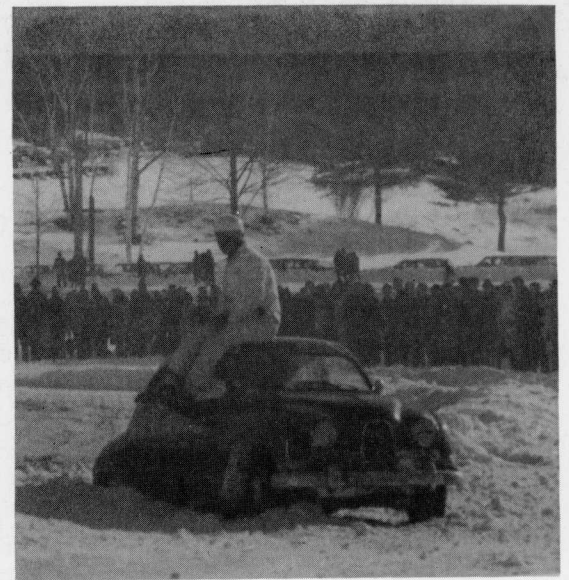
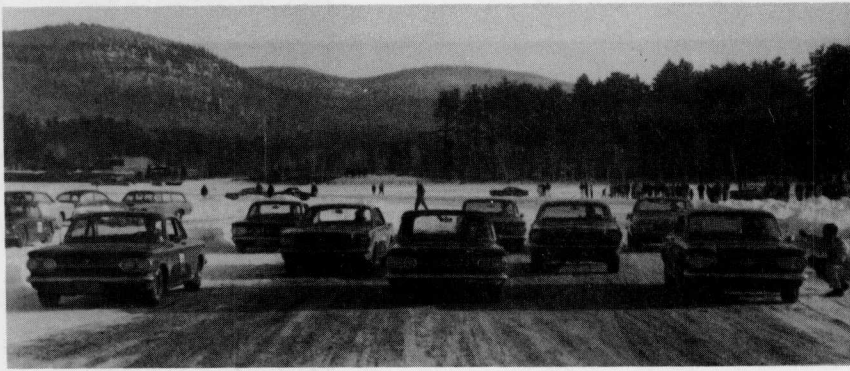
Butch Sciarra and Ron Bedard head for the Six Hour Brunswick, Maine Ice Race next week in the silver Saaaab.

I believe I am responsible for an error in the February Knock Off. At the 4 hour Endurance Ice Races on March 5th and 6th at Hoosac Lake in Cheshire, Mass, it is not mandatory to have previous ice racing experience. For entry and further info contact Leo Bedard, P. O. Box 106, Adams, Mass. 01220. They also need lots of flag people and workers for the event. Contact Leo about that also.

See you at the next event.

Jack Collins

Bob Fern, long time friend of Mohawk Hudson and certainly one of our more enthusiastic area competitors has just announced the opening of a new car parts and things emporium called the "Pit Stop." It's located at 1475 West Housatonic St., Pittsfield, Mass. which is at the Premier Oil Station on Rte 20 near the Berkshire Drive-In Theatre. Have a look next time you go by.

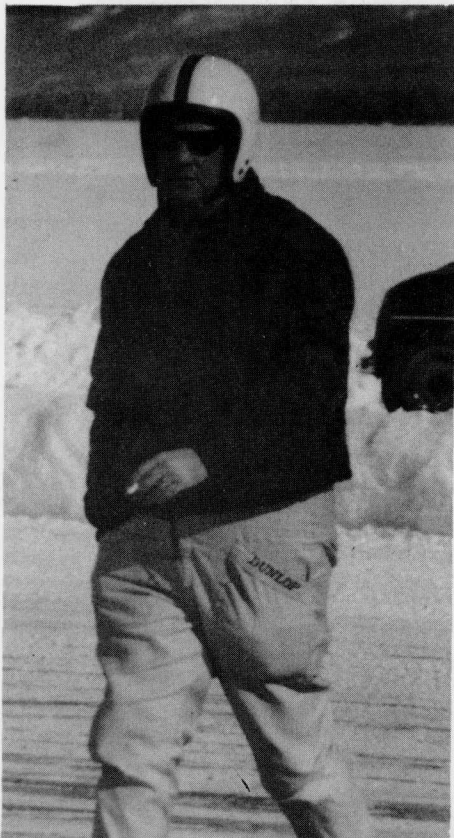
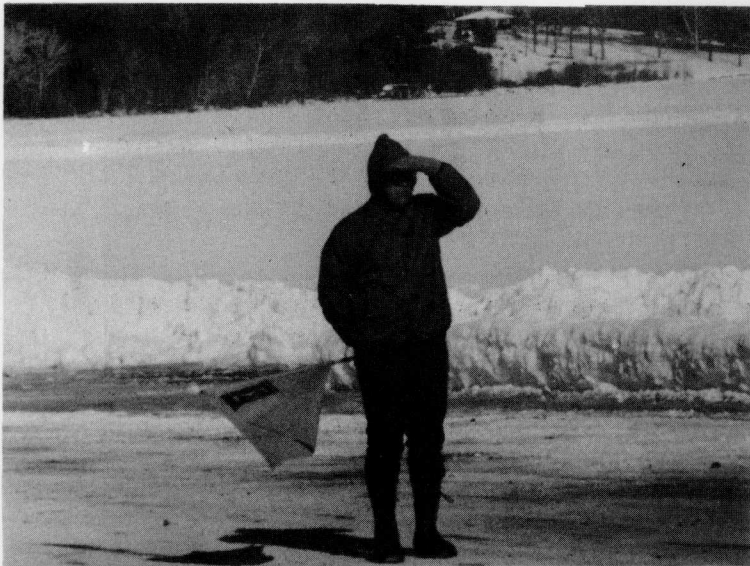
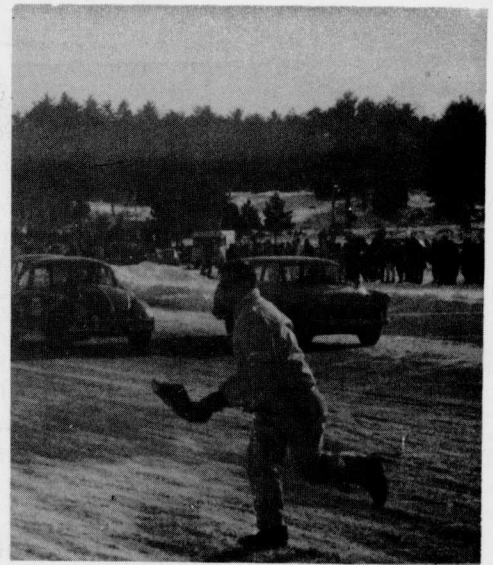


MANY ARE CALLED.....

BUT FEW ARE CHOSEN!

And there's only one way
to thaw out
When you are frozen!





TOP: Carl Scharl stars in "Song Without Words"

CENTER: It's too obvious where'd they go? Thatta'way. (sorry about that...)

LOWER: Fashion show. What the well dressed MoHud member wears to the Ice Races depends on what he's doing there.

LAKE GEORGE ICE RACES
February 5-6

Harry Palmer and
Mickey LeVan

TUNED EXHAUST



Boy are we mad again. We're home with bronchitis, we have all this paperwork to do, this column to get out and we hurt all over. And all we can get on the radio are spot publicity items about the quarter million dollar contract the State of New York has let for the design of a safety engineered car. As a taxpayer, a State employee and a motoring enthusiast, I object. All of this publicity and Wobby Wennedy's blessings do not make the farce any the more palatable.

So now what's the next step? Build a bunch of these behemoths and then legislate automobile construction?

Automotive safety apparently ranks with motherhood, Lincoln and the flag these days so you can't be against it - and we're not. We question, however, if the problem has been properly defined. Personally, we think that the Department of Motor Vehicles "Defensive Driving" campaign is by far a more rational beginning approach to the problem of reducing "mass carnage on our highways." (Well, we're developing some new cliché's into the language, at any rate.) Safety engineered brains seems to us to be a sensible start - assuming of course, that the average driver has the raw material.

And to put a driver who does not have this basic requirement of "brains" into a car in which he is guaranteed immunity from death and dismemberment in high speed crashes just dares him to drive at high speeds and defy common sense rules of the road - and to heck with the other guy - who had better be driving defensively.

If high speed accidents are taking such a dreadful toll of human life (hey, has anybody made any laws outlawing cancer?) let's enforce the laws we now have governing driver conduct. Let's engineer our highways for pleasant and safe travel. But please don't try to tell us what kind of car we must drive. That is the same sort of infringement on our civil liberties (Ha - how's that, Bobby) as forbidding the wearing of high heel shoes because they heels get caught in sidewalk cracks and ankles have been twisted. And about as reasonable.

As for New York State and its quarter million dollar research grant, the money might better have been used to install better quality seat belts in the existing fleet, fix the emergency brakes which don't work, adjust all of the bad clutches and balance a few tires.

We enjoy driving our small roadster which handles well and is agile enough to dodge high ranking State Police Officers who pull out of the State Campus access roads with no regard for traffic lights or other vehicles.

Just had a great thought! (Mmmm, that's good cough medicine.) If New York State is so concerned with highway safety, it could make traffic violations a part of each employee's personnel record with minus credits towards Civil Service promotion. That'll put a handle on a good slice of the NYS population - and is just as reasonable as State Legislator Spino's bill and engineer Hildebrand's "form-follows-function" prattling. Sorry about that, Mr. Frank Lloyd Wright.

Continued

Tuned Exhaust (Cont'd)

G.C.R. - The General Competition Rules is a little red book this year and is the bible of the SCCA where racing is concerned. The G.C.R. are mentioned several times in this issue of the Knock Off, and it would behoove every member of MoHud to have his own copy. If Bernie Burns can't supply copies, Westport can. See page 9 of current (February) Sports Car.

SEBRING

We are going to Sebring.
And so are the MacClumpha's.

And we're pretty excited about it. We'll have lot's to say when we get back.

Hear tell that the promoters have ordered rain for the event. Last year's storm was such a howling success and made so much news that they feel it's worth doing again. In anticipation, Jim Hall has turned the Chaparral into a coupe.

Please cooperate with the gang who will be putting out the Knock Off while we're gone - it's going to be an almost two week adventure, counting travel time.

See you on Wide World of Sports!

Terri Van Dyck

* * * * *

SPORTS CAR TRIVIA

1. Who, in what car, came in thirteenth at the 1953 LeMans 24 Hours?
2. Better yet, who came in second in G Modified at the 1955 Beverly Nationals?
3. Who played Johnny Dark?
4. Who was the original owner of the M.G. Special that was totalled in the "On The Beach" racing scene?
5. Who drove that car in its early racing days?
6. Who is Tom Carstens?
7. Who was Phil Hill's "navigator" in the 1954 Mexican Road Race?
8. Where is the famous Temple Buell located?
9. Who came in third at the 1961 U.S. Grand Prix?
10. Who won the 1961 Mt. Washington Hill Climb?
11. What was the nickname of the EX135 MG Record Car?
12. What car made the first pit stop at the 1966 Daytona 24 hours?
13. What is Tippy Lipe's real first name?
14. What is Mickey LeVan's real first name.
15. Define Fairthorpe?

Answers to the above questions are elsewhere in this issue. No fair peeking.

h. manley iv

OPEN LETTER TO THE MEMBERSHIP

Recently, this region voiced its overwhelming support to the present executive board to go ahead with our plans to conduct a drivers school and regional race this year. Perhaps we have been remiss in not outlining the "nuts & bolts" details we will be involved in, and I will try to cover them with brevity in this letter. However, a letter has been received recently which implies all manner of financial risk and foreboding. Certainly, we cannot deny that there is an element of financial risk in conducting a speed event for all regions regardless of the state of their treasury.

Since we have only recently clarified the original dates requested, there was little point in going further until now. Actual costs would be as follows:

REGIONAL RACE, MAY 14th 1966

DISBURSEMENTS (per querying letter)		ACTUAL COSTS TO MHR	
ANNOUNCER & EQUIPMENT	\$116.55	NO CHARGE	
BUMPER STRIPS	105.00	ELIMINATED	
CHIEF STARTER	125.00	NO CHARGE (INEC)	
INSURANCE PREMIUM (LIABILITY)	1049.00	NO CHARGE	
INSURANCE PREMIUM (ENTRANT)		BASED ON 100 CARS	\$530.00
LATRINE REPAIRS	23.63	NO CHARGE	
PRINTING (programs & posters)	903.50	NO CHARGE	
STREET BANNERS	52.00	ELIMINATED	
PUBLICITY PHOTOS	65.00	NO CHARGE	
HAY BALES	150.00	NO CHARGE	
RESERVATIONS (SEC.)	75.00	NO SUCH THING	
WATCHMAN (2 nights)	20.00	NO CHARGE	
FENCE ERECTION	19.70	NO CHARGE	
RENTAL OF BLEACHERS	1697.85	NO BLEACHERS	
OFFICIALS HOTEL ROOMS	86.03	(Steward allowance)	100.00
SPECIAL PHONE LINES	30.43	NO CHARGE	
SIGNS	35.00	NO CHARGE	
RADIO OPS LODGING	19.00	NO CHARGE (INEC)	
BOX LUNCHES	119.93	F & C ONLY	60.00
TICKETS	407.48	NO CHARGE	
TROPHIES	462.00		300.00
ADVERTISING FEE	500.00	NO CHARGE	
LATRINE LABOR	82.55	WHAT AGAIN N/C	
STATE & FED TAXES	691.00	NOT APPLICABLE	
MISC.	62.82	OK - be honest	50.00
	<u>\$6898.87</u>		<u>\$1040.00</u>
		ENTRY BLANK PRINTING	50.00
		DASH PLAQUES (250)	75.00
		SANCTION FEE	100.00
		POSTAGE (ENTRANT MAIL)	100.00
		SCCA ADDRESSING & ENV.	50.00
			<u>\$1415.00</u>

TOTAL COST (based on 100 entries) \$1,415.00

ENTRY FEE (based on 100 entries) \$1,500.00

Open Letter to the Membership (Cont'd)

The break even point is computed at 100 cars. In case of rain, (our biggest risk) most fees are refundable. We will use engraved plates on trophies so they can be salvaged. DURING 1965 THE AVERAGE LIME ROCK ENTRY FIELD WAS OVER A HUNDRED AND SIXTY IN REGIONALS.

I will not get involved in personality clashes, nor will I even attempt to refute the letter point by point. There is just too much hysterical fallacy in the reasoning. For example, the \$5000 minimum treasury suggested by a ten year old National SCCA report was in the days of non-established racing plants like Lime Rock. If course rental, bleacher rental, fire and police payment and full insurance costs were involved it could approach that figure. REMEMBER ... At lime Rock, we provide the workers, entrants and little else. The track operator (Jim Haynes) benefits from gate receipts and paddock admissions to recover his investment.

No region in the past, including New England, Northern New Jersey and New York have deemed it necessary to provide legal advice during contract negotiations, since it is a standard contract for all regions. Certainly these regions stand to lose more than us. However, if a lawyer is required, we have an excellent one in our region who has volunteered his services.

Which brings up another point. The writer makes repeated mention of payment to some of the race workers. I'm sure you realize that everyone works for the love of the sport and not remuneration. The only exception to this is the allowance (\$20. per) to the five stewards towards expenses. This was established at the NE Div Executive council meeting last year.

Remarks have also been made that INEC DOESN'T HAVE THE QUALIFIED WORKERS IN QUANTITY TO MAN LIME ROCK. Also questioned is whether they would come this far even if they could scrape up enough workers. Well, INEC SCRAPES UP ENOUGH QUALIFIED WORKERS TO MAN THE GRAND PRIX AT WATKINS GLEN. While in that case the Flag People are not INEC but rather RCA. We have an INEC flag group which mans the flag school, regionals and nationals at Watkins Glen. INEC is not a gang of paid workers, but rather the five upstate regions of SCCA which have banded together for mutual assistance in conducting races. THEY SERVE WITHOUT PAY. Our own region has suffered for years from a lack of qualified race workers, and unless we begin to participate in speed events, the chances are we will never have enough of these people. WE HAVE ALSO BEEN OFFERED HELP FROM NORTHERN NEW JERSEY REGION.

On February 13th, at the latest INEC Meeting, it was decided to make our drivers school an INEC School, and support was pledged from five regions. While the proceeds of surplus funds will be divided among the regions, the initial investment will also be an INEC one.

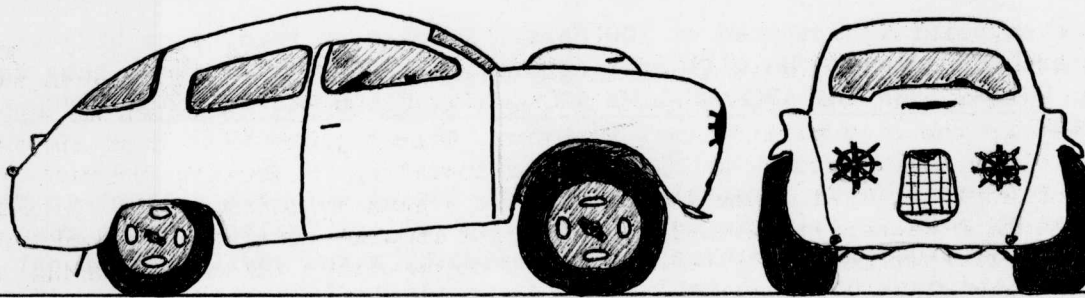
While we don't plan to make a profit at the drivers school, it must be pointed out that the INEC School has had a surplus each year for THE PAST FIVE YEARS. In fact, the last two years total profit was over fifteen hundred dollars.

We are not planning on this in any way, but we are looking for a sponsor for trophies and other costs that could help defray the race costs. We did succeed in this at Whiteface, and are a little hopeful.

Mickey LeVan

ROAD TEST

SAABonado



PRICE

\$4695.

CHASSIS & SUSPENSION

Inadequate

GENERAL

Oh, my GOD!

OPTIONS

Artificial necks.
SAABonado mud flaps.

ENGINE

Oldsmobile V8-ohv
bhp-425 @ 6000 rpm
Torque - 490 lb-ft
Carbureation - 4 Weber 2 bbl
Fuel required - low grade (aircraft)

ACCOMODATION

2 Persons (cramped)

INSTRUMENTATION

SUN Electric Tachometer.
Oil pressure gauge.

MAINTENANCE

Buy stock in OILZUM & FIRE-
STONE

DRIVE TRAIN

FWD
Transmission - automatic, 3 speed
torque converter

MISCELLANEOUS

Pay up your life ins.

FUEL CONSUMPTION

0.419 gal/mi.

ROAD TEST RESULTS

ACCELERATION

0-30)
0-60) WOW
0-100)
0-140)

SPEEDS IN GEARS

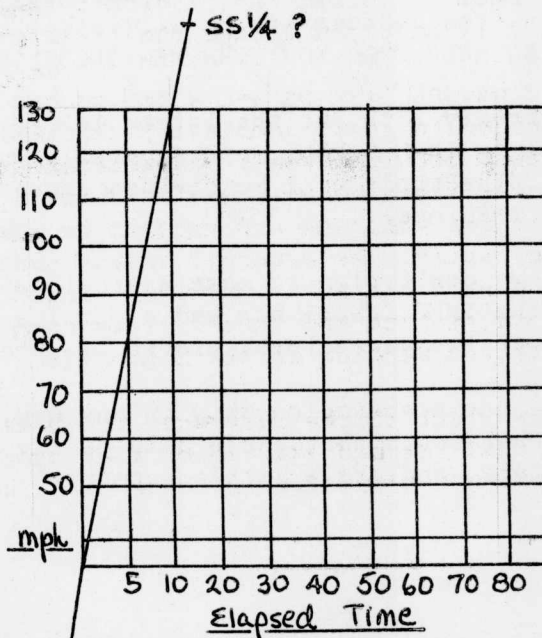
H A, H A

TOP SPEED ESTIMATED

226 mph

SPEEDOMETER ERROR

No room for speedometer.



Road Test - SAABonado
by Dick Randles

While visiting in New Hampshire recently, I dropped in on an old friend to swap stories on sports car, and old times. Irving's wife, Sherry, greeted me and said that Irv was in the city picking up a new car. When I asked what kind she said, "Oh some Italian make I think, a SAABonado or something." Knowing Sherry's limited knowledge of anything, let alone imported cars, I shut up and waited. In a few minutes I heard a deafening screech of tires and exhaust notes. I looked down Irv's $\frac{1}{2}$ mile paved driveway and saw great clouds of smoke with a white dot in the middle of it. NOW what did you do, Irv?

There it was, parked in front of the house, a Saab rumbling and shaking, headlights already taped, bumpers removed, front and rear spoilers, a huge bubble in the hood, fenders widened and widened some more and flared to cover the fat Firestone tires on the front. It sure had some exotic conglomeration of a powerplant. Fump, fump, the beast stopped. "Irv, what the hell is that?"

"Well, it's sort of a Swedish Chaparral all tail backwards, and they call it a SAABonado, and believe me, it scares the living hell out of you."

Sherry retired to her pop art having seen her husband's new toy. Irv gave me a short history of the SAABonado and the firm that builds it. Some inventive madman named Thompson (Irv wasn't sure if he was related to Mickey or not) had developed this car, cut corners by swapping engines even with some company called ToronAAB, and gone into production about a month previous. It was, as you probably have guessed, a Saab with an Oldsmobile Toronado engine stuffed into it. It isn't exactly stock looking and when Irv asked if I'd like to drive it, I found it wasn't stock acting. (That's believable, isn't it?)

The fun started just getting into the car. The front doors are welded shut and the steering wheel is about even with the center door posts. With no rear doors, this left only the trunk for entering. How true! A roll bar is installed in the rear window and Indy type gas tanks line the inside all over. When you fire the engine, plan on not hearing for the duration. Engine idle 3000 rpm, put the car into reverse Oh, God, what's the driveway doing in the windshield, Screech, Crash, Boom, Boom. "Sorry, Irv, I didn't realize it did wheel stands in reverse at idle." "Sure I'll help you change the tires on the back."

On our way at last we set a new record from Irv's house to the main road, at idle. We decided to go to Rumpelstiltskin Raceway near Irv's house and run some tests for the Knock Off. We spent the afternoon taking quarter mile times and other data but no course times as we found it doesn't handle too well. I also asked Irv if I could sue him for whiplash and he said he would have to ask Sherry as she was the brains of the family. We returned around six and were both very limp at the time. I told Irv I'd send him an issue of the Knock Off with his test in it and he told me he would enjoy that and wanted me to come back again if he should decide to by the competition version of the SAABonado.

On my way out of the driveway, which seemed like ages in my Cobra II, I thought about what Irv had said about that other company, ToronAAB, that some Senator named Ribicoff was producing in Connecticut and I turned thataway.



REGIONAL RAMBLINGS

by GENE BIRDSEY

The Drivers School on April 16, 1966 and the Race on May 14, 1966 are definitely on. We expect momentarily to have our stewards appointed and our contract with the promoter. I would like to suggest that each member read his General Competition Rules as it will outline the procedure to follow in setting up an event and make it possible for you to understand our progress. It might also help you to decide in what capacity you would like to serve.

I was very pleased with the support at the January meeting, especially from those who had previously expressed some doubt as to the feasibility of this region having a successful event. The question as to whether we should or not has been decided and this controversy is now in the past. We will keep you informed of our progress and will make every effort to see that a record of our progress is available for review by any interested member.

We have a job for you. If there is a particular position you would like to have, volunteer for it. If not, volunteer anyway and we'll place you. If you don't volunteer, you will be asked, but for expediency, please volunteer. Our time is short and we must now act in a prudent and efficient manner.

We hope that this event will reflect the spirit of Mohawk Hudson. We plan to make it a fun week-end. To do this, we need you. Let's go. All executive meetings are open to the membership.

* * * * *

A letter submitted by the Leonards which contains totally valid observations concerning Mohawk Hudson's racing venture will be discussed in detail at the next meeting. The letter was too long to reproduce in the Knock Off and to excerpt out of context would have been ineffective.

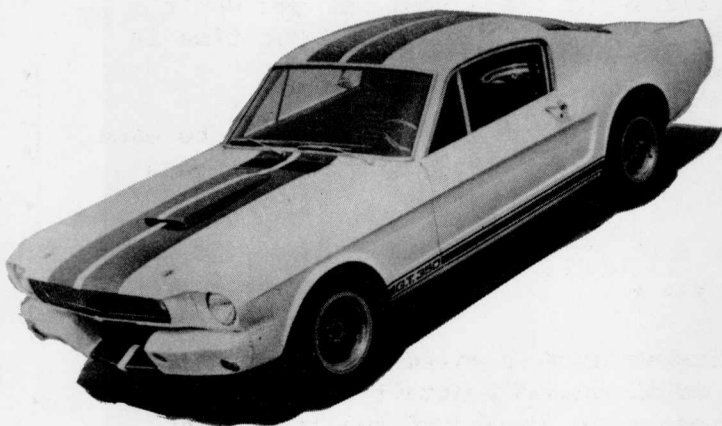
* * * * *

TRIVIA ANSWERS

1. Wharton and Mitchell in a Frazer-Nash, first in the two liter class.
2. Emil Pupulidy, VW Special.
3. Tony Curtis.
4. John Edgar
5. Jack McAfee
6. That's like asking: Who's George Tilp?
7. Richie Ginther
8. 'Come on - Temple Buell's a person (owned Maseratti GP cars for Shelby and others to drive).
9. Tony Brooks, BRM
10. Bill Rutan, VW-Porsche Special
11. Humbug
12. The Alfa Romeo of Bill Clark
13. Gordon
14. Martin
15. Impossible

HICKEY FORD SALES

APPOINTED NORTH EAST NEW YORK'S
ONLY
AUTHORIZED SHELBY
MUSTANG GT-350 & COBRA DEALER



*CARS NOW ON DISPLAY AT OUR
SALESROOM*

Meet our G.T.-350 and Cobra Sales Mgr.
Terry Morris

Convert your present Ford with
Total Performance Accessories
See Gus Ressegieu — Parts Mgr.

HICKEY FORD SALES INC.

HO 2-5545

15 Chapel St.

Albany, N.Y.

Another "steal" from EXHAUST NOTES, publication of Tippecanoe Sports Car Club.

DAYTONA ARRC OR A PLACE IN THE SUN
by Pete Fullam

So these three guys took off for Daytona in a Mini - yeah, a Mini! And believe it or not, they made it. After the nervous tension (and the speedometer cable) broke at 87.12 miles, the rest of the trip was a piece of cake. Bliss is driving 2500 miles, more or less, with no idea of how fast you're going. After spending about 20 hours boxed up in Gordon Fitch's raison d'etre, we tottered into Daytona at 3:00 AM Thursday.

Went out to the Speedway about 9:30 and soon found Phil Groggins, of whom regular readers have previously heard. Open practice was the order of the day and he got down to 1:58 or so. Having gotten the feel of things, we put the car away early and spent the afternoon rubbernecking around the garage area. EVERYBODY was there.

Items:

Sherm Decker's Lola T-70, newly rebuilt after his Tremblant crash, was having all manner of troubles. A loose intake manifold was allowing oil to be pulled into the cylinders. In a practice run a front panel blew off at about 185 MPH and swatted SHERM full in the face. Then the engine fried three pistons and was subsequently hors de combat.

The biggest single impression was the lack of preparation of the majority of the entrants. Virtually everybody was changing rear end ratios. Countless heads were off, gearboxes and carburetors were being unscrambled and entire engines rebuilt. One Jaguar crew went round the clock nailing things together after a blowup only to have it lose a Welch plug on the third lap of its race.

Another Elan rolled three times. The driver got only a scratched hand but the car was so completely totalled that even the dipstick was bent.

A cold hot dog and a warm Pepsi cost 57 cents.

The facilities at the Speedway are absolutely marvelous. They have covered garage areas with electric outlets, lights and workbenches. There's a gas station, cafeteria, hospital and wash stand in the paddock area; the pits are roofed over and have lights, outlets and water taps. Firestone, Goodyear and Champion each maintain their own sales and service garages.

Mark Donohue, Hal Keck and all of the Archway Ford guys were out in force with Hal's 427 Cobra and Mark's Mustang 350 and Lotus Jr. The high point of Thursday evening came when Mark and his wife dropped in and regaled us with tales of their exploits at the Bainbridge (Ga.) Nationals.

Friday began when Bob tried to pull a Kleenex out of the box on the wall and had the whole box fall out in his hand. This might be as good a place as any to inject a few cracks about the motel we stayed in. It was the archetype of all paper-walled card castles everywhere. I think the Three Stooges were the contractors. We could hear every sneeze and snore in the building and one good shove on the wall would move it no less than an inch and a half! The air conditioning came in three strengths;

Continued

Daytona (Cont'd)

hot, hotter and incandescent. The lowest temperature we ever got out of it was 80!

Anyway, it was qualification day at the Speedway. Each entrant got 5 timed laps, the fastest of which was used to determine grid positions. Phil landed third spot, next to Ed Tucker in another Elan and Lou Sell in a Super 7. There were rumors that the S7 had a 1500 cc engine, but since they are so far out of it in CP this year, nobody bothered to check up on him.

The track at Daytona is smooth but very abrasive. We experienced excessive tire wear up front which necessitated a hurry-up call to Belle Tire in Detroit for 2 new Dunlops. These arrived by air freight the next morning. Ah, science

There were much fewer heads off and vitals disassembled as the cars gradually got sorted out. But there was one poor soul who pulled about a 9 grand downshift in a street GT350 and royally scattered it.

Perhaps the most beleaguered person there was the little man in the goodies van. Everybody wanted an ARRC jacket patch and he didn't have any. He could have sold them for \$14.50 apiece but they only went to registered competitors. Then there was Gordon, who surely must have tired of repeating countless times that his Mini is not a 1275, but a 1070 with mods, etc., etc.

We arrived late at the Goodyear cocktail party that night and missed out on the free drinks. They closed the bar as soon as the booze was gone and that was that.

Saturday saw us at the track quite early with sundry fiddling to do on the car. We changed the oil, mounted the new tires, and adjusted the carbs. This took us all day because of numerous time-outs to watch the other races, (E to H Prod. and G and H Mod.) results of which appear further on.

The Firestone party was that night. It was the same as the Goodyear party (even had the same Go-Go girls) but we got there in time to sample the anti-freeze and rub elbows with the crowned heads of SCCA.

Our race was the first one of the day on Sunday: C&D Production, just like it had been all summer. After a last tense check of the oil and water, we sent him to the grid.

It was as good a start as any.

The Super 7 was first off the line with Phil about half a length back. At the end of the first lap it was Phil and Bill Young in Elans with the S7 completely out of it. Tucker spun early and had to drop out. This left it Groggins/Young, Chuck Stoddard (Alfa TZ), and Bob Challman (Elan) for the first four. Phil then had a rear brake lock up on him (or so it appeared) and he spun. He was able to re-enter in second place about 15 sec. behind Young. In the next 8 or 10 laps he fought back to challenge for the lead. What then ensued must go down in history as one of the greatest tooth and nail races ever run. The lead would change hands three and four times a lap, with neither driver being able to gain a definite advantage. Young, with bigger tires and later model (read more powerful) engine, could outhaul Phil around the bowl, but Phil could outbrake and out-corner him in

Continued

Daytona (Cont'd)

the curvy bits. It went on like this for half an hour with the cars never more than 50' apart and the announcer and scorekeepers going nuts. (Not to mention yours truly.) It couldn't last forever, though. Young hauled himself to a 4 sec. lead and Phil couldn't get a tow. (this about 4 laps from the end.) He lost it on a fast bend leading the bowl and spun again, finishing second about 20 sec. back. Bob Challman got ahead of Stoddard's TZ on the last lap and beat him for third by 1 sec. It was the same way in DP. Steve Froines and Bob Tullius, both in TR-4's were at each other's throats with a real vengeance the whole distance. Froines beat Bob by one tenth of a second and I believe it was the first time I've ever seen Tullius beaten when there wasn't something wrong with his car. C & DP was without question the race of the weekend.

The next race was Formula A,B &C. Donohue was on the pole in his FC Lotus but he finished well back with 2nd and 3rd gears gone, fouled plugs and no brakes.

After that came Formula Vee. It was a pretty good race as far as the action was concerned, what with the lead swapping hands all over the place. Candiv's Dan Forler came out on top at 52.8 MPH.

Then came the big iron: A & B Prod. Hal Keck was on the pole with Donohue 2nd and First in BP. George Montgomery was third in another Cobra. The start was brisk, to say the least. ~~Keck~~ got away first with Donohue right behind. They all got over to the back right-hander where all hell broke loose. Dave Heins overdid it in his Stingray and spun all over the place, taking out himself and three other cars. Four other cars, after coming in to have various fenders levered off of the tires, were able to re-enter.

Keck soon built a comfortable lead which he held to the end. Donohue was going like gangbusters in the Mustang until he picked up some broken glass in a tire and DNFed. It just wasn't his weekend. Jerry Titus won BP in his Mustang.

C-F Mod. was the next and last race. We left at the halfway point as Dick Durant was leading C, Charlie Gates' TR-4A was leading D, Lew Kerr's Brabham BT-8 was leading E and Brooke Doran's Elva Mk V was leading F. All of them went on to win except Durant, who dropped out on the next to last lap. Joe Starkey won in a McLaren-Elva. Sherm Decker's new engine never arrived so he couldn't run.

The Hot Dog Prize would have to go to the Californians this year with 7 wins. CENDIV got 5 wins, NEDIV got 3, SEDIV got 2 and SW 1.

The trip home was as uneventful as the one down, if somewhat longer.

Anyone for Sebring?

* * * * *

See where BMSC has added a calendar page to its newsletter. Looks very much like the calendar the Knock Off initiated last summer. Imitation is the sincerest form of flattery.

Dear Sara Sprite Driver,

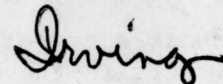
Glad we solved your headlight breakage problem and I can imagine why you are sensitive about our reference to your supply of same.

The best way to remember whether your radiator is covered is to drive with the bonnet off. You might try installing BMC part VC3689R4Q, which is a reconditioned Volkswagen engine unit, which eliminates the necessity of a radiator. There is the additional advantage of having one forward speed and four reverse speeds. Care must be taken to accustom oneself to the increase in power, and appropriate change in driving technique is advised.

Additional research is underway into the cause and elimination of side curtains freezing in cold weather. Two possible solutions have been evolved. One is to pour Jack Daniels (Green Label) in the grooves that the side curtains slide in, to prevent freezing. Unfortunately, we have observed some people who were licking the side curtains, with their tongues frozen to the door. A more likely answer may lie in the use of standard part VO 2PP, a common adaptation of a small accordion fold wooden door. The standard doors and side curtains are removed during freezing weather and the folding doors are substituted. While visibility is somewhat impaired, one cannot ignore the warmth and texture of the wood paneled doors, sort of a vertical Sprite Country Squire.

As far as the female demise of over heating and frigidity problem, I would say you are quite qualified to recognize this situation. A little more of the latter, and less of the former will no doubt reduce the frequency of trips to the couch.

Cordially,



Irving, the Ex Sprite Driver

CALENDAR OF EVENTS FOR MARCH

March 5 & 6	Pittsfield Ice Races Hoosak Lake Cheshire, Mass.
March 5 & 6	North American Winter Festival Ice Races Mirror Lake Lake Placid
March 13	BMSC Rally Pittsfield, Mass.
March 20	Empire Spring Rally Stuyvesant Plaza Albany, N.Y.
March 26	Sebring 12 Hours
March 29	Terri van Dyck's Birthday