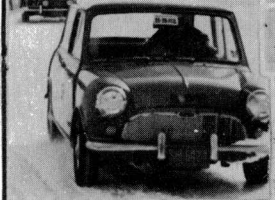
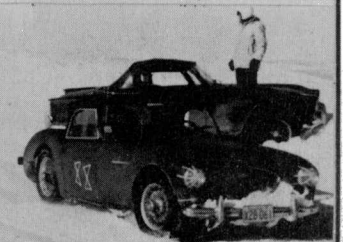
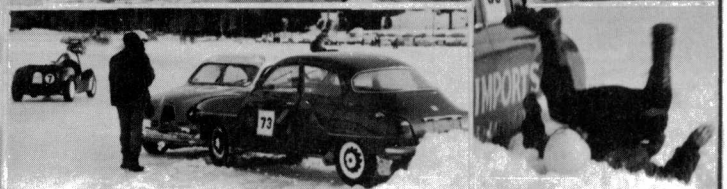


The KNOCK OFF



fun on the rocks



Mohawk Hudson Region
March 1967



NEMITH CIRCLE DODGE, INC.

NEW CARS USED CARS

Largest Display of Imports

PARTS AND ACCESSORIES FOR ALL CARS

TIRES - DUNLOP, PIRELLI
MUFFLERS - ABARTH, STEBRO

CASTROL
LUCAS LITES

AUTHORIZED DEALER FOR:

ALFA-ROMEO
AUSTIN HEALY 3000
AUSTIN MINI
AUSTIN SPRITE
AUSTIN
CORONET
CHARGER
DODGE DART

ENGLISH FORDS
FIAT
JAGUAR
M G SPORT SEDAN
M G-B
M G MIDGET
MORGAN
SPITFIRE MK II

SUNBEAM IMP
SUNBEAM TIGER
SUNBEAM SEDANS
TR-4A
TRIUMPH SEDANS
VOLVO P-1800
VOLVO SEDANS

Traffic Circle Rte 9



Latham, N.Y.

Sales 785-8531

Parts 785-5525

THE KNOCK OFF

THE KNOCK OFF is published monthly and is distributed free to members and friends of the Mohawk-Hudson Region of the Sports Car Club of America. Controlled circulation postage is paid at Delmar, New York. All material is dependent upon contributions by members and other interested parties. Material should be mailed or delivered to the editors and will be published in the next monthly issue.

MOHAWK-HUDSON is a local region of the national organization, the Sports Car Club of America. Members and friends meet at 8:30 p.m. on the first Wednesday of each month at the Circle Inn, located on Route 9, one mile south of Latham Circle, Latham, New York. Anyone wishing information on membership or events may attend our meetings or contact any of the officers listed below. Membership in the Mohawk-Hudson Region, SCCA, is open to all automobile enthusiasts residing in the Counties of Albany, Clinton, Columbia, Essex, Franklin, Fulton, Greene, Hamilton, Saratoga, Schenectady, Warren, and Washington.

1967 OFFICERS

REGIONAL EXECUTIVE

Gene Birdsey
601 McClellan St.
Schenectady, N.Y.
374-9685
or ST 5-7980

ACTIVITIES DIRECTOR

Bill Morris
1466 Van Curler Ave.
Schenectady, N.Y.
FR 7-8117

COMPETITION DIRECTOR

Phil Raeder
503 Pinyon Drive
Schenectady, N.Y.
355-1057 - home
GR4-4318 - office

ASSISTANT R.E.

Dave McClumpha
54 Adams Place
Delmar, New York
HE 9-9656

CORRESPONDING SEC'TY

Marcia Merrill
1 Crumitie Road
Loudonville, N.Y.
465-4956

PUBLIC RELATIONS

Karl Scharl
187 Old Niskayuna Rd.
Latham, New York
ST 5-8006

TREASURER

Bernie Burns
197 Hoosick Street
Troy, New York
273-5845

DIRECTOR

Art Frederick
RR #1 - PO Box 14
Valatie, N.Y.
Chatham 4-4288

KNOCK OFF EDITORS

Marge & Joe Corbett
183 Menands Road
Loudonville, N.Y.
465-6894

SECRETARY

Judy Bubar
2162-C Eastern Pky.
Schenectady, N.Y.
372-3643

DIRECTOR

Phil Raeder
503 Pinyon Drive
Schenectady, N.Y.
355-1057

KNOCK OFF ASSOC. ED.

Terri Novotny
16 Magdalen Road
Delmar, New York
HE 9-9657

Knock Off Printer: Frank Rafferty, Scriven Duplicating Service, Troy.

REgional ramblings

IF you haven't paid your Regional and National dues, you are no longer a member of the Mohawk-Hudson Region, nor the Sports Car Club of America!! This will probably be your last copy of The Knock Off and you won't receive "Sports Car" next month. These are only two good reasons for paying your dues NOW!!! Think it over. We are also looking for new members.

We have just taken a long look at our recent regional events and believe that we all must work to achieve a better planned and controlled event. We are sure that our future events will be of the quality that you would expect from a National club.

We are facing a substantial increase in insurance rates for speed events. A good portion of this additional expense will be passed on to the driver through an increase in entry fees. This is probably inevitable, but to soften the touch, let's increase the number of pit passes. A considerable number of drivers need an additional pass or two. For instance, a driver has a spouse (1 pass gone); he has a mechanic with a spouse (all three passes gone); and where does this leave the two good guys who manage the team? Some drivers wouldn't mind paying the admission price for the two gals, but this doesn't get the girls into the paddock. If you know the right people, this can be arranged, but let's make definite provisions.

Congratulations to our 3 appointed Stewards in Training--
Roly Heacox, Bill Kane, and Barney Galinsky.

The plans for the Drivers' School and Race are coming along very well. Volunteer for a job now!

It looks like our special Social Meeting is catching on.
Like a Good Time Had By All!

It's going to cost more money to get your Competition License in 1967. Because of increases in liability and driver insurance, there will be a substantial increase in drivers' school fees. Most regions have had a difficult time of (even at the old rates) breaking even on drivers' schools. In 1966 there were some increases in fees. It looks like the one-day schools will be \$20-\$25 and the 2-day schools \$30-\$35, or maybe more. So, if you are planning to go to a school, be sure to pick one with a good reputation of on-the-track instruction. Don't wait for a cheapy because I'm afraid it's a thing of the past. Also, be sure your car is ready so that you don't waste an entry fee. Some more good news is also that you can expect to pay more entrance fees after you get your license, but that's the name of the game--MONEY.

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.



MAJOR AND MINOR REPAIRS
 WHEEL BALANCING - ON YOUR CAR - WHEEL ALIGNMENT
 SUNOCO PRODUCTS • ALLEN ELECTRONIC TUNE UPS
 U-HAUL TRUCKS AND TRAILERS

SPENARD'S CUSTOM SERVICE

1737 Union Street, Schenectady, N.Y. DI-6 9923



**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

the MOOT

'Oh to the club, the scene of savage joys,
The school of course good fellowship, and noise.'

—WILLIAM COWPER

It was a clear, crisp Sunday afternoon about ten years ago when we saw our first sports car race (you could race at Lime Rock on Sunday at that time). After studying the brown and white photos in ROAD & TRACK (remember those?), seeing the full scene in color took us by surprise. We're sure there were many others that day who felt the same way.

Seeing one race really hooked us, and we went and watched as often as we could...for quite a few years, but only to watch. We had various misconceptions about SCCA and its membership requirements, but one day decided to do some inquiring around.

Before we knew it, we were suited in white and trying to get used to holding a green flag at Lime Rock's Station 7.

Later that day we stood on Station 8 wondering why everyone didn't react as we did to the first lap of F-Prod; and spoke at length to John Tuit, the Northern New Jersey Chief Tech Inspector who had rented out his F-V that day and was acting as an observer for the day. (John was the fellow who took a day off from work last year to officiate at our school.)

Among other things said that day, John mentioned that no matter how hard you work, you can't give back to the sport all you can get out of it.

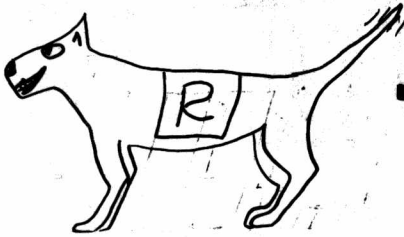
A lot has happened since then, and we have often thought of John's statement which has more truth to it than we believed at the time. At one point it suddenly occurred to us--when you're "working" on or at an event, you're not "working" at all! The job you do from 9-5 is work; the things you do for the club are fun. And, most important, the more you do, the more interesting people you meet and the more fun it is.

Why did we wait ten years to get with it? Don't know, really--but, profit from our loss:

MOHAWK - HUDSON
DRIVERS' SCHOOL

APRIL 14 • 13 LIME ROCK

See you there! MEG



TUNED EXHAUST

I just never realized before what a ferocious driver I've become-- or at least, how it must look to the average Chevy or Buick driver. This sudden awakening came one day, recently, when I was giving a co-worker a ride home, his first time riding with me. During a perfectly innocuous gear change he dropped his brief case and clutched at the door handle and dash. This gave me cause to wonder, and all driving enthusiasts might think about this.

We drive exotic foreign cars, or well-prepared American cars. We usually prefer sophisticated suspension systems, manual transmissions, and information devices such as tachometers. We know our cars and how well and how soon they will stop. We are, by and large, better than average drivers. We know how to maximize power output in any gear, and how to use the throttle as a steering aid. So we drive "smartly" as a matter of routine--enjoying the man-machine communication and the exhilaration of doing something well. Driving "smartly" means safely and within (or close to) legal road speeds.

Now, let's see how this looks to a man who has never driven anything but an automatic, doesn't use his seat belts, probably even has one foot on the brake all the time:

We approach the Rover, which he's seen in the lot but never really took notice of before. He comments on the mag wheels as "being just like those the hot rod kids use." Well, I try to explain about mag wheels--strength, lightness, added rim width, but he's not listening because he's already voiced his disapproving opinion.

Getting in, the first thing he notices is the fire extinguisher bolted to the transmission tunnel. Why? he asks. So I tell him that in my racing experiences the most fearsome accidents had been fires. Then I realize he stopped listening right after I'd said "racing experiences." I tried to cover up and explain that I don't race, but, as I said, he's not listening.

During the cold start procedure which involves manual choke, checking tach reading, etc., I ask him to slip into the shoulder harness/lap belt arrangement, which is an extremely comfortable feature of the Rover. Naturally, I have to do it for him, he didn't even know how to hook up the metal-to-metal buckle.

So, here sits my passenger, strapped, helpless, shying away from the looming fire extinguisher, hands folded on briefcase (to conceal their trembling, no doubt) and nervously marvelling at the operating complexities (manual short shank gear shift lever) of a heretofore harmless looking sedan.

TUNED EXHAUST continued...

The first part of the ride is in traffic, with lots of start and stop, and I even stalled the engine once. Passenger even relaxed a little. Outside of town, after New Scotland Avenue crosses the Thruway, is the enjoyable part of the drive. No more traffic lights, a few sweeping curves, a couple of hills--just enough gear changes to be able to do them "smartly"--maintain max legal, safe speeds in the proper gear.

It was when he dropped his briefcase that I realized he was terrified. It was during a fourth to third down change at a curve at the bottom of one hill approaching another going up. Perfectly routine. Do it every day. Of course, I'm leaning into the shoulder harness almost a part of the car--my passenger is fighting the restraint and looking for something to hold on to. And I could not for the life of me think of how I could drive any more conservatively. I couldn't think of one action to eliminate or to temper--because that's how you driver a Rover.

What I'm getting at is this. My passenger has undoubtedly regaled his contemporaries with tales of the "wild ride" he had in Terri's "souped-up hot-rod." (115 hp souped up?) And this is probably how he honestly viewed it. He didn't have the enlightened exposure to appreciate the fact that he was riding in one of the best safety engineered sedans in the world, and that a better than average, gymkhana-trained driver was piloting it. He just knew it was different and so it was bad.

We just don't realize how the rest of the world looks at us until something like this happens, and the need is revealed for educating our friends, and of being considerate of their ignorance.

Holy-Rover! What would he have done if I'd tried to show off a little and drifted through that turn?

See you all at the April meeting--be sure to come and talk drivers' school things.

Terri



HELMETS- ROLLBARS

... and bright shiny beads.

The column again. . .

Got some things from Westport. Real good service, and three cheers for Jim Paterson, the Deputy Director of the Contest Board. Here's what I've got:

1967 Novice Permits and Log Books
1967 Medical Forms
Renewal forms for Regional and National Licenses
Log Books for Licensed Official positions
1967 Production Car Specifications

I asked for 1967 GCR's, but these are apparently not yet available. I'm sure I'll get them when they are.

So.

First. For you people who want to be a race driver, here is the drill -

1. See me to get a 1967 Medical Form. When you have it complete, and your doctor signs off that you are OK, give me a check for \$4.50, payable to Mo-Hud Region.
2. If you do the above, I'll give you a 1967 Novice Permit and Log, and copies of the Prod Car Specs and GCR (when available.) Then you are on your way. Just follow the simple instructions in the Log book, and that't all there is to it. Note that I'll not issue anything until I see your approved medical form. Don't forget, you also need two passport-size photos; the dime store is the place to go for these.

For you people who already are licensed race drivers -

See me for renewal forms, etc. If you qualify for a National, you can also get an FIA License (be a real wow on the cocktail party circuit) and an FIA Entrant's License--which you need if you are going to enter FIA (Trans-Am) events. That is, unless someone else owns your car, and they have an entrant's license.

For you people who want to be race officials--let's be serious for a moment.....

We all damn well know that no race would ever happen if there weren't officials, and we all appreciate what these volunteer workers do. But, fellows and girls, see the writing on the wall--sooner or later, probably sooner, you are going to have

HELMETS, ROLLBARS, (and bright shiny beads?) continued...

to be licensed. No sweat, I have the forms. (This seems to be the secret of success in our complex world.) The following positions are licensed:

1. Time and/or Scoring
2. Flagging and/or Communications
3. Starters
4. Scrutineers
5. Marshalls

So. Here's what you do. If you are really interested in any or all of the above positions, and feel you are minimally qualified, see me and I'll give you a log book. Then, as you work an event, you have the log signed off. After the required four endorsements, we'll get you a license. Zowie! I'll just bet that before long (maybe minutes, even) possession of a license will be enough to get you into any event. As to flagging, better see Mac McClumpha, he's Mister Wizard on that bit.

Please don't ask for forms, especially Prod Car Specs, unless you really need and want them; I don't have bales of these available. Remember, these can be had from Westport too; I just wangled us a few so we would have a jump on the game.

I'm in favor of more social fraternization among the membership, so let's all support the proposed second 'social meeting' each month. Perhaps some of you will be as amazed as I...there are really some nice people in this Region, though many are quite skilled at keeping it to themselves. Just think of the possibilities...and, to paraphrase, I never met a social (backfire) situation yet I didn't like in the end.

An analysis of the files of this Region's Competition Director shows quite a bunch of panic type letters, along about March and April. Therefore, I urge all of you who are going the racing bit this year to get the license business out of the way early. It is always a shame to see someone miss out on a driver's school, or something like that, for want of a piece of paper. So, please, get started early. If you are going racing this year, chances are that you know it now. So, I've got the forms; let's get the paperwork drill done with.

Eventually this column will get around to talking about some of the practical aspects of this racing game. Until then, if you need some advice, there are quite a number of experienced drivers in the Region who, I'm sure, will be glad to help.

Don't forget the postcards I asked for in the last issue of the KO.

Finally, remember that guys who race sedans are sober, steady, reliable, clean-cut, fearless, rational, well adjusted and handsome; all the rest are beasts.

PHIL RAEDER
Competition Director

SCCA NEWS

FROM SPORTS CAR CLUB OF AMERICA, INC.

FROM: CLUB OFFICE
P.O. BOX 791
WESTPORT, CONN.
06880
203-CA7-1266

WESTPORT, Conn., February 28, 1967.....The Sports Car Club of America, meeting in San Francisco for its 1967 Annual Convention, announced a professional series for Formula SCCA cars to be known as the SCCA Grand Prix Championship Series. The club's competition board has been asked to review the general proposal immediately and implement the series in 1967. Details of the new championship, including race dates and sites, are expected to be available within the next few weeks.

The convention, conducted by the San Francisco Region, Feb. 23-26, attracted nearly 500 delegates, one of the highest registration figures in the club's 23-year-old history.

The SCCA governors approved a planning committee recommendation that the members be polled to amend the SCCA bylaws by dropping the region-of-residence requirement for membership. Under the proposal, members will continue to hold both national and regional membership and would have to meet established membership requirements but would be free to apply for membership in any of SCCA's 101 regions.

SCCA's 1967 officers were announced at the annual banquet concluding the four-day convention. J. Lewis Spencer, 38, West Los Angeles, California, was elected chairman of the club's 15-man board of governors. David A. H. Roethel, Silver Spring, Md., is vice chairman. Roy J. Tarantino, Atlanta, Georgia, was elected secretary and E. L. Hall, Deerfield, Illinois, treasurer. The club's 1967 executive committee includes these four officers plus outgoing chairman Dr. Frank Falkner, Louisville, Kentucky.

Falkner was also the recipient of the club's premier individual award, the Woolf Barnato Trophy, for outstanding contributions to SCCA.

Dan Parkinson of La Canada, California, was presented with the Kimberly Cup, given to the SCCA member who showed the greatest improvement in competition driving in 1966. Parkinson was a dual winner of the American Road Race of Champions in Riverside last November.

Lothar Motschenbacher, Beverly Hills, California, received the Tim Mayer Fund, a \$1,000 cash award to encourage the competition career of a promising driver. Motschenbacher, 28, finished the 1966 U. S. Road Racing Championship in fourth place.

Dr. Donald Ginardi, Kansas City, Missouri, was awarded the Val D. Scroggie memorial award given to the SCCA race physician who has made the greatest contribution to the sport.

SCCA NEWS continued.....

The Castrol Oils, Inc., Rookie-of-the-Year award went to 57-year-old Harvey Templeton, Winchester, Tennessee, Formula Vee driver who went to his first competition school just a year ago and starred in 1966 racing.

Awards to SCCA regions included: the regional achievement award, Steel Cities Region; the most improved region award, Finger Lakes Region; the most improved racing region award, Northeast Oklahoma Region. The Northwestern Ohio Region won the newly named Arthur J. Gervais memorial award for the best national rally. The Washington, D.C. Region's publication "Straightpipe" received the best regional publication award.

The club's board of governors approved new classifications for sports-racing cars beginning in 1968, reducing the present six classes to four, based on engine displacement as follows: Class A, over 2000 cc displacement; B, 1300 cc to 2000 cc; C, 850 cc to 1300 cc; and D, under 850 cc.

Acting on a competition board recommendation, Formula Vee cars will now be scheduled for their own races without other classes.

Effective May 1, drivers in SCCA speed events must wear gloves and flame resistant socks.

The club's 1968 convention will take place in Atlanta, Georgia, January 25-28. In 1969 the site will be Denver, Colorado, from February 20 to 23.

Two members of the SCCA board of governors have been appointed to additional positions. Don M. Nixon, Michigan City, Indiana, has been named to the new SCCA position of director of officials' licensing. Chairman Spencer has been named the club's alternate delegate to ACCUS, the FIA auto sports representative in this country.

It was also announced that to administer the newly developed divisional-national rally program, SCCA is seeking a rally specialist to be employed at its Westport, Connecticut headquarters.

CONGRATULATIONS to Stan and Judy Bubar. The little one, center front, Lotus Elan, is Ingrid Frances Bubar, who, upon her arrival on March 6, weighed in at 8 pounds, 8 ounces.

LIME ROCK NEWS

OPEN LETTER TO THE MEMBERS OF THE MOHAWK-HUDSON REGION:

I hope this letter will serve as an invitation to attend the races at Lime Rock during the coming year.

We plan an expanded schedule in 1967 with the major event being the Trans-American Championship on Memorial Day (May 30). I was down at Daytona to see the opening event (well, drive...but we blew up) and was really impressed by the number of entries and the quality of the equipment. The Bud Moore factory Mercury Cougars with Gurney and Parnelli Jones were just beautiful (silver and maroon) and the Mark Donohue-Roger Penske prepared Camero (yellow and dark blue) looked set for a concours. Every machine had full NASCAR Grand National paint jobs (even Mini's!!!!) and the whole show was excellent. I hope to get some 50 to 60 entries at Lime Rock and qualify the fastest 25 on Monday (May 29) and then hold a consolation event on Tuesday (May 30) morning to pick the final 10 in a starting field of 35. The race itself will feature a LeMans start to sort things out before the first corner in the 3-hour (250-plus miles) enduro.

Also on tap is our 10th anniversary SCCA National on Tuesday July 4 with over 250 entries expected in a 10-race program. Everyone will practice on Monday, and if plans go OK, we will have a monster (big, not spooks) movie party at the barn (J. Peckham idea) afterwards showing all the racing movies we can get our hands on (FREE...FREE..., FREE!!!)

Area Championship races will be held starting on April 22 (NYR), August 26 (NNJ), September 23 (NNJ), and close on October 14 (NYR). New York will also have a Regional on July 29, and so will you (Mohawk-Hudson) on May 13. I know your event will be as well run as last year and I am really pleased that you are back with us again.

Last, but not least, in our plans for the year is the introduction of a SEASON PASS (value over \$200.00) offering all our races, pit passes, private events, and Tuesday practice (over 21 only), and anything else I can think of for a pittance of only \$25.00.....soooooooooo.....if you plan to attend sports car races in '67, plan to attend Lime Rock.

Yours for the sport,



Jim Haynes
Promoter
Lime Rock



DIAL State 5-8940

NEW SALEM GARAGE

ROUTE 85 NEW SALEM N.Y.

DEWITT CARL

PHONE RO5-2702

FREDERICK CARL



New SAAB Special
one third more

zzZAP!

Entirely new — the Swedish SAAB Special: one third more horsepower than the standard SAAB Sedan, priced at only one tenth more. Caliper disc brakes up front, competition racing tires, separate oil metering system.

For a test drive, come to

SAAB

FULL LINE OF PARTS

BODY WORK

FREE ESTIMATES

TOWING SERVICE

2 FACTORY TRAINED MECHANICS

ON DUTY 7AM TO 5PM

MONDAY THRU SATURDAY

The
SAAB
went
thataway



... the other fellow didn't.

He didn't have SAAB FRONT-WHEEL DRIVE pulling him through the curve. And in snow, it was no go.

On ice, or sand, or just rain-slick road, the same thing might have happened. Nothing beats having your horses pulling for you.

So if you want to head 'em off at the pass, ride a Swedish SAAB.

SAAB

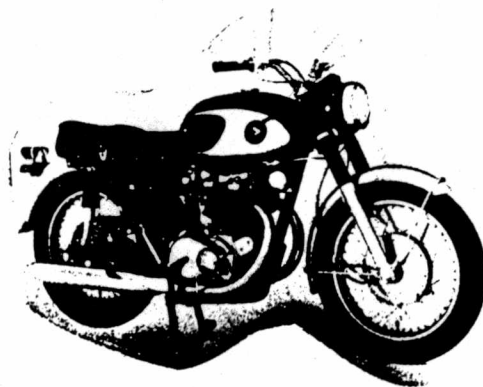
YOU MEET THE NICEST PEOPLE ON A

HONDA

50-S50-S65-90-S90-150-250-300-305-450

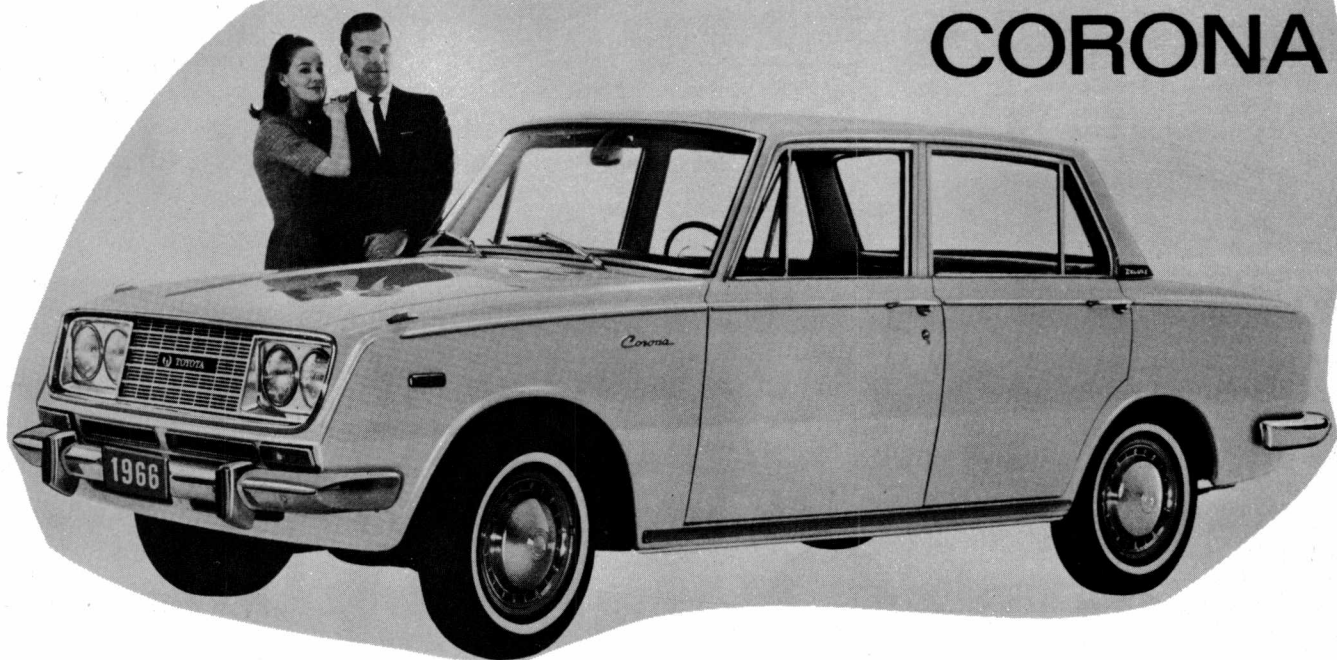
FROM \$ 249

FINANCING AND INSURANCE AVAILABLE



SALES-SERVICE-ACCESSORIES

TOYOTA CORONA



EXPERT SERVICE ON ALL MARQUES
SPECIALIZING IN VW & JAGUAR—ALWAYS A FRESH
VW EXCHANGE ENGINE IN STOCK.

FEATURING



PRODUCTS

BARNARD'S IMPORTED CARS, LTD.

U.S. ROUTE 20

PHONE

NASSAU, NEW YORK

766-3414

R E S U L T S

ICE TRIALS
March 5, 1967

Despite inclement weather on Sunday, March 5, we had a fair turnout with a wide variety of cars on Glass Lake for the Mohawk-Hudson Region Ice Trials. Classes were as follows:

Sedans--incorporating Saabs, VW's, MG 1100's, and other such vehicles;
Studded Tires--incorporating all cars with studded tires whether being driven by males or females;

Sports Cars--combining all the conventional sports cars, whether they are front engine or rear engine (Sting Ray, Lotus Elan, TR-4, Porsche, and such animals);

And, as always, a Ladies Class.

The class for studded tires was set up to answer questions in many peoples minds about the feasibility of studded tires in ice racing, in determining whether higher speeds could actually be attained. This was proven without a doubt when an MG 1100 took fastest time of the day--twice; once by Joe Corbett with a time of 106.1, and again by Marge Corbett with a 108.2 seconds. This MG 1100 was of the grocery wagon series. James Hughes of Rexford turned in a time of 115.5 in a Saab with studded tires. Jim has no club affiliation and we all agree that Jim would be an outstanding prospect for Mohawk-Hudson. How about it, Jim?

Next, turning to the Sports Car class, Uncle Bob Claffie, driving an antiquated Austin Healey, finished third with a time of 120.3. Coming up next in second place--his first time on the ice--Alan Bissel driving a bright red MGB turned a time of 118.5. First place was awarded to a Supercharged Carmann Ghia, driven by Dan Mennecci. Proving that the big cars with lots of torque still do very well on ice was Ed Holeva in a Sting Ray Coupe, turning in the next best time of 121.6.

Turning now to Sedans--Car #6 driven by Ralph (Nader) Perrone...yes, it was a Corvaire...copped third place honors with a time of 117.7. Mohawk-Hudson's own Hans Flebbe in #4 Saab finished second with a time of 116.3. First place went to Jack (Holiday Magic) Collins driving an MG 1100 and turning a 113.8. What, no Porsche??

And now for petticoat races--Marilyn Heacox, driving an MG MAGGOT, finished third with a time of 148.7. Second place was awarded to Jean Hopkins who turned in a time of 135.3 in an MG Midget. First place honors went to Marcia Merrill driving Car #23, the red VW Bathtub, and turning a time of 121.3.

Trophies will be awarded to first, second, and third places in the Sports and Sedan classes, however, due to the three entries in each of the Studded Tires and Ladies classes, trophies will only be awarded to first and second place cars.

On Saturday everything looked fine. The only trouble we had in laying out the course was trying to keep the truck from falling through the

ICE TRIALS RESULTS continued...

ice. When the course was laid out, we had just a very little bit of water in one corner, but overnight this little bit of water turned into a rather large deep bit of water. Upon arriving on Sunday and finding out that no one had his car equipped with pontoons and outriggers, we made a slight alteration in the course. Would you believe playing snowplow with two Saabs and a Thunderbird?

The only other significant problem presented on that morning was the fact that no one had devised a system to keep the automatic timer from closing down after the first run over the bell cord. But, due to Lotus Bill's fantastic sense of electronics, this situation was alleviated.

Bill is well known to be the fastest gun in the East now. But, would you believe "soldering gun"?

Originally, this event was supposed to be handled by Healey Scharl, but he decided he would rather spend his time chasing the cute student nurses around the hospital he happened to be in.

I would like to thank all of the people who generously contributed their time and talents to assist me in setting up this event. A special note of thanks to Jack and Rita Fenn, Bill Morris, and Ed Evans for their help in making this event a great time for all.

Mike Gorman
Gymkhana Master

ADVERTISERS:

T H I S S P A C E F O R S A L E

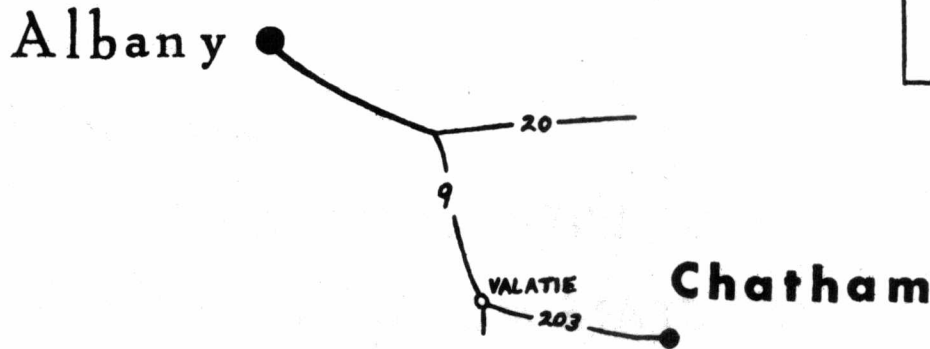
\$25.00 per year

circulation: 300 monthly

Directions to the checkpoint

Checkpoint for
Quality and Economy

FREE DELIVERY



chatham furniture main st. 2-4131

MOTOR IMPORTS, INC.

**FACTORY APPROVED REPLACEMENT PARTS
FOR ALL FOREIGN CARS**

DISTRIBUTOR FOR

FREN-DO LININGS & PADS

MAHLE PISTONS

KONI SHOCKS

MARCHAL

BOSCH

LUCAS

CONTINENTAL TIRES

AMCO ACCESSORIES

BMC COMPETITION PARTS

SPECIAL DISCOUNTS FOR SPORTS CAR CLUB MEMBERS

24-hour delivery service by u.p.s.

HANK VAN DEUSEN

DON'S AUTO CENTER

DON DAHL, OWNER

Factory Trained Mechanic's

Renault & Peugeot

VW and BMC Cars

Specializing

in

Sports Cars

STOP IN AND FILL UP WITH AMERICAN GAS

AND QUAKER STATE MOTOR OILS

2085 CENTRAL AVE.

STOP 11

SCHENECTADY, N. Y. 12304

869-6090

Res: 869-9772

Seymour's Sport Cycles

PARTS — ACCESSORIES

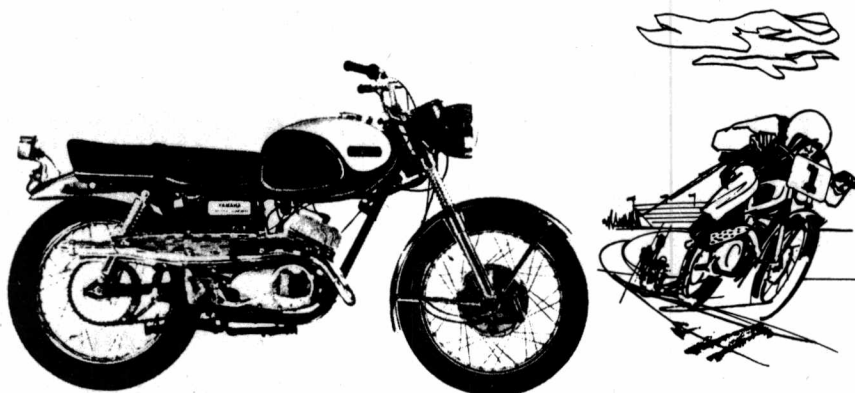
SUPPLIES

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.

Telephone 785-8856

THE TURBO-ENCABULATOR IN INDUSTRY

--Author Unknown--

For a number of years now work has been proceeding in order to bring perfection to the crudely conceived idea of a machine that would not only supply inverse reactive current for use in unilateral phase detractors, but would also be capable of automatically synchronizing cardinal grammeters. Such a machine is the "Turbo-Encabulator." Basically, the only new principle involved is that instead of power being generated by relative motion of conductors and fluxes, it is produced by the modal interaction of magneto-reluctance and capacitive directance.

The original machine has a base-plate of prefabulated amulite, surmounted by a malleable logarithmic casing in such a way that the two spurving bearings were in a direct line with the panametric fan. The latter consisted simply of six hydrocoptic marselvanes, so fitted to the ambifacient lunar wan shaft that side fumbling was effectively prevented. The main winding was of the normal lotus-o-delta type placed in panendemic semi-boloid slots in the stator, every seventh conductor being connected by a non-reversible tremie pipe to the differential girdlespring on the "up" end of the grammeters.

Forty-one manestically spaced grouting brushes were arranged to feed into the rotor slip-stream a mixture of high S-value phenylhydrobenzamine and five percent remitative tetryliodohexamine. Both of these liquids have specific pericosities given by $P=2.5C n^{0.7}$ where n is the diathetical evolute of retrograde temperature phase disposition and C is Cholmendeley's annular grillage coefficient. Initially, n was measured with the aid of a metapolar refractive pilfrrometer (for a description of this ingenious instrument, see L. E. Rumpelverstein in "Zeitschrift fur Elektrotechnistatistichs-Donnerblitze" vol. vii), but up to the present date nothing has been found to equal the transcendental hopper dadoscipe. (See "Proceedings of the Peruvian Academy of Skatological Sciences" June, 1934.)

Electrical engineers will appreciate the difficulty of nubing together a regurgitative purwell and a supramitive wennelsprocket. Indeed, this proved to be a stumbling block to further development until, in 1942, it was found that the use of anhydrous rangling pins enabled a kryptonastic bolling shim to the tankerad.

The early attempts to construct a sufficiently robust spiral decommutator failed largely because of a lack of appreciation of the large quasi-piestic stresses in the gremlin studs; the latter were specially designed to hold the foffit bars to the spamshaft. When, however, it was discovered that wending would be prevented by a simple addition to the living sockets, almost perfect running was secured.

The operating point is maintained as near as possible to the h.f. rem peak by constantly fromaging the bitumegenous spandrels. This is a distinct advance on the standard nivelsheave in that no dramcock oil is required after the phase detractors have remissed.

TURBO-ENCABULATOR continued...

Undoubtedly, the turbo-encabulator has now reached a very high level of technical development. It has been successfully used for operating nofer trunnions. In addition, whenever a barescent skor motion is required, it may be employed in conjunction with a drawn reciprocating dingle arm to reduce sinusoidal depletion.

Respectfully submitted (for laughs),

FRED LUNN

GRIPPE

When it comes to driving, there are only about 40,000 things that bother me. Now that I drive a taxi for a little extra money (so I can help Jack C.), I find myself being very critical when it comes to the other driver.

How about the guy who never uses his directionals? I've seen, in the last few weeks, about 7 or 8 accidents in which these guys were the main cause.

And I'm sure you all have seen the guy who signals left (if he remembers to signal) and pulls over to the right first. I met one of these drivers bumper to bumper. I tooted my horn at him as I went around him to the left, but this didn't make any difference to him—he still ran into the side of me. No signals!

If you were to make a record of all people who didn't signal, it would probably stagger the imagination. And, it is those people who are usually the first ones to criticize other drivers for their mistakes.

I'm sure you have often wondered why the State and Municipal governments go to all the expense to put up stop signs and traffic lights. It seems that people don't care or can't read, the way they pay little or no attention to them.

And have you ever seen a car coming down the street with the windows all frosted up or better yet, with the car encased in 6 inches of snow, except for the clear spot made by one windshield wiper (usually only the driver's side works)? You can't see in and you know the driver can't see out. Why take the time to clear your windows? After all, a few minutes isn't worth your life.

Wait a minute--it may not only be their lives--it may be mine, too. But then again, these people think they are the only ones on the road anyway. Well, I have news for them--they aren't.

The devices such as signal lights on the car or flashers, stop signals or traffic lights are not put there to amuse people, but to make driving safer for you as well as for me. If you don't care about yourself, at least think about the poor guy with a family--the one who does care and who does take the time to play the game right--and don't take his life. Make sure you obey the laws of the road and of common sense. They are for your protection as well as for mine.

Thanks to Bill Kane for some good ideas.

--Rick Rubinstein--

AMERICA'S BEST SELLING IMPORTS!

MGB — MG MIDGET — MG SPORTS SEDAN — AUSTIN HEALEY 3000
AUSTIN HEALEY SPRITE — RENAULT — PEUGEOT — JAGUAR — TR 4
SUNBEAM — TRIUMPH SPITFIRE — TRIUMPH 1200 — TRIUMPH 2000 SEDAN

AUTHORIZED

PARTS — SALES — SERVICE

LIBERAL TRADES · TERMS ·

ALWAYS A LARGE SELECTION OF LATE MODEL SPORTS CARS IN STOCK

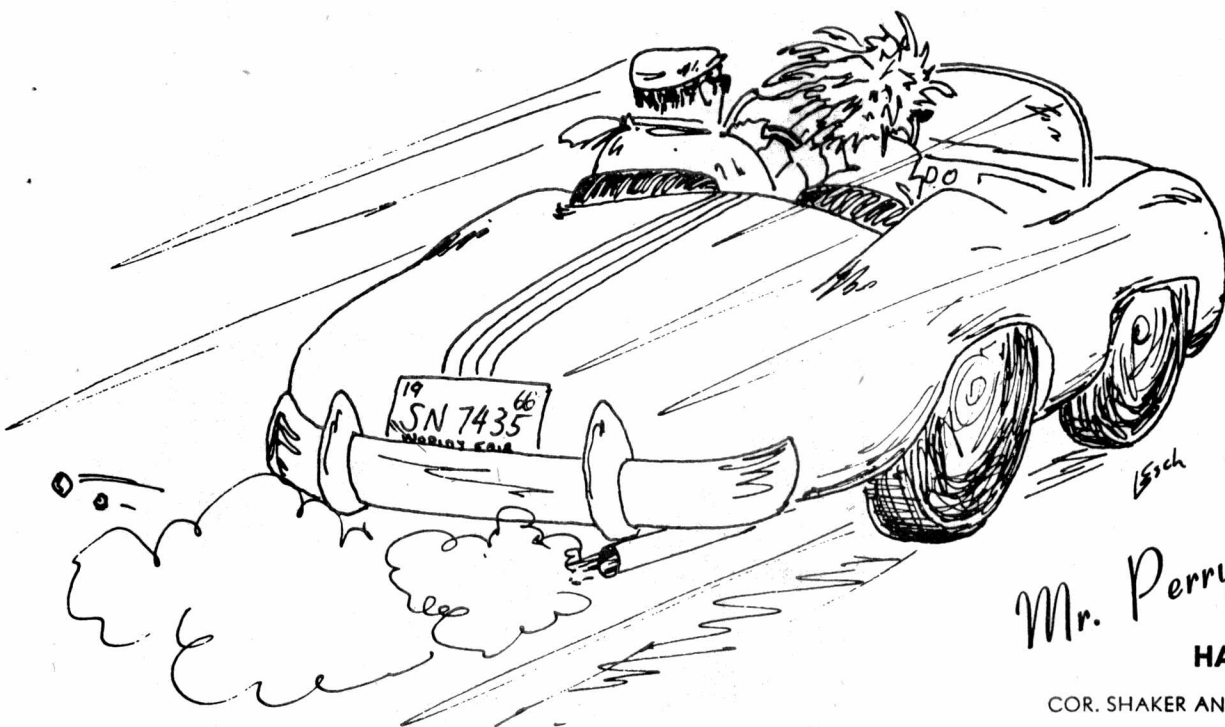
KAYE'S Auto Exchange Inc.

1033 CENTRAL AVE

PHONE IV 24413

SPECIAL DISCOUNTS TO MEMBERS OF SCCA

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



Mr. Perry

HAIR FASHIONS

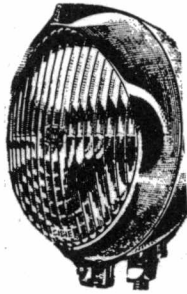
COR. SHAKER AND OSBORNE ROADS

UN 9-7333

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

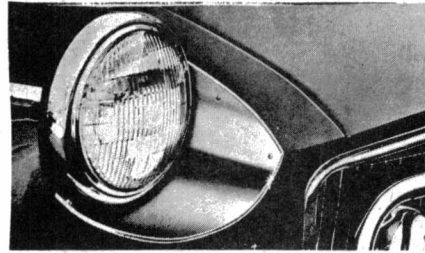
"135" Iodine-Quartz driving lamp available—12 volt only \$28.50



"180" Driving or Fog Lamp

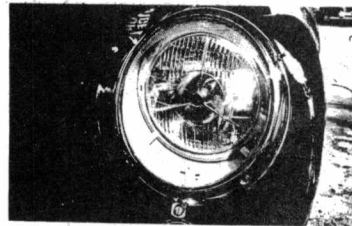
Used in major international racing events by Ford, Chrysler, Maserati, etc., the 180 has proven to be the most powerful driving lamp available today. Its efficiency in long-range illumination results from a novel form of concave light unit condensing and projecting the brightness into a far-reaching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



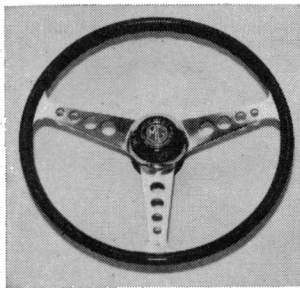
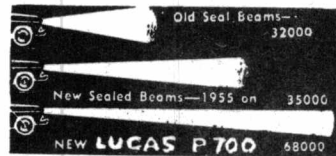
6401 MGB Head Light Plates \$11.95 set

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 3/4 - 7 3/4. We guarantee this to be the most comfortable headgear you've ever worn. \$4.50

Exclusive Distributors:

PIRELLI Tires



amco

LUCAS

B U R S C H
PORSCHE
VOLKSWAGEN
TUNED EXHAUSTS



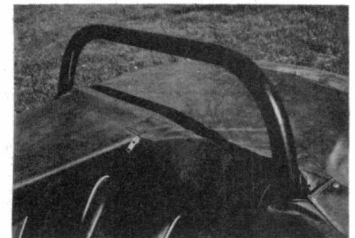
The
Road
to
Performance



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



1967 GENERAL COMPETITION RULES
INEC AREA 11 COUNCIL GYMKHANA CHAMPIONSHIP

- I. **PURPOSE:** The purpose of the INEC Area 11 Council (hereafter called "INEC") Gymkhana Championship shall be as follows:
- A. To promote gymkhanas as a sport to test driver skill.
 - B. To establish standards of car classification, timing and scoring.
 - C. To provide individual members with the opportunity to compete in a recognized event and earn annual recognition of results achieved therein.
- II. **MEMBERSHIP:** Members of INEC Regions of SCCA shall be eligible to compete for INEC Gymkhana Championships.
- III. **DEFINITIONS:**
- A. **Gymkhana:** is defined as a test of driving skill in which contestants compete singly on a timed basis. The term as used herein specifically excludes all events in which the emphasis is placed on something other than driving skill, e.g., balloon bursting, sparkplug changing, rope-and-pylon maneuvers, etc. Other events of this type, although not specifically mentioned, shall not be permitted.
 - B. **Sports Car:** This term shall include all production sports cars as defined in the SCCA Production Car Specifications.
 - C. **Sports Racing and Formula Cars:** shall be defined and regulated as in the current SCCA General Competition Rules. Any car having a major body change or an engine swap for which there is no manufacturer's equivalent shall be classified in this category.
 - D. **Sedans:** shall include all sedans, or any form thereof, previously or currently homologated under Appendix "J" of the FIA regulations. Modifications allowed under this appendix, which change an automobile's horsepower rating, shall not change a car's classification providing it stays within the engine displacement limits. Provisions providing for the mandatory installation of roll bars shall not be enforced. In addition to the modifications allowed in Appendix "J", it is permitted to: remove bumpers, providing all dangerously projecting hardware is also removed; replace mufflers with straight pipes, providing this does not violate any local ordinance; remove rear seats.
 - E. **Course Marker:** This term shall include both stationary and portable objects whose function is delineation of the gymkhana course. Markers may include light poles, rubber cones (pylons), traffic safety posts, and other easily visible, indestructible objects. The use of cartons, baskets, oil cans, and the like is prohibited. The use of stationary objects is discouraged, and should be limited to instances of absolute necessity.
 - F. **Engine Swapping:** will be allowed under the following condition: in the event an automobile manufacturer ceases production of a particular engine, a later version of the nearest possible equivalent by the same manufacturer may be substituted. Car reclassification will depend on engine displacement and/or horsepower rating.
- IV. **CAR CLASSIFICATION:**
- A. The following classes will be utilized for the championship events:
 - 1. Abarth OTS 1000 Coupe
 - Alfa Romeo Giulietta Sprint Specials and Zagato
 - Alfa Romeo Giulietta Super Sprint and Spider
 - Alfa Romeo Giulietta Sprint and Spider
 - Alpine A 108-1000, A 110-1100
 - Austin Healey Sprite, all models
 - Fairthorpe Electron Minor

Continued

RULES - Continued

1. Continued
 - Fiat 1200 Spider, 1500 Spider
 - Fiat Aberth 750 MM, 750 GT, 1000 pushrod, 700 dohc, 750 dohc
 - Glas 1300 GT
 - Honda S 600, S 800
 - Lotus Elite, 7, 7 American
 - Matra
 - MG Midget, all models
 - MG: TC, TD, TF
 - NSU Wankel-Spider
 - Porsche 1300
 - Rene Bonnet
 - Triumph Spitfire 4 & GT 6
 - Turner 950S

2. Alfa Romeo Duetto
 - Alfa Romeo Giulia Sprint GT & GTC
 - Alfa Romeo Giulia Spider Veloce
 - Alfa Romeo Giulia Sprint Speciale
 - Alfa Romeo Giulia Sprint and Spider
 - Datsun SPL-310-U, SPL-311
 - Elva Courier 1622, 1800
 - Fiat 1500 DOHC
 - Glas GT 1700
 - MGA, all models
 - Morgan 4/4
 - Porsche Carrera 1500 & 1600
 - Porsche 912
 - Porsche 356, 356A, 356B, 356C, 1500, 1600, Super, S-90, SC
 - Sabra Sport
 - Sunbeam Alpine, all models
 - Turner 1500

3. AO Ace & Aceca Bristol
 - Alfa Romeo 2600 Sprint and Spider
 - Arnolt Bristol
 - Austin Healey 100-4, 100-6, 3000
 - Daimler SP250
 - Ferrari, all models except 275 GTB
 - Jaguar XK 120, 140, 150
 - Mercedes Benz 190SL, 230SL, 300SL
 - MGB
 - Morgan Plus 4
 - TR 2, 3, 3A, 4, 4A, IRS
 - Volvo P-1800
 - Yenko Stinger

4. Aston Martin, all models
 - Corvette, all models
 - Jaguar XKE
 - Mustang 350 GT, 500 GT
 - Sunbeam Tiger
 - Cobra 289

Continued

RULES - Continued

5. Abarth Simca 1300, 2000
Alfa Romeo TZ
Cobra 427
Datsun SRL 311U
D-B HBR5-851-954
Ferrari 275 GTB
Fiat Abarth 1000 Dohc
Fairthorpe Electron
Ginetta G4 1000, 1500
GSM Delta
Griffith 200
Lotus Elan, Super 7
Marcos GT 1000
Morgan Super Sport
Osca 1600 GT
Porsche 2000 GS, GTS/904, 911, 911S
Speedwell
Turner Climax
TVR Climax
TVR 1622, 1800
WSM GT
 6. Sedans 0-1300cc.
 7. Sedans 1301-2000cc.
 8. Sedans over 2000cc.
 9. Ladies, any car, to be scored as per Section V, B.
 10. Formula and Sports Racing cars.
- B. Go-carts shall not be permitted in any class.
- C. High performance versions of sedans listed under the current Production Car Specifications as production sports cars, shall compete in the appropriate sports car class.

V. SCORING:

A. Mandatory Penalties:

1. One point shall be assessed for each time increment required for the competitor to complete the course.
2. Thirty seconds or the equivalent shall be assessed for each failure to follow the prescribed course unless correction is made by the entrant before he is irrevocably committed to an incorrect course. He is considered irrevocably committed when any part of his car passes the next gate or pylon.
3. Five seconds shall be assessed for each movable course marker knocked down or moved from its normal position in any direction. The same penalty shall be assessed for each stationary course marker touched by the car.
4. There shall be no other penalties assessed with the exception of disqualification for unsafe driving, unsportsmanlike conduct, consumption of alcohol, etc.

Continued

RULES - Continued

- B. Ladies score shall be computed as follows: The best time, including penalties, for each contestant in Class 9 shall have subtracted from it the average of the second, third and fourth men's best times, including penalties, in the appropriate class, according to the car being driven. The remainder shall be the score for the lady contestant. In the event that a contestant in Class 9 holds a lower time than the average of the second, third and fourth men in the same car class, she shall receive a minus score. The lowest position or highest negative score will be the winning score for Class 9. If only three men compete in the corresponding car class, the average time of the second and third placing men shall be used in computing the lady's score.
- C. All times and penalties must be posted immediately in view of all contestants.
- D. The event chairman must provide the INEC Gymkhana Committee Chairman with fully tabulated and documented results within one week of the event. It is mandatory that these results also be mailed to all competitors as soon as possible.

VI. TIMING:

- A. Each competing car will be timed continuously from the start to the finish of the course.
- B. Timing will be in minutes and/or seconds, to an accuracy of no less than 0.1 second.
- C. Dual electric timing devices, one of which shall be designated as a primary timer, shall be mandatory. These devices shall be actuated by the competing car.

VII. CONDUCT OF EVENTS:

A. Physical Requirements:

- 1. The course shall not be constructed so as to require undue memorization and it shall be at least one mile in total length.
- 2. Exact layout will be at the discretion of the event chairman and should be designed to provide the most equitable challenge to all drivers eligible to compete.
- 3. The proper location of all movable course markers shall be outlined so that they will be returned to the same position in the event of their having been moved. In the event of a marker having been moved, or suspected of having been moved, an official of the event shall be required to ascertain the condition and location of the marker in question prior to the assessing of a contestant's penalty and before the next passage of any competing car.
- 4. The entire area of the course shall be within view of the official observers at all times.
- 5. All legal requirements of the state and locality in which the event is to take place shall be observed. It is strongly recommended that the local law enforcement officials be informed of all particulars concerning the event, and that they be given copies of, or at least allowed to examine, the permission to use the area, the insurance policy or statement, and any other pertinent papers.

B. Safety Precautions:

- 1. Adequate safety precautions shall be maintained to include at least the following, and such other precautions as may be required by the physical nature of the course:
 - a) Approach lanes for cars going to and leaving the course.
 - b) Clearly defined spectator areas.

Continued

RULES - Continued

1. Continued
 - c) Provisions requiring all but authorized personnel to remain clear of the gymkhana course.
 - d) Layout such that two or more cars will not be competing in close proximity to each other.
 - e) Course margins arranged so that no car will be competing within at least 50 feet of any spectators at any point, and 100 feet on the outside of all turns.
 - f) Presence of at least one fire extinguisher capable of extinguishing an engine fire in any automobile.
 - g) Drivers of all open wheel cars shall wear helmets and face shields or goggles. It is strongly urged that all drivers wear helmets.
2. In the event of an accident of any sort, all competition will cease immediately, and any necessary action will be taken. Chairmen are reminded that the SCCA insurance coverage requires a report of any accident occurring at an event covered by the policy.
- C. Each car shall be inspected prior to running and shall conform to the standards set forth in Chapter V, Item 4.1 of the 1967 General Competition Rules, with the exception of the following paragraphs: d, m, o, s, t, v, and w. Seat belts of at least two inch width with metal to metal hardware, must be installed and used. In addition, Appendix A, paragraph 1.2, will be complied with, the following exceptions being allowed: A-7, C-1, D-1, 4, 5, 6, 7, 8, and 9. Bumpers may be removed providing all dangerously projecting hardware is also removed. Wheel covers, fender skirts and hub caps must be removed. Grills shall not be removed.
- D. Driver Participation
 1. There will be a maximum of two drivers per car per class, to a maximum of four drivers per car.
 2. A driver may enter an event only once.
 3. Each driver must present a valid, current operator's license at registration.
 4. Up to three contenders with gymkhana experience may be designated by each region for each INEC class.
- E. Re-runs shall be authorized under the following conditions only:
 1. Failure of all timing equipment.
 2. Presence of any unauthorized obstruction on the course.

A driver granted a rerun must re-enter the waiting line, and may not compete until at least ten cars have run. If there are fewer than ten cars remaining to run, a driver granted a rerun may not compete until all the remaining cars have completed their runs.
- F. Supplementary regulations and a course map shall be published for the event, and shall be available to each contestant at registration. These shall include all information and rules for the particular event, and not specified herein. They may be in addition to, but not contrary to, these rules.

VIII. OFFICIALS AND JURISDICTION:

- A. The governing body presenting the event shall ensure that at least the following officials are provided:
 1. Chairman: Shall govern and control all all phases of his event, and ensure compliance with these rules and Supplementary Regulations for his event. He shall have full jurisdiction over his event, shall render all decisions and settle all disputes, in consonance with these rules and the Supplementary Regulations. He will receive and decide

Continued

RULES - Continued

upon all protests rendered by contestants. He may consult any authority, including the INEC Gymkhana Committee Chairman, if available, and he is encouraged to do so.

2. Timers and scorers.
 3. Course marshalls.
 4. Scrutineers
 5. Crowd control.
 6. A standby emergency vehicle on hand during the entire period of competition capable of transporting an injured person to a predesignated first aid station with at least one and preferably two designated drivers for this vehicle. An unloaded station wagon would be considered adequate for this purpose.
 7. Other officials as deemed necessary to safely conduct the event.
- B. Protests: Any contestant shall have the right to protest any violation of these rules or the Supplementary Regulations. All protests must be presented, in writing, to the event chairman no later than 15 minutes after the completion of the last record run of the day's competition. The resolution of the protest must be made known to the contestant at least 30 minutes prior to the presentation of awards.
- C. Appeals: A protest having been disallowed, an appeal may be filed within 15 minutes under the following procedure:
1. Notify the event chairman of the intent to appeal and he, in turn, shall notify the contestants present prior to the presentation of awards.
 2. Present the appeal, in writing, to the INEC Gymkhana Committee Chairman. If he is not present, it must be mailed to him not later than the following calendar day.
 3. It must list the specific reasons for the appeal, cite examples (with time and location), and detail all particulars. Vague complaints will not be considered.
 4. Upon receipt of the appeal, the INEC Gymkhana Committee Chairman will conduct a thorough investigation. He will then convene the INEC Gymkhana Committee for the purpose of rendering a decision on the appeal. A majority vote of the committee members present will constitute a final decision which could include removing the subject event from the series and declaring all results null and void.
 5. The event chairman and the contestant filing the appeal will be notified, in writing, of the committee's decision by the INEC Gymkhana Committee Chairman.

IX. ANNUAL AWARDS:

- A. Awards will be made to the winners of the first three places in each class and to the competitor achieving fastest time of the day.
- B. The cost of the awards will be borne by the INEC treasury, and their procurement shall be the responsibility of the Gymkhana Committee Chairman or his designated representative. The Chairman will make his accounting for the awards directly to the Treasurer of INEC.

END

Please note that these rules are proposed and to be voted upon at the next INEC Committee Meeting. If you have any questions or comments, please contact Bill Morris, our INEC Representative, so he may present them to the Committee.

AGENT 007 FROM G-Z

Have you ever noticed the great name game that the American automobile manufacturers have played over the years? For the last few years there has been a variant to this game--the manufacturer assigns initials to the car and lets the public guess what they mean. After many months of intensive research, I have come up with the following authoritative meanings:

PONTIAC GTO - Great Touring Obstacle

RAMBLER DPL - Dull Performance Level

FORD XL - Xtremely Large

FORD LTD - Limited Touring Distance or Low Torque Drive

CHEVY SS - Sloppy Suspension

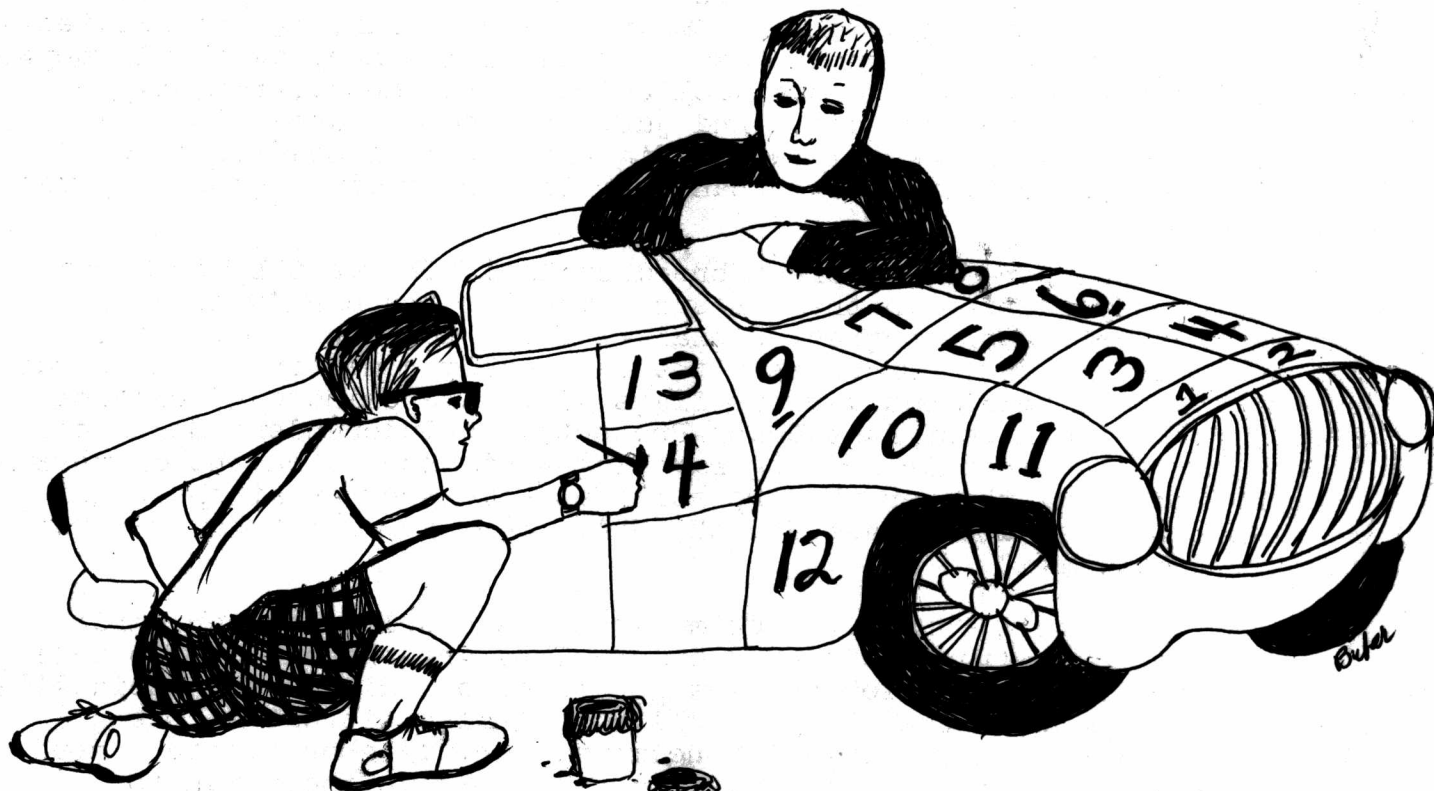
RAMBLER REBEL SST - Sloppy Suspension Too

COUGAR XR - Xceptional Rubbish

FIREBIRD HO - Hopelessly Overrated

CHEVY CAMARO - GM insists it is French for "Friend, Pal;" but no less an authority than TIME magazine states that in Spanish it means "loose bowels."

---Stan Bubar---



Perhaps you ought to think a little more positively!

Room 218 - Bed #2
 March 2, 1967

Dear Horace:

Just a short note, etc., etc., etc.

We who sit in oppressed silence, waiting for the day.....
 Make much sense? Not really, but it does bring up a point that I
 would like to make--racing, and all that jazz, yeh?!

Have you ever noticed the clowns on the sidelines, sitting there,
 with jackets on, full of patches, including one from the D.A.R.,
 wearing genuine autographed Jimmy Hoffa racing gloves, with the holes
 in the palms, racing helmets sanctioned by the S.B.D.A.A.A. (Soap Box
 Derby Association and Affiliates of America), and last but not least--
 a racing suit made out of 4-ply rayon, red in color, with a Schwinn
 emblem over the lefthand pocket? Heh, you did see me at Lime Rock
 last year, didn't ya? I was the guy with the white carnation over
 the Schwinn emblem--sure, the jerk that passed out at the barn after
 the races over the empty keg and onto Stirling who clutched his wood-
 rimmed wheel to the very end.

Well, back to the plot--the point that I'm trying to make (and
 it still may be vague after my explanation) is that too many of us
 complain that we can't race, so who the hell wants to go "if you
 can't race."

Well, ma friends (here we go again, off on another tangent)--
 for you who may be the uninitiated--there are many things that have
 to be done before and during the races. The people racing are just a
 small part (sorry, Uncle Gene) of the whole production.

The race itself, of course, is the culmination of many panic
 months of beehive activity amongst many people of varying specialties--
 flag wavers, frustrated announcers, restless cameramen, aging playboys,
 race followers (sounds like camp followers, do it not?), railway
 conductors, beer brewers, etc. And just in case the above doesn't
 really make any sense at all (which figures), what I mean is this--
 Flaggging, Communications, etc., can be rather rewarding, even if you
 can't race.

Flag people are a different breed of cat! They sit by the hour
 on some lonely station in the hot sun and watch the cars roar by
 giving each driver the correct signal--whether to slow down, stop,
 not to pass, or punt. Of course, the fun really comes from this hardy
 bunch when they sneak out various flags--like the Chinese Liberation
 Flag, or the South-West-East-Coast-Protectorate-Independent-State of
 Union-3rd of November-Ground Hog Day Flag--and then watch the drivers
 roar by wondering whether they're still at Lime Rock or at the Saint
 Patrick's Day Parade in East Podunk, USA. See--you don't have to race
 to have fun...hmmm?

Ah, we mustn't forget the Communications people--another hardy
 and funsome bunch (funsome?) of people. They are responsible to call
 in all track irregularities and mishaps (notice I didn't say accident?)
 and inform the tower that all is well. They also sit out in the
 blasted sun all day, wearing pith helmets, bermuda shorts, etc.; you
 know, the whole bit. But the little devils do have their fun to
 while away the hours--shouting ever so often--"Wow, you should have
 seen what I just saw. Man alive, it's a wonder he got out of it alive,
 the way he spun, and burst into flames, and ran down the galley and

DEAR HORACE continued...

everything." Come to find out later, the guy was just making a pit stop, lit a cigarette and walked over to the head. But it shore shook up the gang in the tower, didn't it Mabel? See, you don't have to race to have fun--hmmm?

Or else you can go out, buy a Hawkeye, get a press pass and walk across the track during the race with as much authority as Mickey Mouse walking the plank. Hey gang, it is a lot of fun taking "pitchers" of cars careening end of end as they try and avoid you--remember, it's these and only these pictures that make the big New York Papers, not those of the good guys with the checkered flags.

Anyway, what I really mean is this...you people who don't and can't race are just as necessary as those that do don that uniform and go around the track. See, Horace, you're needed, bubby!

Now, as you know, we at Mohawk-Hudson are putting on a Drivers' School and a Regional Race, and could use all the help possible. We are all members interested in one thing--sports cars. So what does it matter what you really do, as long as you do it and show interest.

Now remember, when volunteers are requested for work, be proud, be the first in your neighborhood to sign up and take the pledge, and who knows, you may wind up getting a couple of free beers out of it at the barn.

Take good care of yourself, Horace, and in the words of your dear departed old-goat Grand Pappy, Mole, "Four Roses is better than Mennen!"

Lovingly, your father,

SNIDLEY

Dick Blake, 3717 Hoover Avenue, Endwell, New York 13760.
Phone (607) 748-1110 or business (days) (607) 755-2015.

1964 Lotus Elan -- 140 hp. Cosworth engine, right-hand drive, full roll bar plus all legal options except for flaired fender.

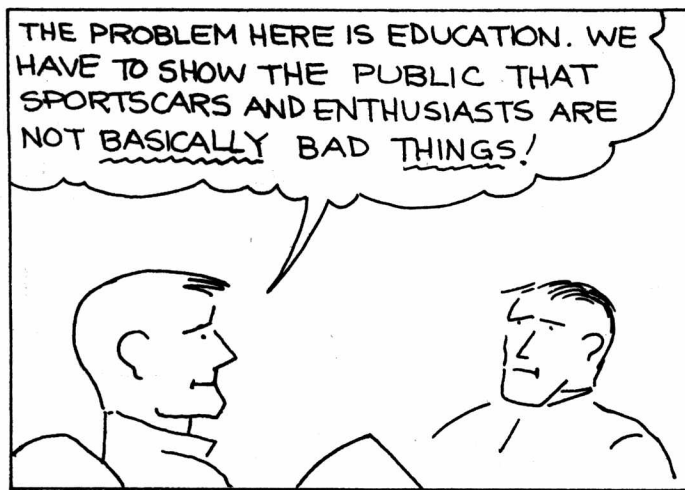
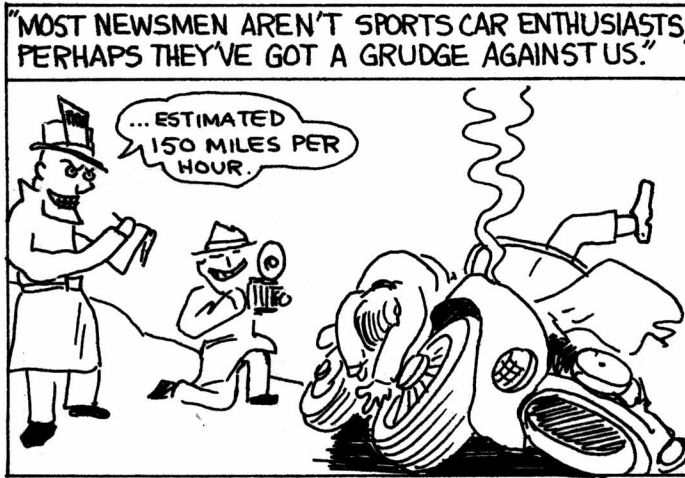
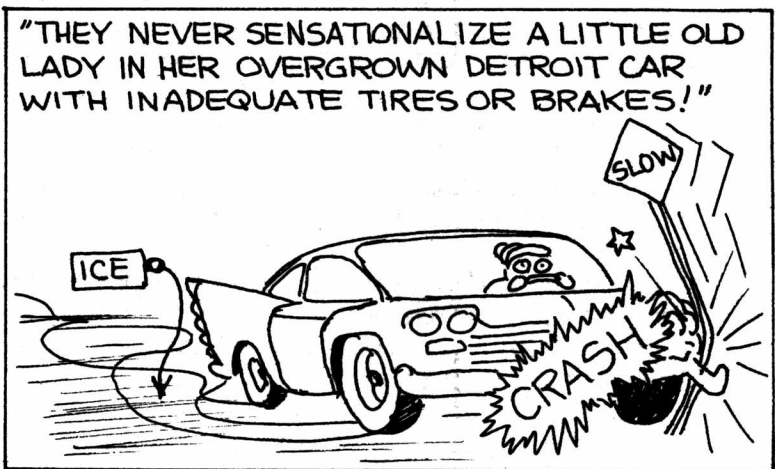
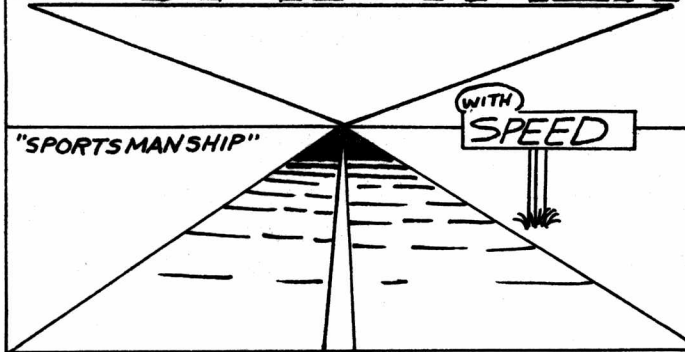
Full street equipment. Prepared in England and only recently imported. Only 10,600 miles.

In three entries at Watkins Glen--3 second places.
Asking \$3395.

Asking \$2395 for the same car with a 1966, 105 hp. engine with 9500 miles on it. Wild street machine. Regrettably, this fine car must go--one way or the other--no reasonable offer refused. Will deliver up to 400 miles.

(If interested, the editors of the KO have a photo of this car.)

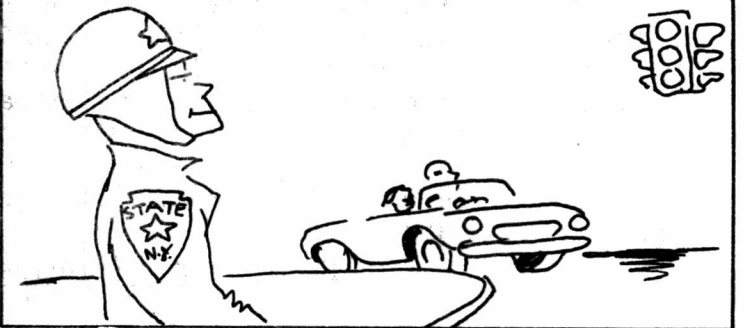
ROADTALK



MAYBE THIS IS WHERE THE ANSWER LIES. THE PERMISSIVE FATHER WHO BUYS A GRADUATION PRESENT AND TURNS THE KEY OVER WITH A PLAINTIVE "BE CAREFUL, SON," SHOULD BE EDUCATED, TOO!



THE STATE POLICE, THE SPORTS CAR CLUB OF AMERICA, AND ANY OTHER MOTOR-ORIENTED ORGANIZATION, WILL TELL YOU THAT THE KEY TO SAFETY IS AN ALERT, WELL-TRAINED DRIVER!



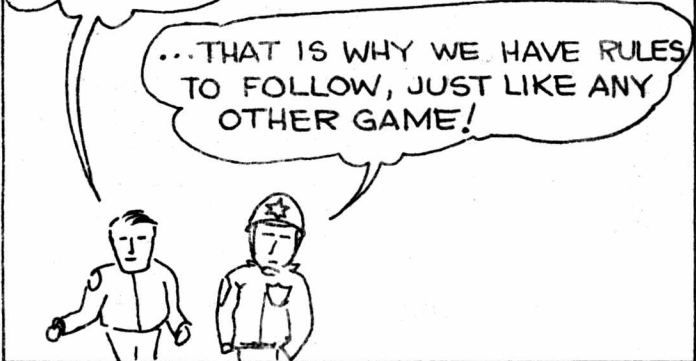
"THE NEW DRIVER WILL HAVE AN ACCIDENT BECAUSE HE'S INEXPERIENCED AND PERHAPS MISINFORMED. HIGHER QUALITY DRIVER TRAINING, AKIN TO FLIGHT TRAINING, MUST BE INTRODUCED FOR ALL NOVICE DRIVERS..."



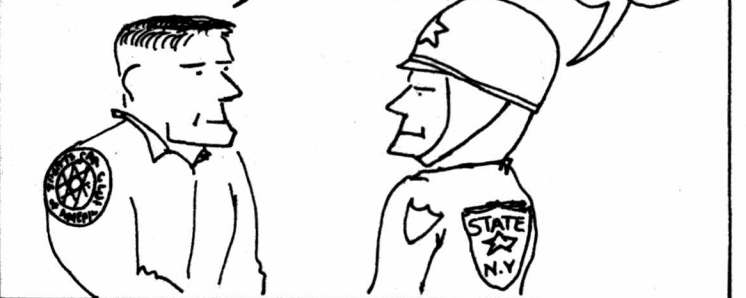
"...AND A VETERAN DRIVER GETS INTO TROUBLE, LIKE THIS FELLOW WHO JUST LOST HIS DOOR, BECAUSE OF A BAD HABIT THAT FINALLY CATCHES UP WITH HIM. A SYSTEM OF REFRESHER CLINICS SHOULD BE SET UP TO CATCH THESE POOR HABITS!"



DRIVING ON THE ROADS IS LIKE A FORM OF COMPETITION, BECAUSE EVERY DRIVER IS COMPETING WITH OTHERS TO USE THE HIGHWAYS...



YES, DRIVING IS A GAME, BUT A DEADLY SERIOUS GAME... ...WITH EACH DRIVER A KIND OF SPORTSMAN!



THE DRIVER WHO GETS INTO TROUBLE IS A POOR SPORTSMAN, BECAUSE HE BROKE SOME SIMPLE RULE OF THE GAME!



THE SPORTS CAR CLUB OF AMERICA HAS AN EXTREMELY GOOD SAFETY RECORD, BECAUSE OF STRICT ENFORCEMENT OF THE RULES, AND GOOD SPORTSMANSHIP! THIS RECORD CAN BE DUPLICATED ON THE NATION'S HIGHWAYS BY INSTILLING A SENSE OF GOOD SPORTSMANSHIP IN EVERY DRIVER WHO GETS BEHIND THE WHEEL!



TORQUE, HORSEPOWER, AND CLOSE-RATIO GEARS

(A prejudiced opinion supported by obscure reasoning)
by The Mad Scientist, L.D., etc.

Torque vs. horsepower is a point which has precipitated many discussions among bench racers. Which really is more important, and in particular, where should the shift points be located in order to get the maximum performance out of a car? Is an engine with lots of torque better than an engine with lots of horsepower?

There is a basic equation which relates torque (foot-pounds) and horsepower:

$$HP = \frac{2\pi \times (\text{torque}) \times (\text{RPM})}{33,000}$$

Note the appearance of the shaft speed (RPM) in there--it has more implications than many people realize. (1) For an engine running at constant speed, HP is proportional to torque, and the two quantities can be considered equivalent. However, engines operating at constant speed are seldom found in cars. (2) If an engine can supply a constant torque over its complete speed range, HP is proportional to RPM. The faster the engine runs, the more power you get from it. (3) Assume the power from an engine is taken through a transmission; the speed is reduced by a certain factor, but the torque is increased by the same factor so that the horsepower is exactly the same (neglecting frictional losses in the transmission).

The MGB will again be picked on and used as an example. Figure 1 represents torque-RPM curves for the engine. The lower one is taken directly from BMC data; the upper is calculated on the assumption of a frictionless transmission with a 1.37 gear ratio. They represent 4th and 3rd gears, respectively, in the MGB. Both sides in the torque-horsepower conflict will usually agree that torque represents a pushing force, and the greater the force, the faster the car accelerates.

So consider yourself in an MGB, 3rd gear, 2000 RPM. You suddenly stomp on it: 2500, 3000, 3500, 4000 RPM. Now you're past the peak in the torque curve; had better shift. Into 4th, tach reads 2900, below the peak in the torque curve. Now you wonder, maybe should have stayed in 3rd a little longer (5000) so that the shift to 4th lands right on the torque peak. Well, that's a noticeable clearing in the cloudy thinking, but actually you should have stayed in 3rd 'til over 6000.

Suppose there was an identical car running along side even with you during this acceleration run who stays in 3rd until the engine blows. You shift from 3rd to 4th at 4000, your torque drops from 145 to 105, his remains at 145 and you fall behind. Stay in 3rd to 5000, then shift, torque drops from 135 to 107, but he still has 135 and begins to pull ahead. At 6000 RPM the shift will cause the torque to drop slightly from 105 to 103, while at 6500 the torque jumps up from 87 to 98 and you now have more in 4th than he has in 3rd.

Conclusion: the optimum point to shift from 3rd to 4th is about 6200 RPM. The tie lines between the two torque curves represent the transition from one curve to the other when shifting. The optimum shift point is where the tie lines become horizontal.

TORQUE, HORSEPOWER....continued

Now, what good are close-ratio gears? Figure 2 represents an MGB with a hypothetical $3\frac{1}{2}$ gear, halfway between 3rd and 4th (a 3rd overdrive if you wish). There are 3 curves for 3rd, $3\frac{1}{2}$ th, and 4th with two sets of tie lines. Note that the optimum shift point (horizontal tie lines) is lower, about 5700 RPM, and the torque at the shift point is higher. In an acceleration run, the shift from 3rd to 4th at 6000 RPM drops the torque from 105 to 103, while the close-ratio shift from 3rd to $3\frac{1}{2}$ th raises the torque from 105 to 110. It should be obvious that CR gears make for better utilization of the available power.

Since the torque curve is known, the horsepower curve can be calculated (Figure 3). It is far from coincidental that the optimum shift points determined previously also lie very close to the HP peak. In fact, the gear ratios should be arranged so that the engine speed is always close to the peak in the HP curve. Close-ratio gears mean that you don't drop so far off the peak when shifting, but will have to shift more often to cover a wide MPH range. They can, in effect, boost your average horsepower over a range of speeds.

Back to the original question: which is more important, torque or horsepower? Actually, they are related and it is only a matter of personal preference. However, when it comes to shifting, go by the peak in the HP curve and not the peak in the torque curve.

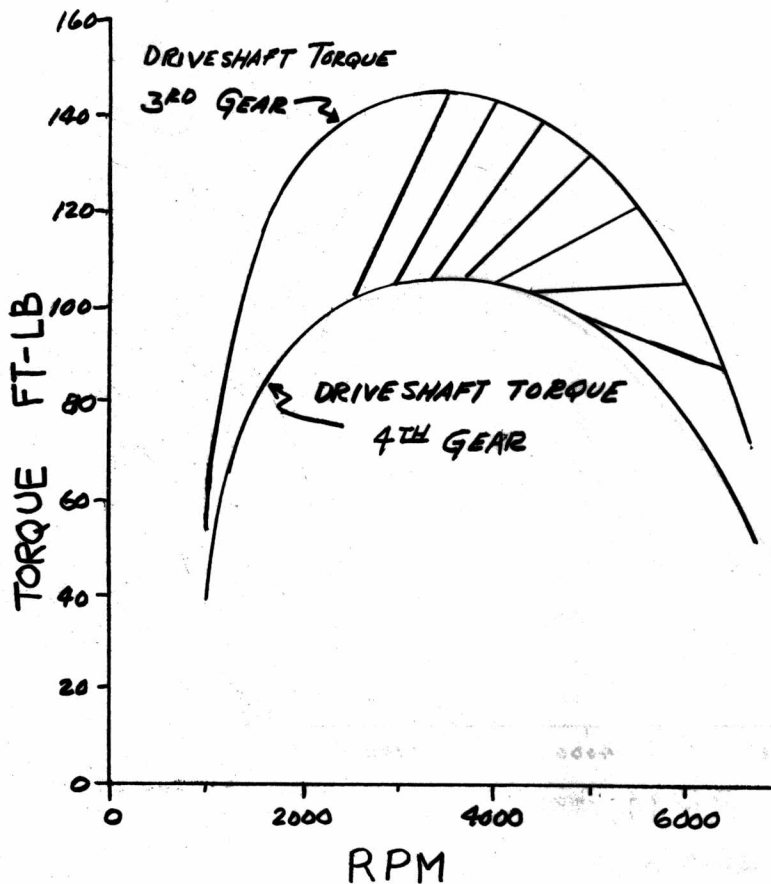


FIGURE 1

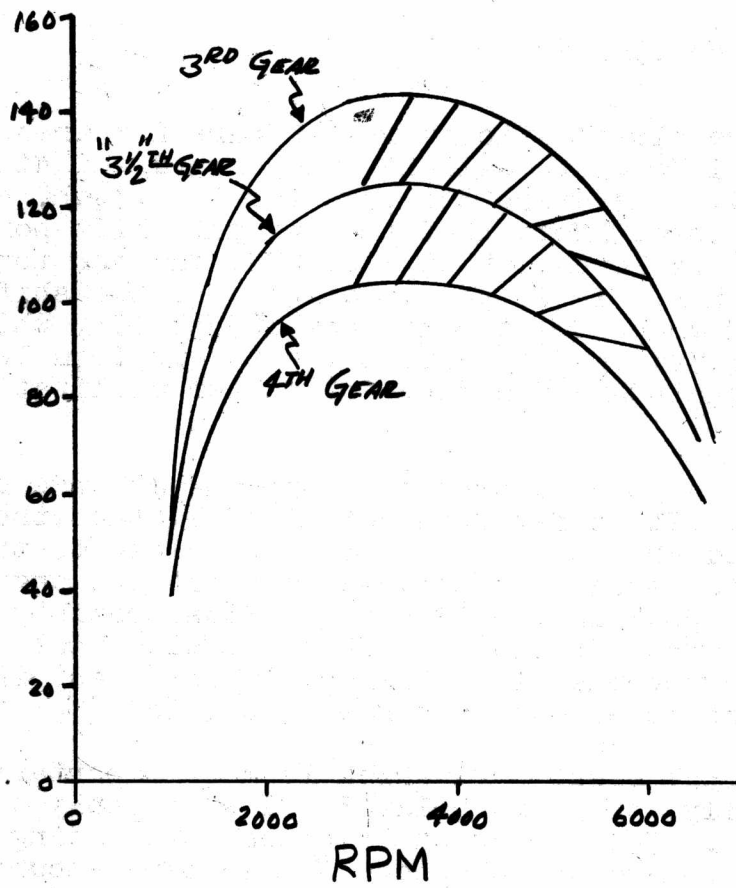


FIGURE 2

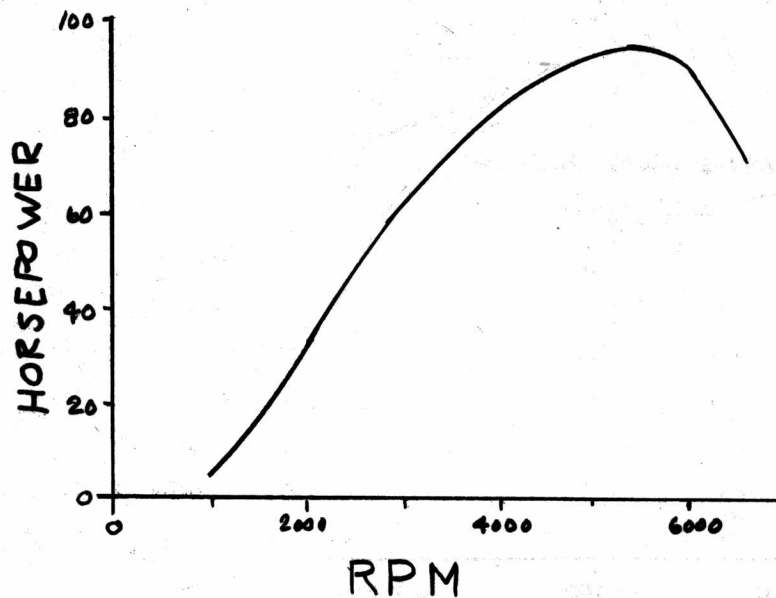


FIGURE 3

REGISTRATION: 12 NOON

PLACE: TWO GUYS
PARKING LOT
MENANDS

FEE: \$3.00 PER CAR

APRIL **2**

NOTE: NOT MORE THAN
TWO ADULTS IN
EACH CAR--
BRING PENCIL
AND PAPER

L
"A FINATYPE"...

RALLYE DESIGNED TO MAINTAIN A
CORDIAL NAVIGATOR-DRIVER-NAVIGATOR
RELATIONSHIP BY ELIMINATING TSD NONSENSE*

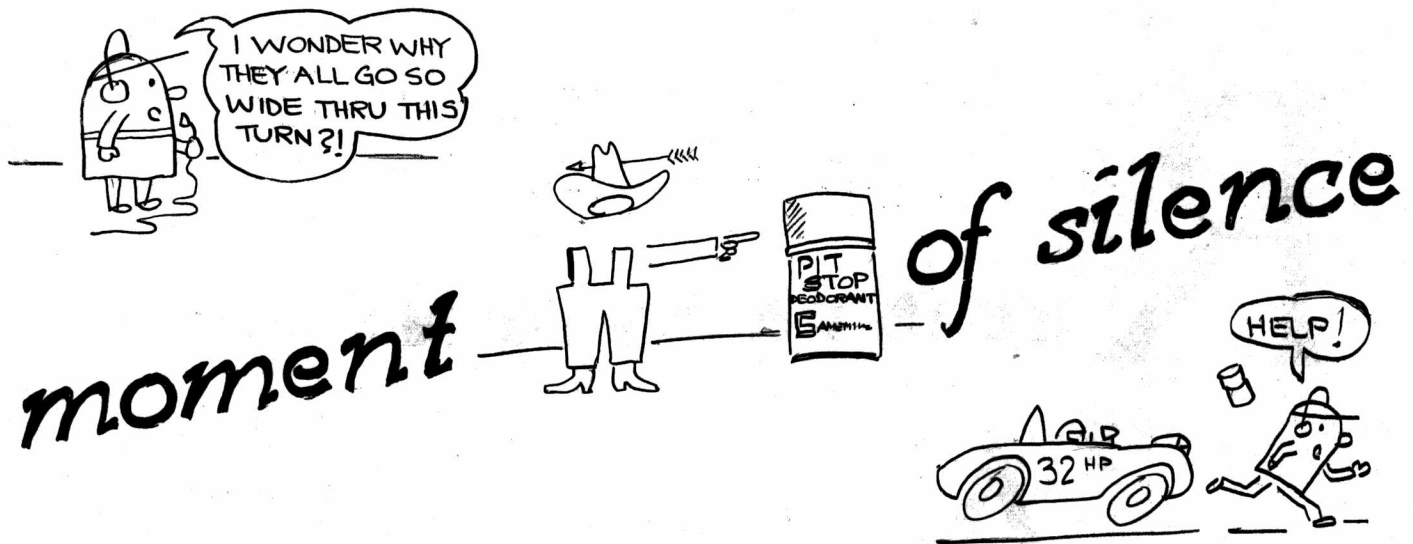
BASICALLY A "HARE AND HOUNDS" TYPE
OF RALLY

Chairmen: Karl Scharl
ST5-8006
Mike Gorman
377-5583

*IT MIGHT EVEN CREATE A CORDIAL
DRIVER-RALLYMASTER RELATIONSHIP!!

L

Y



These days it is not enough to be just an amateur driver. You've gotta earn your bread that way, otherwise you just ain't cooking on all four.

But up til now only a super grease monkey or some such could come out ahead in pursuit of the fine art of pursuit. Now good ol Uncle Shelby has shown Joe Crashcog, hero deadlaster, how to grab his share of the stuff that competitive cars are made of without actually working.

Cosmetics. Yes. Cosmetics. No, that's not a miniature obc Eng. Ford conversion. Unca Shel's Pit Stop instant showerbath has come off the line smoking like an idiot.

Racing is a manish sport--apologies to certain Fem types. But Joe Blow isn't gonna risk what is, in effect, the second mortgage on the family manse just to show he's got 'em. So he'll buy things like Moment of Truth aftershave, and so on, but who wants to be a bullfighter? Racing is what's happening.

Just think. Cologne, aftershave, and dinkum in your favorite flavors: Castrol R, Cotati No. 5, and Evening at Watkins. The possibilities are unlimited: Eau d'Road America; STP hair gunk (and wouldn't that stuff hold that cowlick down!), and Bourgeaut bubble bath.

Rubber dust/oil face power (with goggle template) would be just the thing to wear to the next board meeting, eh?

Instead of going to the drugstore, just drop by your friendly BAP store. If you're NASCAR minded, try a NAPA jobber.

We could have Grp 7 deodorant (goes like stink), and Grp 5 face powder (what it looks like and what it really am are two different things). What about Grp 8 hair stuff for guys with big ears, and Grp 9 for those big hairy ears, formula Libr-ear, so to speak.

Yes, sports fans, the next time you bring that bomb to the track, it had better be in aerosol.

RANK IDIOCY #1 - IT'S ABOUT THOSE STUDED TIRES

Although this is a bit late for winter driving, here are a few points about driving with studded tires which may prove helpful on those Spring roads with intermittent patches of ice and snow. If your car has studs on the rear wheels, and it understeers, it will understeer like it is being towed from behind, but studs may help to correct oversteer. There are several solutions to sudden, violent understeer on ice:

1. A stiff shot of booze
2. Flicking on the stereo tape which has "Dead Man's Curve" recorded on it.
3. Punching the gas pedal, which will a) correct the understeer (or) b) induce understeer, (or) c) slide you sideways off the road, instead of nose-first.
4. Do not, under any circumstances, hit the brakes or your sexuality will be revoked and mayhap not returned.
5. When driving an outomobile and going too fast to spin the rear wheels, try flicking it into low, which will break the rear wheels loose, but probably will destroy the internals, though it will save the body.
6. Aim for a very deep snow-drift.

RUMOURS

Also according to various sources:

1. From GM's Corvair Division, oversteer is a figment of the imagination.
2. From Volkswagen, directional stability is a similar figment, unless driving on level, dry concrete in a vacuum.
3. The imagination and mind of anyone buying an NSU Prinz, Type 4, is a figment, unless it's the range version, which is also a figment.
4. Porsche-powered VW's are out but VW-powered Porsches are in.
5. A rolls is out, unless it's convertible with a ski-rack, and its driven only in the summer.
6. Morotcycles in the Monte Carlo are out, unless they have slickes.
7. Claiming that your MG-B will out drag a 275 LM in reverse is in, unless you do it.
8. Arguing with the Tech Inspector is in, in which case, you are out.
9. "Double A" fuel dragsters are out, except in Hill Climbs.
10. A blower on a Fiat 600 is in, but only for a little while.
11. Emergency brake turns in a Toronado are out, except on the Northway.
12. This column is out, unless you are reading it, in which case, you are also out, in fact, so far out, that you are in.

Jack Elliott

W. G. U. R. D.

BY:

Stan Bubar

THE
1967 INEC GYMKHANA SERIES

As most of you have gathered in one way or another, there have been drastic changes proposed for the 1967 INEC Gymkhana series. The major reasons for the changes will be evident. The 1966 series consisted of seven gymkhanas across the state put on by four regions, Mohawk-Hudson (2), Central New York (2), Southern New York (2), and Finger Lakes (1). The rules provided that a contestant must enter 4 of the seven events to be considered a contender in any of the 10 classes established. A grand total of 30 entrants made this minimum requirement out of all four regions - 30 entrants for 30 class trophies (1, 2, 3) which are supposed to represent an Upstate Championship of sorts. This situation broke down as follows:

Class 1 - 1 contender - Class Champion by default
 Class 2 - 7 contenders
 Class 3 - 2 contenders - Trophies by default
 Class 4 - 6 contenders
 Class 5 - 3 contenders - Trophies by default
 Class 6 - 1 contender - Class Champion by default
 Class 7 - 3 contenders - Trophies by default
 Class 8 - 2 contenders - Trophies by default
 Class 9 - 5 contenders
 Class 10 - no contenders

Of the 30 class trophies available, only 21 could be awarded. In two classes (1 & 6), the class champions could have received their championships by pushing their cars around the course. In tow classes (3 & 8), second place awardees beat no one, and in two classes (5 & 7) third place awardees beat no one. Only three classes (2, 4, 9) had anyone running who did not get a trophy. It is evident from these statistics that while the series may have been a booming success as a series of regional gymkhanas, it was a dismal flop as a championship series. All of this is not to say that those who were contenders were no good - on the contrary, most are very good. But with all the Sprites and Midgets on the road we should have had more than one person running in Class 1, etc.

It was with this situation in mind that the INEC Gymkhana Committee decided to overhaul the whole system. The fact that each individual gymkhana was well attended but the series wasn't, strongly suggests that the distances involved were too much. It's 3- $\frac{1}{4}$ hours between Albany and Binghamton, 2- $\frac{1}{4}$ hours between Albany and Syracuse, 4 hours between Rochester and Albany. These are one-way times. For 1967 Buffalo is back in the series and that's 6 hours each way.

The 1966 classes were made up strictly on the basis of displacement, which naturally resulted in some drastic mis-classifications, (such as MG-A's vs. Lotus Elans). Most of the ladies were very dissatisfied with the scoring formula used for their class.

The 1967 INEC Gymkhana series will consist of each region putting on its own gymkhana and deterring its own champions in each class. There will be a runoff

Continued

gymkhana, in early fall, in which only the top three drivers in each class, from region, will be invited to participate. This runoff will be held at a central location, probably Syracuse, and will be run by the INEC Council rather than any one region. This eliminates a good deal of traveling. It does have its disadvantages, but the Committee feels its worth a try. The chief disadvantage is that if you're having a "bad day", that's all brother!

Classes are always rather arbitrary, but this year we're going to performance classes for sports cars. The proposed classes are given elsewhere in this issue. If your car isn't there, or you feel you've been improperly classed, talk to Bill Morris and maybe something can be done. For ladies class scoring, we've lifted a formula from a Washington, D.C. sports car club. An index of performance will be calculated for each lady entrant with the following formula:

$$I.P. = \frac{B + C + D}{3T}$$

where B, C, D are second, third and fourth place times for the comparable men's class for the particular car, and T is the ladies time. The lady with the highest I.P. gets first, second highest gets second, and third highest gets third place. The use of an average $\frac{B + C + D}{3}$, not including first place, rather than a single time gives a better representation of the class the lady is being scored against.

In the sedan classes, only those cars which have been homologated by SCCA are eligible. No Pontiac GTO's, Buick Roadmasters, etc., are allowed in the runoff.

The runoff course will be a minimum of one mile long, or approximately 2 minutes running time per car. This may be accomplished by 2 or 3 laps.

These rules and classes are not binding on the regions insofar as their own events are concerned. For example, we can make up any classes we want for our own events, including Fleetwood Cadillacs, and Bill Morris will rescore the event for INEC purposes, after it's all over. Keep in mind that these rules and classes are proposed, and have not been finally approved by the INEC Council. Everything will be published in detail for interested parties when the final form has been approved.

For this region, Bill Morris' calendar sets up a series of five gymkhanas which will determine this region's champions. These five do not include the annual Driver's Clinic and "Toys for Tots". The first of the five will be April 30. It is my hope that under the new system more members will be able to participate. I know personally a number of members in this region that are of championship caliber, and it will be a shame if they don't give it a try.

march ^{and} april CALENDAR of EVENTS

March 19	Sunday	"Anticipation Rally" BMSC A TSD Rally, approximately 100 miles. Registration: 12 noon, Pete's Motors, East Street, Pittsfield.
April 2	Sunday	"Hare and Hounds" Rally MOHAWK-HUDSON, SCCA Registration 12 noon Two Guys Dept. Store, Menands
April 9	Sunday	"Gordon Luther Jones Rally" EMSC - Registration 12 noon Latham Traffic Circle
April 9	Sunday	Autocross - MOHAWK VALLEY SCC Utica-Rome Speedway - 8:30 a.m.
April 14-15	Friday Saturday	INEC Drivers' School, Lime Rock MOHAWK-HUDSON REGION SCCA Tech inspection, course walk and blackboard session--Friday. Driving sessions--Saturday.
April 23	Sunday	Drivers' Clinic & Gymkhana School MOHAWK-HUDSON REGION SCCA Registration 12 noon Two Guys Dept. Store Menands
April 30	Sunday	INEC Gymkhana #1 (no definite info as yet)--Eds.

I often receive announcements of out-of-town events too late to enter here. If you are looking for something to do on a particular weekend, give me a call.

Bill Morris
Activities Director

SID AND ELLIS **GERSHON**

USED SPORTS CARS AND MOTORCYCLES

1717 UNION STREET

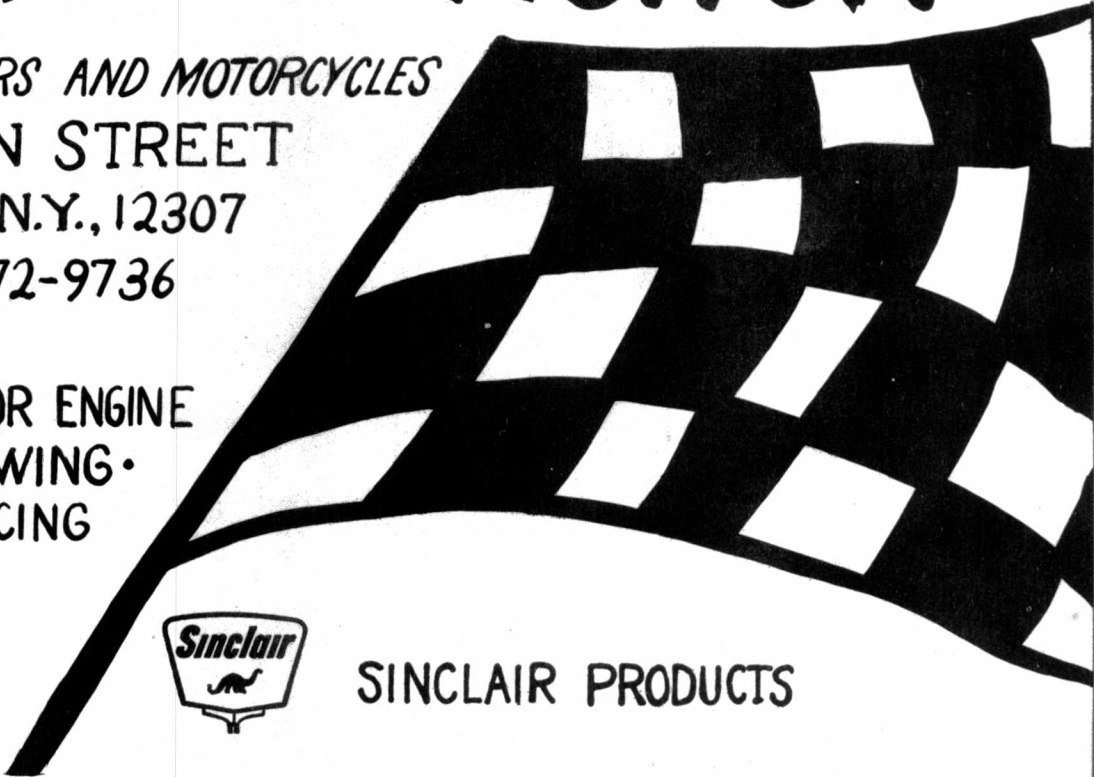
SCHENECTADY, N.Y., 12307

TELEPHONE 372-9736

MAJOR AND MINOR ENGINE
REPAIRS • TOWING •
WHEEL BALANCING
ON YOUR CAR •



SINCLAIR PRODUCTS





**The one in the middle
makes a guarantee
to end all guarantees.**

**A lifetime guarantee
on the engine.**

Name another car engine that's guaranteed for a lifetime. Name anything that's guaranteed for a lifetime.

The SAAB "Shrike" engine is so simple, tough and trouble-free, that now it's guaranteed for the lifetime of the car (while the car is with the original owner).

As long as you own your SAAB, the engine is guaranteed against defects. Any SAAB dealer will replace defective parts at no cost, except for labor. (And for the first 24 months, or 24,000 miles, there's no cost for labor, either.)

How can we dare make this guarantee? We build our "Shrike" engine tough. And we build it simple.

The engine design is based on the ingenious "2 cycle" principle. So it has the power of an engine twice its size. And it's more compact and more economical.

But the SAAB "Shrike" engine does its work so well that SAAB is the rally-winningest car in the world. (As Car and Driver Magazine says, "The string of racing successes put together by the car is nothing short of incredible.") So you not only get an engine with a lifetime guarantee. You get an engine with a lot of life.

That's the engine. But what about the car? It's a SAAB, the car that has front-wheel drive, for fantastic control and traction on any road, in any weather. The car that gives you more standard safety features than most other cars can give even as options.

What's it going to cost you to get the only car in the world with an engine guaranteed for a lifetime?

SAAB prices **\$1795/SAAB**
start at \$1795*.

*Suggested retail price P.O.E. East Coast. (Slightly higher on the West Coast.) Transportation charges, local taxes and dealer's preparation and handling charges additional.

KINDERHOOK SALES

ROUTE 9-H

KINDERHOOK, N.Y.

PHONE 684-2211