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

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*Denis Jenkinson
MOTOR SPORT
MAY 1965*

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THE COVER

INEC Gymkhana - October 9, 1966

"Two Guys" in Menands

SURE you recognize them...they are a distinct breed. They are nutty guys. They like to go to parking lots on Sundays. They like to play racer. They like to see if they can drive around that parking lot faster than the other nutty people who came there for the same reason. They like to be fastest. They don't like to hit any pylons. Sometimes they do. Then people laugh. The people laugh more when the gymkhana master hits a bunch of pylons on his fun-run at the end of the day. The gymkhana master cries a lot.

Those people have names and they all belong to this Region. You can see them at almost every meeting and event. They are good members. They are why there is an SCCA. They are nutty people who like cars and competition and other people who like cars and competition. They like Mohawk-Hudson because it is full of people like that. They like people like that.

These are their names: JACK COLLINS in his Porsche (a renegade from Pittsfield who, it has been said, is selling the Porsche to buy a tow car for an Elva or something); MIKE GORMAN (who is a very new member, like last meeting, but likes Karl Scharl's Healey); HAROLD CAMERON in the Midget (who belongs to every club in the area and wins lots of trophies--when you gonna melt them down, Harold?); ALITA CAMERON (Harold's wife who got a third place in that gymkhana); RAY KILMER in his TR (another renegade from Pittsfield who can be seen at every gymkhana because he knows he will get a trophy); BILL MORRIS (of timer fame) in the Elan; BILL SARR and JOHN COONS in their respective Porsches; STAN and JUDY BUBAR straightening out the slalom in that white Elan with 76 coats of paint; KARL SCHARL (gymkhana master) just before he wiped out that pylon directly in front of his Healey (well, it's better than trees); ART FREDERICK in a Mini which belongs to BOB PETERSON (Art says it took him two runs to find out the car's capabilities and one run to find out its limitations and then he ran out of runs); BOB VOLANS in that ever-present Sprite (no, Harold, he won't sell); BERNIE BURNS (a grand ol' man of motoring) in his Porsche; BOB PETERSON who drove his Mini also and also figured scores also; JIM HAWORTH in the Corvaire, proving you can also enter American cars in these here gymkhanas; and ROLY HEACOX in a genuine MGB (who says next time he is going to bring an imitation MGB).

These people had fun. You could have had fun too if you were there. Later they had a party which was even more fun. Come to our next event...we'll even let you know where the party is afterwards.

REGIONAL RAMBLINGS

Our Annual Dinner Meeting will be held on December 17 at the Circle Inn. This is our only social event of the year and we urge you all to attend. Guests are welcome without limitation. We have a committee of charming young ladies who are making plans for the finest Annual Meeting that we have ever had. This meeting will wind up the 1966 season and all of the Regional and Area 11 awards will be made. It's a fine opportunity to renew old acquaintances and to make new ones. Please plan to be there. The election and installation of officers will also take place.

We have one gymkhana and two rallies left at this writing. These will allow our new members to have the opportunity to get started in active competition this year. For those of us who have specialized in a form of the sport which may have seen its last event for this year, we now have a chance to take on another phase of the sport.

We have selected a calendar committee who will be planning a full calendar of events for 1967. One of the major changes in the tentative trail of our own gymkhanas for a Regional Championship. The first three in each class, then by invitation only, will compete in one or two events for the Championship of Area 11. We believe that this has considerable merit for numerous reasons and will be open for discussion at one of our future meetings.

I anticipate a very good year in 1967. I don't think that we have ever had so many enthusiastic active members as we now have.

There is very little to report on our race schedule. We are anxiously awaiting the North East Divisional Calendar and until we have firm dates, there are very few definite plans that we can make at the present.

We all enjoyed Bob Henderson's (Area 11 Governor candidate) visit to our last meeting. I think he will make a fine Governor.

Trophies for events continue to be one of our largest expenses. We have rules regarding the type we must present and they are very well founded. They must be useful; of pewter or silver. We would welcome any suggestions that any of you might have to that we might reduce our trophy expense and at the same time give something interesting and worthwhile. Do we have any silversmiths or ceramics artists?

We will also soon be asking for volunteers for various 1967 event chairmen. Volunteer early for an event so that you will have adequate time for planning. Experienced assistance is available for the novice who would like to volunteer for an event chairmanship. New ideas are welcome!

We also need more licensed members, so whether it's flagging, timing, scrutineering or marshalling, please get a log book and work on that license.

Regional Ramblings continued

Sports cars are now a year-round activity. There is almost as much action in the winter as there is in the summer. Quite a few of our members are preparing cars for ice racing.

The Sports Car Club of America continues to improve its safety standards. Most of the rules and regulations pertaining to safety have been acquired through tragic experience. One of the best articles I have read on this subject was written by Rod Aya for our own Knock Off last month. We have many members who occasionally participate in events whose safety requirements are far below those set by SCCA. I strongly urge all members to meet SCCA safety standards at all events. Properly installed roll bars, seat belts, coveralls and approved helmets are the cheapest insurance you can buy.

We received a check for our share of the proceeds from the Glen Region's drivers' school for the Mohawk-Hudson members who worked at that event. They had 99 students at \$25.00 each, for a total of \$2,475. Our share was in the amount of \$36.55, which amount we shall probably donate to the INEC treasury.

I also received another letter this week from George Gould, RE of the Glen Region, referring to my article here of last month:

"Gene:

I read, with interest, your column in the "Knock Off." You must have a crack in your crystal ball. Central N.Y. has never asked the Glen Region officially for a date. Finger Lakes did (10/15/66).

There will have to be more than a name change before we go back to INEC, Area Eleven Council, or what ever they call it. Let me have a puff on that pipe!

George"

If you haven't mailed your ballot for Area 11 Governor, do it now! See you all at the Annual Meeting.

UNCLE GENE

T H E M O T O R



REVIVAL OF THE TSD

The Tour de Force promises to be THE rallye of the year. Ben Chi is obviously one of the most efficient, knowledgeable, hard working rallye masters to be found anywhere. Many of the local rallyists generally avoid TSD rallyes as being too complicated, frustrating, ambiguous, etc.; however, this event is unique in that it can be a training ground for people who would like to break into serious rallying on any level, a stimulating change from the usual "fun" type event so common in this area, or an insight into how the "other third" lives. (We have some very successful gymkhanas and we are now a racing region--maybe this is the beginning of Mohawk-Hudson's total participation in the Sport.)

GYMKHANA OF THE INEC

Our INEC gymkhana went off fine, especially due to the fact that not only did we have an excellent new timer, but our PR man was gymkhana-master. Good show, Karl. We saw a lot of new faces and hope to see them again. Unfortunately the ASPCA was not represented, but we managed to defend Siamese cats in their absence. We know one cat that would probably be better off if it didn't live in Syracuse. Right, Marilyn?

SAFETY STEP

One note here--on the way back from Lime Rock Saturday night we noticed these crazy little "comets" flashing past in the center of one stretch of the two-lane Berkshire spur of the Thruway. Realizing comets don't usually hang around the center of the Berkshire spur, we looked closer and discovered that they were reflectorized (by some method) broken white lines. THREE CHEERS!!! These are the most helpful and safe idea since seat belts. Imagine their worth in the fog and rain--honestly, you can't believe how much they catch your eye and light up the center of the pavement. This is certainly a step in the right direction. We hope we see more of this sort of thing. We understand that England has been utilizing these reflecting lines for quite a while and we're glad they have arrived here!

PYLONS AND PUMPS

Would you believe...the night before the INEC gymkhana our fuel pump QUIT--like permanently. When you can't make an SU fuel pump work by beating on it with a screwdriver handle; indeed, when little puffs of smoke come out of it every time you tap on it, forget it. But how can you forget it when it's about 9 pm and you're almost ten miles from home and you've used up all the water from the screen washers trying to

MOOT continued

cool the thing (you get very desperate) and it's very uncomfortable lying in the wet leaves under an MG with 6" ground clearance and you have an 8" stomach. Your only solution is to call a friend who has a workable fuel pump attached to a workable car and see if you can get an economy ride home. But to call someone you obviously have to use a telephone. Aha--across this dark and lonely road you notice two homes with lights on.

So, after selecting the one not housing the Roy Abernathy Special, we reluctantly head in that direction--reluctantly because it is Saturday and we have been working 'round the house and on the car and we are dressed in an old black sweatshirt and old black trousers and haven't shaved since Friday morning. Nevertheless, we walk up to the front door and press the button, but do not hear the bell ring. Just then a window curtain is pushed aside to our left and a woman peers suspiciously from a tile-walled room on our left. Immediately we think the bell doesn't work and she heard someone walking through the leaves and wonders what we are doing there (because everyone knows the bell doesn't work and therefore no one ever comes to the front door). She will probably think we are something left over from the underground or worse, and we will be dragged off to jail or somewhere screaming things about electric fuel pumps...electric fuel pumps indeed.

The Great White Octagon in the Sky seemed to be with us...the woman may never have heard of electric fuel pumps but she will let us use the phone. Thank you very much.

But who to call. Ron Dessormeau, of course. Every time we think of towing, we think of Ron--who could forget 60 mph at the end of a three-foot rope! But that's another story and besides that was a long time ago.

Ron arrives in moments with his father, who gives the pride of Abingdon some strange looks. A fire whistle pierces the air and Ron gives us some strange looks--he's a volunteer fireman and is supposed to be answering that whistle. We hesitatingly remind Ron of our last tow and he assures us that it was a long time ago; the chain is attached and off we go. It has been a long time...he now tows like a professional. The chain never lost slack. Thank you very much.

At home we block up the car and remove the pump (in the driveway at 10:30 pm) ...ugh. The points are no more. We remove the pump from the Jag which has been blocked up for a long time...should have known there is little similarity in the two pumps. Who would have a set of points for an SU pump at 11:30 pm on a Saturday night? (Got to get to that gymkhana!) Mr. Heacox, of course. Roly would have them. So we call Roly. It seems he retired early that night--early means before 11:30. Oh boy. You just don't do things like that to your parts man. However, he assures us he will stop on the way to the gymkhana with the points. Thank you very much.

On Sunday morning we discover we need a particular tool which we do not have...it's at the Fairthorpe Works...so we call John Coons to borrow one. About half way through our "story" John says, "OK, so you don't have a car for the gymkhana (he knows we have got to get to the gymkhana), well, you can use mine." We assured him that

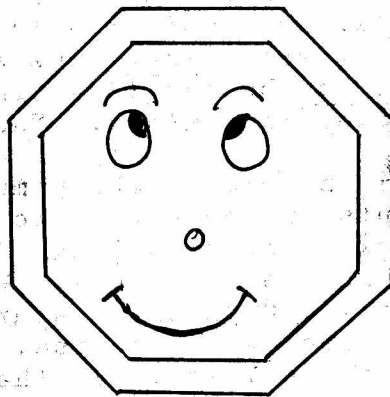
MOOT continued

wasn't really why we called, but if we could just use his tools, however, we would keep him in mind. Thank you very much.

Roly arrived with the points which didn't solve the problem. So, he then produced a new fuel pump which did solve the problem. Well, we did arrive at the gymkhana...a bit late, but we did get there. So, the mighty "B" made 9 runs with three entrants and if this story were fiction, or at least if the INEC gymkhana rules made sense, at least one of us would have brought home a trophy.

There is a moral to this story, a more important moral than our opinions of the INEC gymkhana rules. We mentioned three of our friends, three people who went out of their way--far out of their way--to help us when we needed it and didn't think anything odd about it. Besides being friends of ours, they are enthusiasts and what's best, they are members of Mohawk-Hudson, the BEST Region going!

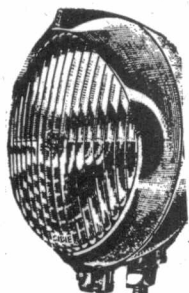
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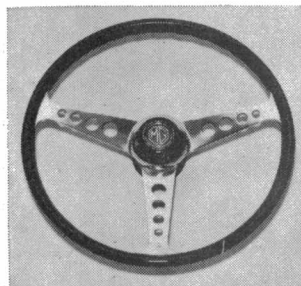
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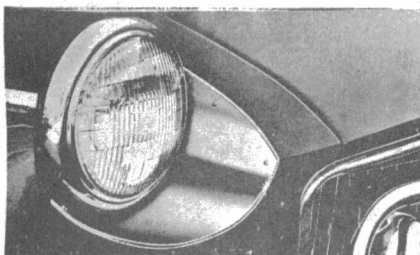


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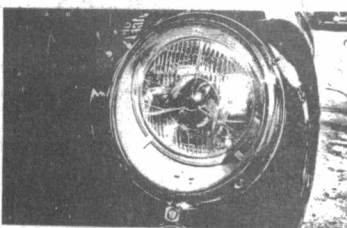
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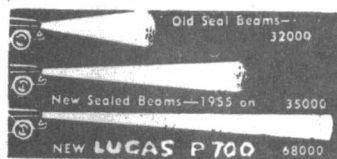
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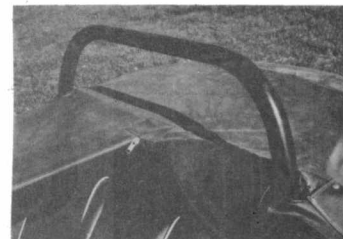


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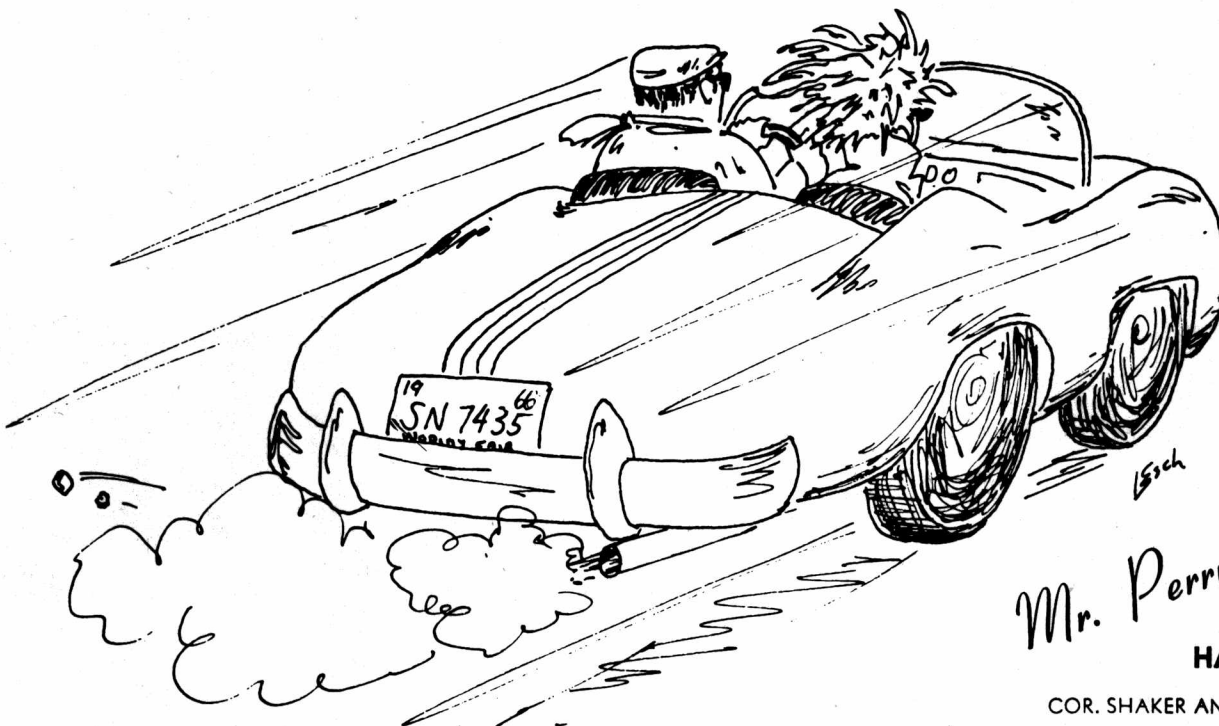
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TUNED EXHAUST

The Knock Off editors have been very patient with this writer and have refrained from making threatening phone calls...despite the lateness of this column. Well, Marge and Joe, the racing season is over, and for the next several months we'll only have business travel to compete with for writing time.

My first US Grand Prix earned me a miserable cold, which will go away after a while, but the memories and impressions and friendships I gained will last a good long while. These last have added even more fuel to the fire which began as a mild infatuation two years ago and is now a full blown love affair...my passion for motor racing. The one overriding impression is that it takes a lot of love to make a Grand Prix happen. Many, many people give of themselves far beyond any material compensation. Some are volunteer workers and others don't get paid very much for the time they spend out in all kinds of weather. The technicians and mechanics...well, they have to really care or a car will never get to the grid.

Not all was sunshine and roses, of course. My biggest disillusionment was in finding out that not everyone who comes to Watkins Glen loves... and respects...the sport as I do. If they did, I wouldn't have had to slug the drunken teenager who tried to tear my press credentials from my jacket on the main street of Watkins Glen. Nor would someone have broken into the Sprite and torn some dash plaques loose and stolen the only portable object in the car, my fire extinguisher.

I'm beginning to understand why the "in" crowd stays ever more in. It hurts to have a love violated.

There were 80,000 people at the Glen. Some of these wanted to learn what racing was all about and paid the extra fee for the Inside Track seminars. Others knew what racing is all about and availed themselves of the opportunity to visit the tech building and the pits. Too many others didn't really care about racing at all and danced around a tree decorated with beer cans. But even these have their place in the racing world...little do they realize that it is we, the interested enthusiasts, who reap the fruits of their financial support. We couldn't put on a GP all by ourselves...you guys in the Kaizer helmets...you've been had!

The Grand Prix, like any other race, has three parts. The start, the contest itself, and the finish? I chose to watch the start from the press building yard for many reasons, not the least of which was the preference not to be crushed to death among what I finally called the "Brownie Camera crowd." Somehow the grid marshalls and stewards managed to get the cars through the morass of people. I don't see how anyone could have taken a picture of anything but other people trying to take a picture.

TUNED EXHAUST continued

The start was orderly and fast. Unnoticed by anyone but Jimmy Clark, a rainbow formed over the valley just as the flag dropped. Clark did seem to know where the pot of gold was buried. After the first five laps, I hardly watched the race except to count the number of cars still running every once in a while. The mortality rate was 50% this year. Except for the interest generated when Surtees was trying to unlap himself and set the single lap record of 1:09:67, the race was lap after lap of consistently smooth driving. In the face of three days of pre-race preparation and activity, the race itself was almost anti-climactic.

The finish occasioned the reappearance of the "Brownie Camera crowd," and made it almost impossible to push Jimmy Clark into the winner's pen. The spectators were all over the place, chain link fence notwithstanding. Me? I went back up to the tech building and talked to Carroll Shelby. I like it there.

I shall probably go to the GP next year. But I won't stay anywhere near Watkins Glen and I'll be sure to pack a lunch every day. Any maybe I'll bake a batch of cookies for the tech building people.....

The Season ends...

The last race of the North East Division at Lime Rock on October 15 closed a very successful season for little Mohawk-Hudson Region. Two of its 7 licensed drivers have qualified for the Riverside run-offs... Bob Bailey, the Porsche-pusher, and Phil Groggins, Brabham-meister, are our local celebrities this year...not bad for a non-racing region (tee hee) and just great percentage-wise. "Flash! 28-1/2% of the drivers in Mohawk Hudson Region qualify for Riverside run-offs!" God Speed, you guys.

Four of the 7 were at Lime Rock on the 15th. Phil Raeder, Dave McClumpha, Bill Kane and, would you believe, Bruce Cargill, showed a good crowd of spectators what MO-HUD is all about. It sure was a beautiful day with lots of good racing. Now, thinking ahead to next year...which we had better do starting now...MO-HUD has three events coming up. Two races and a drivers' school. Wheeeee! The Mill Street gang, who have been shamefully neglected by yours truly (along with her family, the KO, and other friends) were at Lime Rock in force and it was great to see them looking so well. We must get to Hopedale sometime this winter and just chat and look at slides.....

Northeastern Racing Magazine...

What started out as a local publication just for Lime Rock has changed its name and its format and expanded its territory. The publication, known as the Northeastern Racing Magazine, was conceived by John Peckham and he, as publisher and art director, will ride herd on a staff with me as editor, Tony Muldoon as race reporter, David Nadig as staff photographer (altho' anyone is encouraged to send in photos.) The magazine will be sold at all three New England tracks and each issue will be different. Look for it when you go to a race.

Miscellany...

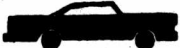
This is hardly miscellaneous, but it is important for the Region to know the great kind of people who work for it. As you all know by now, the American Standards Association has accepted the research and standards of the Snell foundation as the basis for its own standard for

TUNED EXHAUST continued

helmets. An article was being prepared on this subject to appear in the official magazine of the ASA, and Joe Corbett was asked for some pictures of racing scenes, drivers, etc. Joe submitted a few, which were accepted for publication. Joe insisted that any credit given him for the pictures must also mention Mohawk Hudson. And so, the cover photo for the September issue of the "Magazine of Standards" is of Ronnie Bucknam at last year's Grand Prix, taken by..."Joe Corbett, Editor of the Knock Off, a Mohawk Hudson Region SCCA publication."

Nice going, Joe. We like your movies, too.

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NOVEMBER 6

START : CIRCLE INN
ROUTE 9 - LATHAM, NEW YORK

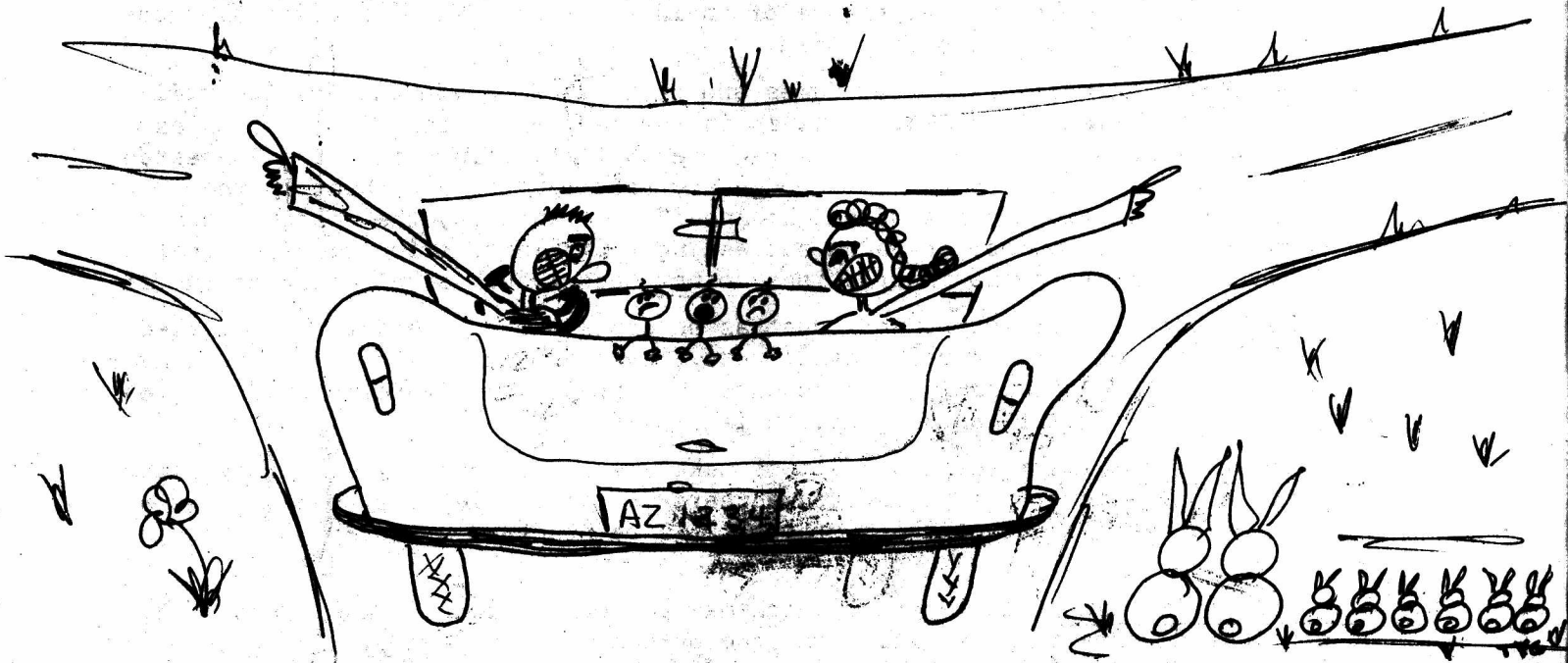
11:30 AM - REGISTRATION

GENERAL INSTRUCTIONS ARE ATTACHED.

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TOUR de FORCE

(A RALLYE)
(REALLY)

BEN CHI - RALLYE MASTER
(518) 355-9039

GENERAL INSTRUCTIONS

TOUR de FORCE

November 6, 1966

I. THE ROUTE AND ROUTE INSTRUCTIONS

1. General The Rallymaster assumes no responsibility to warn contestants of road conditions which the operator of an automobile may reasonably expect to encounter on public roads. In particular, unpaved roads will not be specially designated as such in the route instructions.
2. Clues All clues will be visible from the car as it travels the route by persons of mediocre vision; none requires that the contestant look behind him if he looks soon enough.
3. Route Instructions Route instructions will be issued to each contestant 5.0 minutes before he is to leave the starting line. They are to be followed in order and each route instruction cancels the previous route instruction. It is important that the contestant find all the material referred to in the instruction before he makes his turn. All information necessary to follow the course will be found in the instructions; maps are not needed.
4. "Straight Ahead" Rule The contestant is to proceed as straight as possible on the road he is on through any junction without regard to road names, route numbers, directional arrows, road centerlines, quality or type of pavement, or width of road. If he arrives at a junction where he cannot go straight, but has a choice of two turns of noticeably different angularity, he is to make the less acute, or "bear" type of turn in the absence of an instruction. Where there is reasonable doubt, an instruction will be supplied.
5. "Follow" Rule In most cases road names and numbers are given only as identification for the point of action. However in the case of an instruction such as "Take Jones Road and follow" or "Turn right and follow main road," the contestant is to follow the road referred to through any required turns without further instruction, reverting to the "Straight Ahead" rule when (a) the road, if named, changes its name or number or (b) a succeeding route instruction requires that he leave it. Speed change instructions do not cancel such a "Follow" instruction.
6. Dead End Roads Do not enter, nor count as an opportunity to enter roads marked "Dead End," "No Outlet," "Road Closed," etc., even though this may mean turning to avoid doing so. Similarly, ignore what are obviously private roads or driveways. In case of doubt, an instruction is provided.
7. Quoting of Signs The route instructions make use of various signs visible along the course. The text of signs quoted appears in capital letters. Where only a portion of a sign is quoted the quotation will be preceded by SRIP (Sign Reading in Part).
8. Correctness of Signs All material which may be read on identifying signs is to be considered correct and official for the purposes of this rally. In other words, the contestant is to believe what he sees.
9. Official Mileages Route mileages were made at rally speeds in a Triumph TR-4 equipped with an electronic odometer reading to 0.01 miles. The odometer is impulsed by rotations of the left front wheel, whose Dunlop SP tire was inflated to 25.0 psi. Mileage was measured cumulatively and leg distances were obtained by taking mileage differences.
Mileages appear occasionally in the margin of the route instructions. If given only to 0.1 mile they must be regarded as approximate to this degree.
10. Odometer Calibration The route begins with a tire warmup run of about 15 miles followed by an odometer calibration run of not less than 10 miles.

GENERAL INSTRUCTIONS - TOUR de FORCE continued

11. Average Speeds All average speeds are within safe driving limits. At no time will it be necessary to exceed posted and legal speed limits in order to maintain the average speed. All average speeds are, in fact, "average," and take into account varying road surfaces, passage through towns and restricted speed areas, etc. Average speeds are given in the form "CAS 38 MPH" (Change Average Speed to 38 MPH).
12. Emergency Route Signs A lead car will precede the first contestant by not less than 30 minutes nor more than 2 hours, checking all aspects of the route. In the event that a clue is missing or a special instruction is necessary, a red and white placard bearing the initials SCCA and whatever instructions are needed will be posted. These emergency route signs take precedence over all other instructions.
13. Starting Procedure Each car will start at 12:30 p.m. EST plus its car number in minutes. (Car 12 starts at 12:42 p.m.) Each contestant is responsible for starting himself. Assistance will be provided in lining up the cars and providing the correct time of day at the starting line.
14. Checkpoints All checkpoints will be open controls (that is, visible to the contestants). Their locations will remain secret until reached by the contestant.
15. Location and Identification of Checkpoints All checkpoints will be located by a checkpoint sign with a large check mark on a white background, the sign being on the right side of the road and clearly visible to approaching cars though not necessarily at any great distance. No checkpoint will be located within an odometer calibration leg nor within 3 miles of same. Nor will a checkpoint be located within 3 route miles from any other checkpoint.
16. Checkpoint Procedure As the contestant enters the checkpoint, his actual time of arrival will be recorded as the instant his car passes the checkpoint sign. The contestant will stop as quickly as is safely possible and return on foot to the timing official. He will be given a checkpoint slip showing his car number, his actual time of arrival, the official elapsed time and mileage for the leg just completed and a restart time. The restart time will if possible be on an even minute and in no case will be less than two minutes after the time of arrival. Time will be recorded in hours, minutes and seconds, e.g. 3:52:35 p.m. Each checkpoint slip should be scanned for any special instructions that may appear thereon and which must be considered as part of the official route instructions.

Contestants will comply with all requests of the checkpoint officials. Once the contestant has cleared the checkpoint he should move well beyond the checkpoint area while awaiting his restart to make way for succeeding cars. He is responsible for restarting himself at the restart time given.

17. Evasive Tactics "Creeping," stopping, speeding or other evasive tactics in sight of a checkpoint are prohibited. Any contestant who is signaled to proceed past the checkpoint sign by control point personnel must do so immediately or he will be assessed a 300 point penalty. This rule is not to be construed as prohibiting any legally required or authorized stop within sight of a control.
18. Checkpoint Opening and Closing Checkpoints will be open at least 20 minutes before the scheduled arrival time of Car 1. A sweep car will traverse the entire route passing through all check points 30 minutes or more after the last car is due. Checkpoints will normally close at this time but in the event of an accident or failure of a significant number of cars to arrive, the checkpoints may be kept open for a longer period of time. The sweep car will render whatever assistance it can to any contestant that may have come into distress.

GENERAL INSTRUCTIONS - TOUR de FORCE continued

II. SCORING AND PENALTIES

1. Self-Scoring Cards Contestants will compute their own scores using the self-scoring card provided with these instructions and the data on the checkpoint slips issued along the route. These scores are to be turned in at the Finish Line no later than 30 minutes after clearing the final checkpoint. They will be used in the posting of the unofficial scores.
2. Official Results Official results will be computed from checkpoint data and posted as soon as available. In case of discrepancy between unofficial and official results, the matter should be brought to the attention of the scoring captain.
3. Assessment of Penalties
 - a) Early or late at a checkpoint: 1 point per second; 300 points maximum.
 - b) Missing a checkpoint: 300 points for each unscorable leg.
 - c) Approaching an uncleared checkpoint from the wrong direction: 300 points.
 - d) Unauthorized action at a checkpoint: 100 points.
 - e) Evasive action in sight of a checkpoint: 300 points.
4. Disqualification Any contestant apprehended by state or local authorities for excessive speed, careless or reckless driving will be automatically disqualified. Any contestant apprehended for other moving violations or involved in an accident, regardless of fault, may be disqualified at the discretion of the rallymaster.

III. ABBREVIATIONS AND GLOSSARY

SRIP: Sign reading in part.

CAS: Change average speed to.

R, L: Turn right, turn left. Unless modified by adjectives such as "bear," such turns can be through any angle between 1° and 170° .

BEAR: A change of direction or definitely less than 90° .

ACUTE: A change of direction of definitely more than 90° .

JOG: A turn closely followed by a turn in the opposite direction, e.g.

QUICK: (As in R, then quick R) A turn immediately (say within a few hundred feet) following another turn.

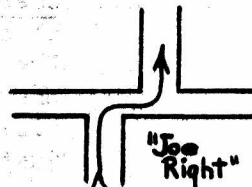
T: A point where one road terminates at another at approximately right angles. Always approached from the bottom.

Y: A point where the road branches to the right and left, requiring a choice of bear right or bear left.

V: A point where roads meet with an island at the point of juncture. By "island" is meant a small area not normally driven over (grass, etc.)

PAUSE: (as in "pause 30 seconds") Allow your elapsed time to increase by the specified interval with no corresponding increase in elapsed mileage, either by stopping or by driving slower than the specified average speed.

GAIN: Reduce your elapsed time required for the elapsed mileage by the specified amount by driving faster than the specified average speed. For instance, if while maintaining average speed 30 MPH you are asked to "Gain 30 sec. in the next mile" this could be done by increasing the speed to 40 MPH for a mile causing the elapsed time for the mile to be reduced from 2 minutes to 1.5 minutes. After the gain is completed, revert to the original speed.





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SAAB

Mohawk-Hudson Region SCCA

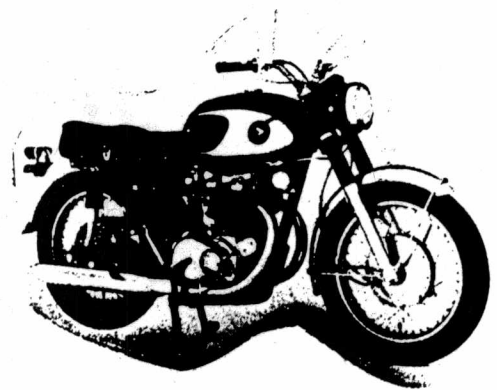
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EXCERPTS

SCCA EXECUTIVE BULLETIN
No. 7 October 3, 1966

WALTER HANSGEN MEMORIAL FOUNDATION

The necessary document establishing this foundation has been executed and filed with the proper authorities. Furthermore, application has been made to the IRS for classification as a charitable organization, and we see no obstacles to its being granted. Once approved, this will make all contributions tax-deductible.

This foundation is exclusively for charitable, scientific and educational purposes, and therefore no part of the foundation's assets or income may be directed to any other purposes or to any grantor, trustee or any other individuals other than those entitled to receive benefits for purposes of the trust.

It is planned that one of the principal activities of the foundation will be the granting of scholarships for the education of persons (and members of their families) who have made positive contributions to motor sports.

The affairs of the organization will be managed by a board of trustees composed of Mrs. Hansgen, Mark Donohue, the Executive Director of SCCA and the Trust Officer of the Connecticut National Bank.

The Club office has had many inquiries about the status of this foundation announced last May, and for which the paperwork has now been completed. Those who admired Walt and appreciated what he stood for can perpetuate his memory in a most positive way by contributing. We know Walt himself would endorse the concept and purpose of the foundation which bears his name.

SCCA'S PRODUCTION CATEGORY

The other day we were writing the competition manager of a European automobile club about SCCA's Production Category, describing its history, development and technical side. Trying to explain something we take so much for granted to one who is tuned in only to the international system of car classification, it struck us (again) that SCCA has in this category a truly unique asset. And, by all standards a uniquely successful one.

The club used to classify production cars by displacement...before 1960, that is. And those who were active prior to that time will recall the general dissatisfaction among many competitors that to win F Production one had to lay out \$6000 for the latest Carrera, or in E Production an AC-Bristol (else, forget being competitive!). There was some exciting racing among these low-volume, highly specialized machines, to be sure, but every class was so dominated by a single marque that the guy with a genuine mass-produced sports car was really out of it.

In 1960 the SCCA took a bold departure from tradition and began to classify Production Category cars according to their relative performance. The experiment worked out beautifully in most respects. While the system can't claim to reward manufacturers for success through their efforts to "improve the breed"...at least not in the way of FIA international competition...it furthers one of the basic purposes of SCCA by encouraging the direct participation of more and more members.

EXCERPTS - SCCA EXECUTIVE BULLETIN continued

The Production Category is responsible for starting most of the present 5000 licensed SCCA drivers in racing.

The Car Classification Committee will hold its usual October meeting on the 22-23. This group deserves a ton of admiration and gratitude for the development and sustenance of this remarkable racing class, and for its uncanny talent in achieving such a successful competition program for the 100+ different makes and models.

SUPPORT OF AMATEUR RACING

There is no question that many changes are underway in amateur racing's position regarding its support by paying spectators. But the driver support side appears to be in great shape: a quick check shows the number of licenses issued is up over last year; so are the number of drivers' schools, number of Regionals, number of Nationals. The average number of entrants in Nationals is up, too. Many more close scraps for class leads indicate the ARRC will be a blockbuster.

NUMBERS GAMES

Many of the 1966 season figures by which we traditionally measure amount of activity are starting to shake out. In such terms, it certainly appears that 1966 will be another vintage year. In numbers of speed events in the various classifications it looks as if it will end up about like this:

SCCA-sanctioned events:

Hill climbs	6
Drivers' schools	66
Regionals & Restricteds	116
Nationals	58
Inter-divisionals	1
National/Opens	14
Internationals	9
	<u>270</u>

This compares with a 1965 total of 260 speed events. The biggest increase is in the number of Nationals and there are a few more National/Opens this year. All the other classifications are holding about the same.

Another bunch of figures have been worked and one aspect of them really gets to the heart of the matter: how many new drivers are we getting into active road racing competition?

In previous years, we have taken only a partial shot at this figure by attempting to determine how many students completed drivers' schools. The method for obtaining the figure was faulty and it has run about 1,000 annually in recent years.

Especially with the present licensing system, a far more pertinent figure is how many members complete all competition training requirements and actually earn a Regional license. The only good way to get this figure is to go right through the license files, check dates, and count. As of now, about 800 drivers have received (Regional) licenses for the first time in 1966. There should be a few dozen more by the end of the year.

The total number of 1966 Regional licenses issued is 1,264, a figure that includes many renewals, of course. This compares with a total of 1,250 for all of 1965. So, we certainly are ahead.

EXCERPTS - SCCA EXECUTIVE BULLETIN continued

National licenses show a more striking advance. Last year, a total of 2,836 National licenses were issued, the highest figure ever reached. This year, we have already issued 3,019, almost 10% more and they are still coming in.

ONE-DAY CLOSED REGIONALS

Tracy Bird, chairman of the Competition Board, is a familiar author here as well as in other publications. Here is another piece by him that is of considerable significance to the ever-evolving SCCA competition program. He describes a local solution to a problem that exists in many parts of the country. It may well be of interest to your Region:

"Here in Arizona, our two Regions have gotten together on a series of one-day closed regionals. We have found that this eliminates the weekend motel bill for Arizona entrants and cuts it for out-of-state entrants. Insurance costs and other race expense to the Region are much reduced and I am trying to get the underwriters to come up with a special driver accident premium for one-day races to further reduce the cost.

"This type of event was specifically organized to attract people who wanted to race on a moderate scale and have a chance without competing against the hot-dogs who are concentrating on Nationals. It was designed as a step up for the slalom driver who already knows something about car preparation and usually already has a roll-bar. Most of the drivers have turned out to be novices with street machines.

"These events are obviously low-pressure and informal, but are run according to the book because they also serve as a training ground for stewards, starters, and all other race workers. They not only furnish competition for the young man who can only afford one sports car, but give the necessary experience, inexpensively, for the driver who is going after his National license. They have created a new interest and stimulated membership from both prospective drivers and workers and have brought some old cars out of the woodwork.

"The funny thing about it, though, is that practically every one of the new drivers, even though they avow the intent of just running these regionals, has immediately started talking about getting a set of real racing tires and "going through the engine" before the next race, so that he can go faster than Joe."

.....

THE MEMBERSHIP YEAR OF THE CLUB AND OF ALL REGIONS BEGINS ON DECEMBER 1 OF EACH YEAR AT WHICH TIME ANNUAL AND REGIONAL DUES ARE PAYABLE.

.....

MAKE THE MEMBERSHIP CARD STAND FOR THE PRIVILEGE OF BELONGING TO THE SCCA AND YOUR REGION. REQUIRE MEMBERS TO PRESENT CARD AT EVENTS, MEETINGS.

.....

1967 ANNUAL CONVENTION - FEBRUARY 23-25 - HILTON HOTEL - SAN FRANCISCO

.....

SCCA POPULATION - AS OF SEPTEMBER 1, THE MEMBERSHIP OF THE CLUB WAS DISTRIBUTED AS FOLLOWS [Executive Bulletin No. 7, October 3, 1966]

<u>AREA 1</u>		<u>AREA 4</u>		<u>AREA 7</u>	
New England	1169	Western Mich.	124	Delta	129
New York	839	Detroit	334	San Jacinto	201
N. New Jersey	488	Indianapolis	236	Texas	355
	<u>2496</u>	Kentucky	84	Southwest La.	35
		NE Ohio	354	Alamo	118
<u>AREA 2</u>		Northwestern Ohio	87	Red River	52
Northeastern Pa.	94	Ohio Valley	114	Central La.	62
Philadelphia	398	South Bend	96	S. Texas Border	34
Steel Cities	324	Southern Indiana	54	Mississippi	29
Washington	833	NE Michigan	115	West Texas	66
Southern W. Va.	67	Cincinnati	125	Lone Star	59
N. Carolina	141	Central Kentucky	84		<u>1140</u>
Central Pa.	35	Indiana NW	122	<u>AREA 8</u>	
Old Dominion	64	Wabash Valley	28	Colorado	236
Mahoning Valley	71	Fort Wayne	80	Rio Grande	87
South Jersey	132	Western Ohio	<u>166</u>	W. Rocky Mt.	41
Northern Ohio Val.	43		<u>2203</u>	Pan American	<u>144</u>
Susquehanna	82	<u>AREA 5</u>			<u>508</u>
Blue Mountain	20	Central Ill.	94	<u>AREA 9</u>	
	<u>2304</u>	Chicago	634	Arizona	121
<u>AREA 3</u>		Iowa	91	Bonneville	28
Alabama	68	Land O' Lakes	200	Utah	112
Atlanta	136	Milwaukee	290	Las Vegas	35
Florida	278	Golden Triangle	12	Ariz. Border	52
Gulf Coast	73	Des Moines Valley	87		<u>348</u>
Savannah	54	Blackhawk Valley	78	<u>AREA 10</u>	
Sowega	20	Great River	30	California SCC	989
Tennessee	75		<u>1516</u>	Northwest	265
Charleston	61	<u>AREA 6</u>		San Francisco	820
Central Car.	126	Kansas	51	Hawaii	30
Central Ala.	40	Kansas City	223	San Diego	121
Eastern Tenn.	57	St. Louis	251	Oregon	287
Central Fla.	411	Oklahoma	137		<u>2512</u>
Middle Georgia	25	Nebraska	66	<u>AREA 11</u>	
Tenn. Valley	66	NE Oklahoma	107	Central NY	163
Chattanooga	40	Southern Ill.	62	Southern NY	136
Dixie	37	Mid-South	84	Western NY	158
	<u>1567</u>	Arkansas	62	Finger Lakes	190
Overseas	61	Wichita	99	Mohawk-Hudson	115
			<u>1142</u>	Glen	141
Foreign	65				<u>903</u>
Nat. Life	31				

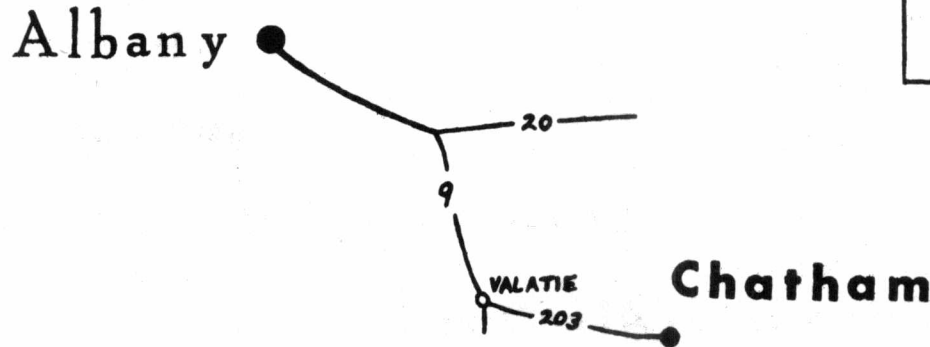
TOTAL 16,796

ED NOTE: Out of 99 Regions, New England leads in population, Golden Triangle has the fewest members, and MO-HUD places #43 on the scale...a little better than half way up.

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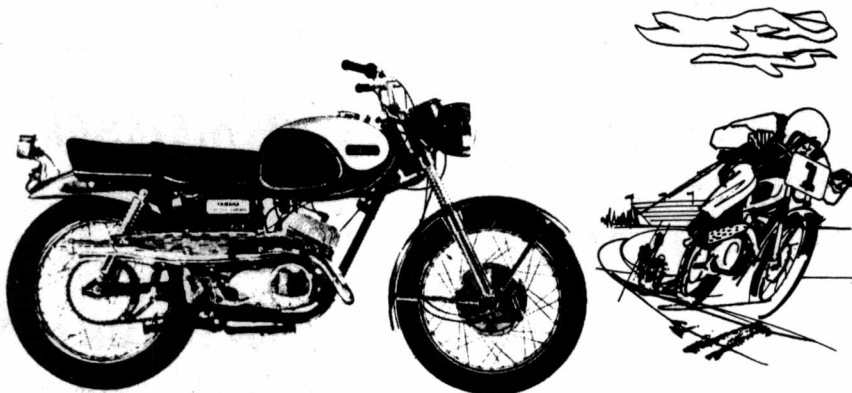
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"Would you mind holding this; I can't find my husband anywhere!"

[P.S. The Bubars are expecting a baby in February.]

* * *

Let's all not forget to congratulate Stan Bubar and Bill Morris (alphabetically noted here) for their efforts in producing the most efficient timing apparatus for our gymkhanas that we've ever used by any Region around.

The debut on October 9 at our INEC Gymkhana proved that "Tyrone Timer" was flawless. Although those guys are soliciting all criticisms and suggestions, we doubt if they'll receive any--- Tyrone is MOST efficient!

[Babies are their business, but not their ONLY business???



BOLT ON SOME EXTRA POWER

- Mike Gorman -

Track Tested Cobra kits could be the answer for you 289 cid. engine Ford Mustang and Fairlane owners. Horsepower can be added to the Challenger V-8 in small, medium and large amounts depending on your performance needs as well as the old' pocketbook. (Isn't that always the case???) A long list of these Cobra Kits is available at your local Ford dealer.

These kits have been dynamometer-tested as well as track-tested by Shelby-American, builder of the Cobra. (Who else??) They can greatly increase a car's ability, and they are not difficult to install. This is because they have been precisely built to fit the Ford engine, and require no matching. Thus, from a modest start of seven additional horsepower, gained by installing a heavy-duty Cobra Distributor Kit featuring dual contact points, centrifugal spark advance control, and Autolite BF-32 spark plugs, a performance enthusiast can move up to a gain of well over 100 horsepower by adding the "all out" 8-venturi Weber Induction Kit.

A less expensive addition would be the Cobra Single 4-Venturi Induction Kit which would bring a boost of from 10 to 14 horsepower. Add the Cobra High Performance Cam Kit with compound valve springs and you have an increase of 20 horses. The Cobra Cylinder Head Kit can bring the extra horsepower up to 85.

There are other kits that can provide additional horsepower, yet not exceed the ultimate Weber and related equipment. These include the 6-venturi Induction Kit which combines three two-barrel carburetors on a precision-cast-aluminum intake manifold, and which uses the center carburetor for starting and low and medium speeds. The front and rear carburetors are secondaries which cut in at higher speeds and during acceleration.

There is also the 8-venturi Induction Kit which has two 4-barrel carburetors mounted on a specially designed aluminum manifold. This runs on primary sections of both carburetors for starting and low and medium speeds, with the secondaries cutting in for acceleration and high speed use.

Persons owning cars powered by the earlier 260 and 221 displacement engines will find that many of the Cobra Kits fit these power plants.

BOLT ON SOME EXTRA POWER continued

A pair of red, white and blue medallions which can be attached to the car are included in certain kits to identify the owner as having extra Cobra horsepower.

For those primarily interested in appearance, there are dress-up kits to give the racy "Cobra" look to the engine--a Valve Cover Kit consisting of a pair of finned, polished aluminum valve covers with chrome bolts and washers, and the Engine Dress-up Kit which includes the valve covers plus chrome air cleaner, filler caps and dipstick.

In addition to the other equipment delivering better performance, there are Cobra kits designed for the safety of driver and passenger. One such item is the Cobra scatter-shield made of high carbon, cast steel in case of flywheel damage. Another is the Cobra competition oil pan, of sturdy cast aluminum construction with a 6-1/2 quart capacity as an extra margin of safety for proper lubrication at high speeds.

Ford also offers high performance and dress-up kits for their larger displacement engines namely, the 390, 406, 427 and 7 Litre monster--the 428. But, if you are as wealthy as our own public relations man, who doesn't even bat an eyelash at bending up Porsches and buying new Hewley Mark III's, by all means go for the ultimate, buy a new Cobra. After all, what's a mere 6 grand anyway????

NOTE: Marge and Joe are doing a truly commendable job with the Knock Off. Please try to help them in any way possible because they do need articles for OUR publication. Even little pieces of pornography like this mess (I'm a Chevy Corvette man myself ... "DOWN WITH LUNN...VIVE LA DUNTOV") Help! But seriously, please give them YOUR FULL cooperation and assistance...their effort is for YOUR benefit,.....much gras

MIKE

IN WITH THE ASTON MARTINS or WHAT CLASS DO I RUN IN THIS WEEK, MOTHER?

I'm waiting patiently for the new Knock Off to come out because I've heard that there is information regarding a Gymkhana in the near future around my area. So I drag myself out of my pad, drive down to the meeting, meet my many fans and friends, all of whom are sitting at the bar, and start guzzling as much Schaefer as I can before 8:30. Through my bleary eyes I perceive Joe Corbett coming thru the door with his arms heavily laden with Knock Offs--so I stumble over, mumble something to him and take one back to my seat (at the bar naturally--why not, it's only 8:55). Ah, yes, lo and behold, there is the flyer for the Gymkhana right on page one. It's called "New Shoes for Mickey Mouse Gymkhana," and it's to be held next week at some shopping center.

Now I'm happy! So for the rest of the week I become a good boy. I go to bed early, drink lots of milk, get my eight hours of sleep, abstain from any female companions, eat three square meals a day, and naturally work like hell on my car (I fill up the gas tank and look at the motor). I wait like a man possessed--everything else is erased from my mind, but the Gymkhana. Nothing else matters. I even stay home Saturday night, and watch the late show.

Well, anyway, I ups and drives to the shopping center early Sunday morning, with my finely tuned racing machine and ask to see the Gymkhana Master. There he stands in full bloom, with his racing jacket on--how could I ever miss him, with all those patches. So I walk over to him and ask in a very business-like manner...hey Mister Gymkhana Master--can I enter, can I huh, can I, can I? Before I know what's happening, an entry blank is slapped into my sweaty palm, and an even sweatier palm is thrust in my face and a sweet voice says, OK, Mac, three bucks and the course is yours. But before you try any tricks, go through tech inspection. So I do.

The tech inspector looks at my beautiful tuned racing machine, and with a puzzling look, asks--What the hell is it? I then proceed to tell him that it is a sports car (it has wire wheels)--a Mosquito, Mark 1/4, with a displacement of 26-1/2 cc's, developing somewhere in the neighborhood of 1/2 hp at 46 rpm's (it'll out-drag any lawn mower on the block, not to mention the crawling lawn sprinkler), and that it runs in SCCA classification "Z." While I'm telling him this information, he's rolling around the center, laughing up a storm, when suddenly my pals, Snidely Whiplash and Tim Trueblue pull up, each driving a Mosquito. So now that makes three of us in one class (the point I've been trying to make for the last three paragraphs). Now here comes the rub--as registration closes, we are still only three in class, and according to the particular rules set up, only two of us are capable of winning trophies, because four or more are needed in class for the top three to win anything. (And there are only three Mosquitoes in the whole world!)

So naturally one of us will be very unhappy. Now I'll go to a few more events, but if this happens often enough, I say to myself that it isn't worth it to run my car and wear it out for nothing, so I begin to stay

MOTHER continued

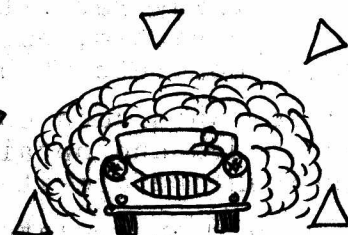
away from events. Now they've lost one more individual (and three dollars) for each event. And if this happens to enough people, many more will stay away. This has already happened to many girls, and have you noticed how few gymkhanas have girls driving in them? Now you really can't blame them, can you?

And if the foregoing doesn't happen, then many times (especially in girls' classes) individuals are moved up a class, which is equally ridiculous.

Now, my point is this...why not set up classes the way INEC does--except for the ladies class; why should a girl have to compete against a strong-armed lotus elan driver in Class II when she is driving an mgb; why can't she compete against another mgb; if the men driving b's can't beat the elans, how in the world can a girl in a 'b' expect to beat elans; don't say that a girl has to compete against the entire class her car would fall in because there may not be a car like hers in that class; how many times have you seen a girl show up at a gymkhana in a car which no one else is driving that day; honestly now; besides, if it were the rare exception, the present INEC rules take care of this by stating that she would run against the car which clocked fastest time of the day--(back to my point) If only two show up for the class, then award both first and second place trophies to both, and if only three show up, then give trophies to the three in the class. Why make the third guy lose because some lazy member didn't feel like showing up at a silly gymkhana that day? I'll bet you would make a lot of people happy, and even though it may cost the club more money for more trophies, in the long run you'll find more and more people coming to the events. Know what? Then you wouldn't have the problem of insufficient number of cars in a class!

It's worth a try, isn't it?

ED NOTE: The author of the above wishes to remain anonymous...however, we will expose him upon request. Well, er, um, we'll give you his name, anyway.



AN EXCHANGE OF CORRESPONDENCE WHICH MAY BE OF INTEREST TO THE MEMBERS

183 Menands Road
Loudonville, NY
Sept. 21, 1966

Channel 10 TV
WROW Radio
News Editors
Albany, New York

Gentlemen:

As an individual, I would like to ask the basis for your policy in identifying automobiles involved in incidents usually resulting in property damage and/or death, as "small foreign sports cars" when same are involved in said incidents.

This question is raised because of your failure to identify large American sedans as such when these large American sedans are involved in similar incidents.

Is it your considered opinion that the report of an accident is more spectacular or more newsworthy when a "small foreign sports car" (noted in all cases by an inflection in the voice of the broadcaster) is involved, than when a large American sedan is involved?

In any event, I would appreciate a reply at your earliest convenience as to the basis for your policy in deciding how and when to identify the above automobiles.

Very truly yours,
/s/ J. R. Corbett

183 Menands Road
Loudonville, NY
Sept. 21, 1966

Channel 10 TV
WROW Radio
News Editors
Albany, New York

Gentlemen:

As a matter of interest, when a "filmed report" is shown on your evening news programs, especially during the period of the dinner hour, who on your staff determines the extent of the details?

For instance, I am referring to the "on-the-spot" coverage of a recent Northway fatality, showing in detail not only the bloody mangled body of the victim, but the procedure used in extracting him from the wreckage, complete with microphone coverage.

Also, when such coverage is undertaken, is the permission of the family needed and obtained? And, in fact, is the family notified of the incident before it is witnessed on your television station?

I would appreciate a reply to these questions at your earliest convenience.

Very truly yours,
/s/ J. R. Corbett

EXCHANGE OF CORRESPONDENCE continued

23 Sept. 1966

Dear Mr. Corbett:

I have your two letters at hand. In reply:

--We have no "policy" on identifying cars in accident stories. Each story is written on its own merits. The choice of whether or not to identify the car in any way depends on the circumstances of the accident.

--As for the Northway accident, the extent and detail of the coverage was determined by the accident itself. Stories that break in public are in the public domain and no "invasion of privacy" is involved. The responsibility for notifying the family is that of the police agency investigating. The policy normally is not to carry the name of a victim until two hours after the death. The victim in this case died at 5 p.m. We carried the identification at 7:15 p.m.

--In the case of every story, the responsibility for deciding what film to use and what is said in the script is mine, as news director, as it must be with every radio or TV news operation or newspaper everywhere.

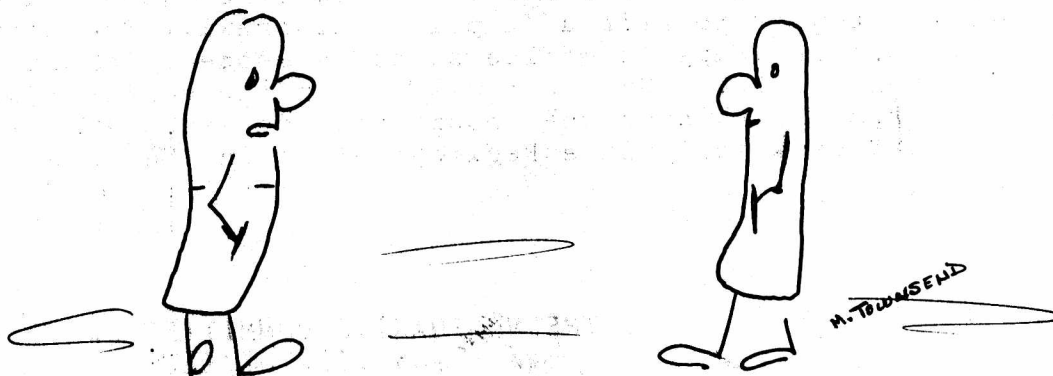
Thanks for your interest.

Sincerely,

/s/ Walter W. Hawver, Jr.
Manager, News Operations

P.S. WROW Radio News is not under our aegis; although we have a loose arrangement of cooperation. Jay LaPalme, the station's program manager is the contact should you wish to pursue your inquiries with him.

Capital Cities Broadcasting Corporation, Box 10, Albany 1, New York



"It wasn't all that bad...the day before the insurance was cancelled, they took the car back."

CLUB ELECTIVE OFFICES FOR 1967

In keeping with the Constitution and bylaws of the Region, the Regional Executive has appointed a nominating committee charged with selecting a proposed slate of candidates to fill the Region's elective offices for 1967. That slate appears elsewhere in this issue. The nominating committee system has proven its value over the past several years in producing candidates for all the elective offices of the Region.

However, the membership should be reminded that any member in good standing who is willing to serve, may be nominated for elective office. (The only other restriction is that candidates for the office of Director must be former elective or appointive officers of the club.)

A nomination may be made by presenting a nominating petition signed by not less than ten members in good standing, and also signed by the candidate being nominated, indicating his or her willingness to serve in the office if elected. Petitions must be in the hands of the RE not later than the November regular meeting. Remember, to be valid, a petition must have ten signatures and the consent of the nominee. For the convenience of any member wishing to make a nomination, a nomination form has been provided in this issue of the Knock Off. Use of the form is not mandatory; it is provided as a convenience.

Before making nominations, we urge that members give careful consideration to the individual you propose to nominate, and the ambitious plans this Region has for 1967. In other words, don't make a nomination just to stir up a political brawl. The Region needs responsible and capable officers, not someone doing it "just for the hell of it." We don't want to stifle nominations, just remind the membership of the importance and responsibilities of the officers, especially in a Region that is on the move.

THE NOMINATING COMMITTEE of 1966
for 1967 Offices

**MOHAWK-HUDSON REGION
SCCA
NOMINATING PETITION**

We, the undersigned, members in good standing, in accordance with the Constitution and bylaws of the Mohawk-Hudson Region, SCCA, do hereby nominate

(member in good standing)

for the elective office of _____

The nominee signifies his agreement to this nomination and willingness to run for this office and serve if elected by affixing his signature in the space provided below.

MEMBERS IN GOOD STANDING

- 1 _____
- 2 _____
- 3 _____
- 4 _____
- 5 _____
- 6 _____
- 7 _____
- 8 _____
- 9 _____
- 10 _____

NOMINEE:

(signature)

C L A S S I F I E D

FOR SALE:

'62 Whiteface winning FP Alfa

- all conceivable options
- many spares
- new blueprinted magnaflexed O'Brien engine
- T 7's
- 6 spare tires
- \$1800, will talk trade

1960 Mini converted to 1100 cc 948 cam 1 1/4" carbs 10 1/2:1

Koni shocks, Tach
 Late model gear box
 New paint job
 \$650

BRUCE CARGILL
 765-2632 after 7 PM

FOR SALE:

Spitfire

Tonneau Cover
 Radio
 13" tyres
 Guard (front)
 Roll Bar
 Odds and ends

TR-4

15" tyres - 5
 Bumpers
 Windshield and frame
 Good Convertible Top
 Odds and ends

CARL BARBAGELATA
 463-4859 after 6 PM

WANTED:

Parts for 1932 Ford Roadster or 5-window coupe

Rear Fenders
 Bumpers
 Tail light
 Windshield posts and stanchions

STAN BUBAR
 372-3643

FOR SALE:

12 volt heater	\$15.00
6 volt heater	8.00
Rear deck carrier	10.00
Pair 6.00 x 14" Dunlop snowtires, blackwall	20.00
MGB Shop Manual (3 main bearing)	5.00
Convertible top boot for MGB (blue)	10.00
Jeep Service Manual - C-J5 or C-J6	2.50
Car Radio - 12 volt negative ground	10.00

RON DESSORMEAU
 UN 9-9854 after 5 PM
 weekdays

CLASSIFIED

FOR SALEMG"A"

- 1622 MK II engine (bored .040)
- New crankshaft
- New Derrington forged racing pistons
- Oil Cooler
- Knock-off disc wheels (6)
- Goodyear "R" compound tires
- Ported and polished head
- 1-3/4" SU Carburetors

ALSO AVAILABLE FOR THIS CAR:

- Extra 4.55 rear end (complete third member)
- 4 - Pirelli Cinturato tires
- 4 - Goodyear T3 tires
- 2 - Solid wire wheels
- 4 - Extra Derrington forged pistons (new)
- 1 - Extra crankshaft - perfect
- 1 - Extra cylinder head (not ported and polished)
- All road equipment (top, windshield, bumpers, etc., including road exhaust system)
- Two wheel trailer; all lights, new six-ply truck tires, weight 790 lbs. (This trailer had carried 3200 lb Healy Silverstone a few thousand miles and has post for spare wheels and tires)

THIS CAR HAS 1966 RECORD OF 4 WINS, A FOURTH AND AN EIGHTH OUT OF SIX RACES. (THE FOURTH WAS RESULT OF LAST FIVE LAPS ON THREE CYLINDERS AND THE EIGHTH WAS RESULT OF DRIVER FATIGUE DUE TO HEAT AND TOO MUCH RACING THAT WEEKEND.) HAS TURNED LIME ROCK IN 1.10 OR LESS AND ON A COOL DAY MAY DO EVEN BETTER. WANT TO TRY?

Make a reasonable offer for car, trailer and parts, or car alone, and you will own it. Old man must retire!

RAY GAUL - ALTAMONT ROAD - VOORHEESVILLE, N.Y. 12186
PHONE (518) RO-5-2180

FOR SALE:

- 1958 Porsche "Super". Fair exterior and interior. Black paint. Excellent mechanical condition. \$695.
- 1963 Jaguar XK-E Roadster. Dark Blue, new paint. Pressure plate, brake pads, rugs, and ignition system, also new. Almost like new. \$2,995.
- XK-E Factory hard top: only used one winter. Fully upholstered. \$200.

DONALD P. FLORES
4 Liberty Place
Hudson Falls, New York
Phone: 747-5512 (mornings)

NOMINATIVE OFFICERS FOR 1967

Regional Executive Eugene D. Birdsey
Assistant Regional Executive David McClumpha
Treasurer Bernie Burns
Secretary Judy Bubar
Activities Director* Candidate has Withdrawn
(Military Obligation)
*THE MEMBERSHIP IS URGED TO MAKE NOMINATIONS
Directors Arthur Frederick
. Philip Raeder

CALENDAR OF LOCAL EVENTS

November

Wednesday (2) SCCA Membership Meeting--Circle Inn
Sunday (6) Tour de Force--GREAT RALLY--SCCA
Sunday (13) AMEC Trials
Sunday (20) 4-Club Rallye
Sunday (27)

December

Sunday (4)
Wednesday (7) NO Membership Meeting
(Come to the Awards Banquet on the 17)
Sunday (11) SCCA Annual Awards Banquet--Circle Inn
Saturday (17)
Sunday (18)
Sunday (25) Merry Christmas!
Monday (26) SCCA Executive Meeting--Circle Inn

January

Wednesday (4) SCCA Membership Meeting--Circle Inn

February

SCCA Snowflake Rallye
AMEC Ice Trials

KNOCK OFF DEADLINE FOR DECEMBER ISSUE IS NOVEMBER 17. KNOCK OFF DEAD-
LINE FOR DECEMBER ISSUE IS NOVEMBER 17. KNOCK OFF DEADLINE FOR DECEM-
BER ISSUE IS NOVEMBER 17. KNOCK OFF DEADLINE FOR DECEMBER ISSUE IS...

NOVEMBER 17.

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