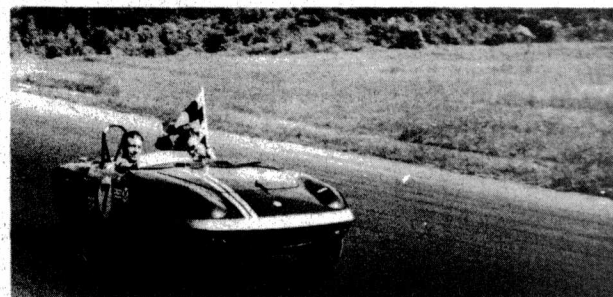
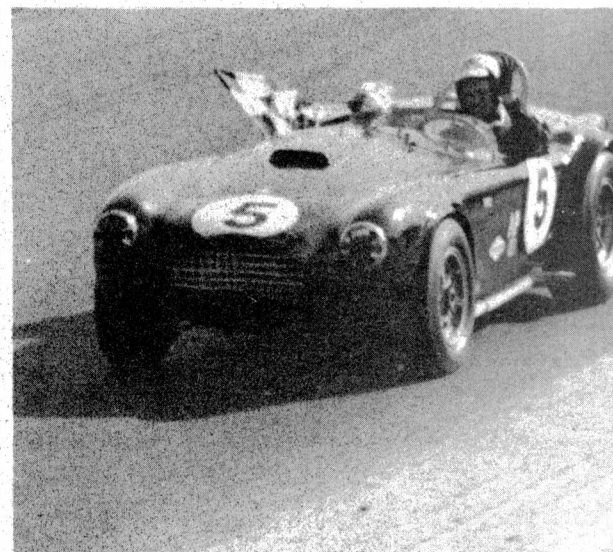


THE  
**KNOCK  
OFF**



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1967



MOHAWK  
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REGION



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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 the 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, Rensselaer, Saratoga, Schenectady, Warren, and Washington.

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Phil Raeder  
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KNOCK OFF EDITORS  
Jack & Marcia Merrill  
1 Crumitie Road  
Loudonville, N.Y.  
465-4956

KNOCK OFF PRINTER: Frank Rafferty, Scriven Duplicating Service  
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# MK-1

Those of you who attend meetings know that this is the last month the Marcia and I will edit the Knock-Off. I know that all past editors can clearly understand the often change of editors, but to you out there in 'auto-land' here's a little inside dope on the problem that arises.

There is a definite lack of material. If we were the "mild-mannered reporter types" it might be easier to fill the many pages with good copy. But I personally don't feel that it is the editor's job to write the majority of material...and as you can see, we haven't!! As editors we have compiled the material given us, typed it (with help), scratched out the headings, thought up the covers, and have called the printer. That's what I feel the editors should do. If you want to write, then affix your name to the K-O staff as a regular contributor. We started out the summer with a couple of good regular contributors. When they ducked out of the picture, we were lucky enough to receive some good technical articles to fill the pages. Some material from the West Coast was supplied and with results from rallies and the gymkhana circuit, that was usually the make-up of the magazine. Uncle Gene, with all of his duties as R.E. always come through with his article and our many thanks for that.

The above problem, that of a lack of material isn't one which plagues just the Mo-Hud Region. As editors we receive copies of other regional publications and find that in many, the "News from Westport" is the largest portion of the publication. These other regions from time to time find in their periodicals the same plea for material as here rendered.

Like the last editors who printed only name cards, (boy, were they smart!!), we had visions of reporting L.R.P. events, etc. every month. We found, however, what with the mechanics of putting the "thing" together, little time was left for the "going-out-and-gettin'-process."

Your new editors, Howard and Nancy Geer, need your help. They have decided to do the region a great favor by taking on the responsibility of putting the K-O together, but it's your responsibility to provide them with articles. Don't let them down.

Marcia & Jack  
Merrill



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MOHAWK-HUDSON REGION SCCA1967 Point StandingsNovember 11, 1967

	<u>WORKER</u>	<u>COMPETITOR</u>
Allen, Douglas, N.	10	10
Bailey, Bob	100	-
Beddoe, Robert I.	10	-
Baker, Bruce D.	30	-
Bernstein, Theodore, E.	40	-
Biondo, Charles J. Jr.	20	-
Birdsey, Connie	170	-
Birdsey, Eugene D.	290	40
Boba, Dr. Antonio	10	60
Bubar, Judith F.	150	410
Bubar, Stanley, F.	480	470
Burns, Bernard	90	80
Burns, Madeline	20	40
Bouchard, Roland	10	-
Cameron, Harold	50	240
Cargill, Bruce C.	90	-
Chi, Benjamine E.	120	-
Collins, John G.	80	280
Coons, John K.	40	10
Corbett, Marjorie A.	100	160
Corbett, Joseph R.	70	260
Corrin, Carl A.	50	110
Dahl, Donald	10	-
Dahl, Constance F.	10	-
Dutton, Thomas P.J.	10	-
Fisher, Lloyd G.	10	120
Farnsworth, Ronald, C.	90	10
Flores, Donald P.	10	230
Foster, Carleton A.	60	10
Frederick, Arthur H.	200	580
Fullam, Peter W.	10	-
Fenn, John L.	200	610
Fenn, Rita	10	-
Galinsky, Barney S.	30	-
Groggins, Philip H. Jr.	50	100
Gorman, Michael	210	10
Geer, Howard	20	360
Geer, Nancy	10	30
Grychak, John	-	10
Haworth, James	30	100
Holeva, Edward A.	110	220
Heacox, Roland	300	60
Hoover, William	10	-
Hayner, Robert P.	60	440
Hutchison, John	70	160
Heacox, Marilyn	50	80
Jochim, Ken	20	200
Kane, William R. Jr.	20	-
Kilmer, Raymond T.	70	110
Klein, Herbert Jr.	30	-

## -1967 Point Standings Con't

	<u>WORKER</u>	<u>COMPETITOR</u>
Kelley, Doug	40	10
Karr, Alexander J.	10	-
Lunn, R. Frederick	100	60
McClumpha, David	120	-
McClumpha, Irma	90	-
McClumpha, Francis E.	50	-
Merrill, John H.	110	430
Merrill, Marcia S.	260	460
Morris, Eleanor L.	100	-
Morris, William G.	210	230
Morlock, Joseph	30	50
Novotny, Terri	120	140
O'Connor, Thom	10	-
Peckham, John	80	-
Peterson, Robert G.	60	-
Raeder, Philip K. Jr.	110	-
Raymond, Robert W.	110	-
Rubinstein, Richard P.	50	-
Roden, Elizabeth	20	-
Roden, Fred	20	-
Sarr, William M.	200	50
Simmers, Arthur H.	20	-
Schroder, Gunther	10	-
Sodher, Herbert N.	-	80
Schongar, Chuck	-	10
Short, Steve	20	10
Sterner, Fred G.	20	60
Snyder, Ronald G.	40	-
Turner, William C.	60	-
Taillon, James K.	40	10
Van Deusen, Henry	10	-
Volans, Robert A.	190	150
Wachtel, David G.	10	-

David McClumpha

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Bill Morris - Tour de Force 20 points

November

Stan Bubar - Front Suspension Alignment 20 points

December

Bill Morris - Formular Electric 20 points





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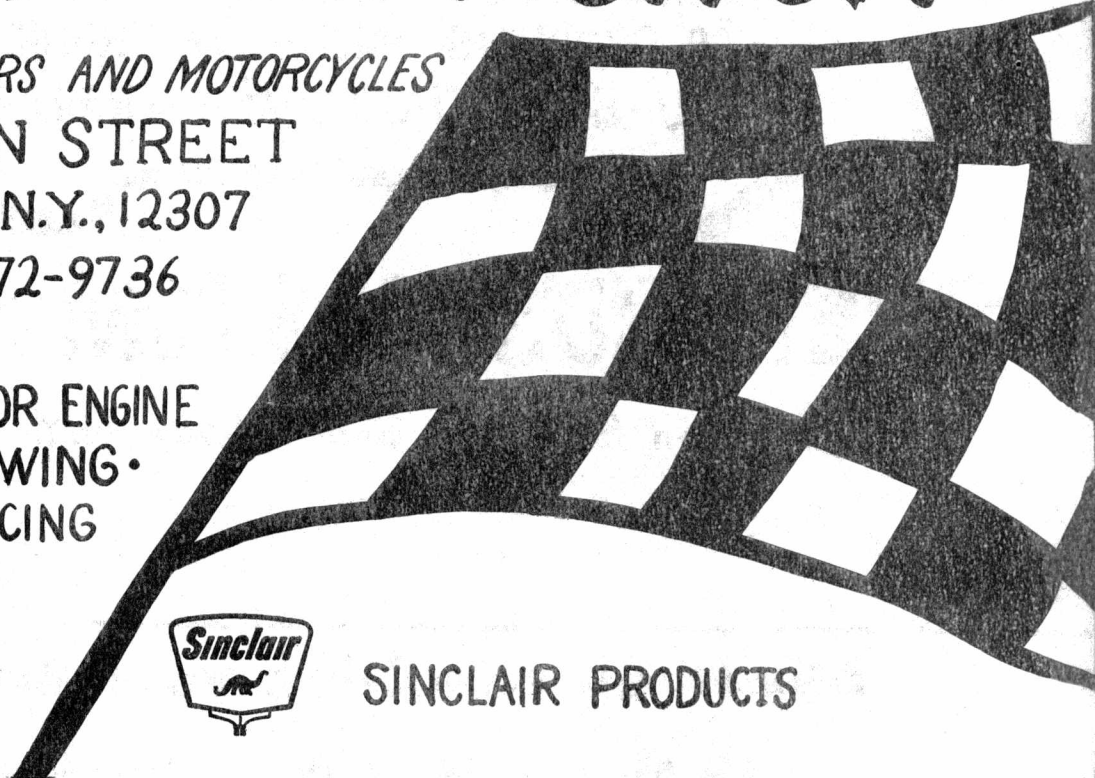
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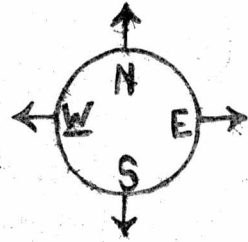


SINCLAIR PRODUCTS



# "WEST COAST BEAT"

by  
Mac Townsend



Las Vegas is probably the most boring place in the world. Really!! It is designed that way so you have to spend, spend, spend on the 'gaming' devices. I came, I saw, I spent.

But anyhow, the last of the CanAm Races was a tad more exciting than Laguna. At Laguna the best racing was the regionals. But Stardust (3 miles, 118 mph+ lap record) is hardly a sprite course. The first lap saw Chris Amon go for a spinning excursion at 100+. Loop-loop-loop-loop, all out where the cactus grows. Little Chris flies out of the car and runs a hundred in about 6.3 seconds, stops; circles the #23 Ferrari; assures himself it's not on fire; gets closer; peers underneath; hops in and takes off spraying the horny toads with pebbles.

All the real big guns retired. McLaren blew it, as did Hulm, Gurny, Hall, while Parnelli bugged up his linkage in the quad cam Ford. The excitement was Surtees (#7) and Mark Donahue (#6) dicing about 1-2 seconds apart until dauntless John lost all but 1st and 4th, hardly adequate for the slower sweepers.

But, the Penske team wasn't to emerge victorious after all. When the PA said that Mark was 'going awfully slow thru 8', the crew rushed to the pit wall and watched the Sunoco Special coast around turn 10 out of fuel. J.S. happened on the scene and flashed by a mere 100 feet from the flag to take home 1st money in the '66 Championship car. Penske promptly tripped on his chin, his face was so low. More platformate in the formula, guys.

During the commotion about this, Said Amon crashed into Bud Morely (Lola T70 Mk 3), spun, hit spectator bridge, spun; exit Mr. Amon beating his previous time for the 100 yard dash by 3 seconds. This happened about 150' for the flag, in full view of the pits.

I believe it was Spence (McLaren Mk 2? anyway, last years) who zapped by in 3rd. Tommy & Dickie Smothers were happy that Charlie Hayes didn't bust the McKee-Olds, finishing 4th, I think.

The touted Honker had overheating troubles so that Irish lady, Mary O'Andretti, didn't stick around, Titus went smash bang in the King Cobra Saturday, while Calliope never showed. So much for Fomoco.

Next stop, Riverside for the Motrend '500.

## News from Westport:

WESTPORT, Conn., Nov. 20, 1967 -- An entirely new SCCA program of nationally organized auto sport activity was announced here today with the establishment for 1968 of the SCCA Solo Event Program. Events in the program will include single car speed events such as hill climbs, and high performance time trials. Another category in the new program will include non-speed events presently including most autocrosses, slaloms and gymkhanas.

In the new program, the speed events will be recognized and organized separately from racing. They will be fully sanctioned by SCCA requiring their own licenses, organization, officials and car safety considerations similar to racing. Participant accident insurance will also be required for these "category one" solo events. "Category two" events will be those non-speed in nature and, apart from designation, will be unaffected by the new national program.

Action in establishing the new Solo Event Program was taken by the board of governors in response to SCCA member demand to fill the gap between outright racing and casual single-car-against-the-clock competition. An ad hoc committee headed by Vern Jaques, Chula Vista, Calif., made the proposal for the new program that was fully endorsed by the club's board of governors. Mr. Jaques will head a new permanent solo event program committee that he will name. The committee is expected to present a detailed program at the SCCA annual convention in Atlanta, Jan. 25-28, 1968.

Outlines of the new program indicate administration will be on a divisional and regional level with a marshals organization to provide operating personnel. A "solo event license" will be created and required for drivers in category one events such as hill climbs, high speed time trials, and drag races. SCCA competition licenses will also qualify holders for participation in these events.

It is expected that at least two dozen category one solo events will be sanctioned in 1968. Some of them will be existing traditional events but most are expected to be new events organized by interested regions.

# # #

## Westport, CONT

WESTPORT, Conn., Nov. 20, 1967 -- SCCA production sports car racing in 1968 will feature 19 new models but few other changes from the successful 1967 program. The biggest changes in rules and classifications in seven years were introduced for 1967. This road racing category for series-produced sports cars had its biggest year with an estimated 3,000 drivers competing. The success of the 1967 rules and classifications was emphasized with only three car models being shifted in class for '68.

A total of 135 car models are recognized in SCCA's 1968 production category. Bodywork variations bring the total to 179. The Lotus Super Seven in 1968 moves down from class C production to D production. Both the Austin Healey Sprite 1275 and MG Midget 1275 move up from G production to F production.

The 19 new models include:

1968 Corvette Sting Ray 427 roadster	A production
1968 Corvette Sting Ray 327 roadster	B production
Lotus Elan Coupe and Drophead	C production
MGC and MGC-GT	C production
Porsche 911 L	C production
Toyota 2000GT	C production
Triumph TR-250 and TR-5	C production
Mercedes Benz 250 SL	E production
Triumph GT-6	E production
TVR Vixen 1600 Ford (provisional)	E production
MGB-GT	E production
Fiat Abarth OT 1300/124 coupe	F production
Triumph Spitfire Mk 3 1300	F production
Fiat Abarth OT 1000 Spider	G production
Fiat 124 Sport Spider	G production
Fiat 850 Spider	H production

SCCA production category includes cars submitted by manufacturers for recognition by SCCA with minimum production of 500 required for newly recognized models. The TVR Vixen production is to be certified.

Due to recent legislation about automobile exhaust controls, some new series produced sports cars will have devices putting them at a disadvantage in racing. Air pump installations may not be modified but may be completely removed in production category cars in 1968.

(1968 SCCA Production Category classifications follows)

WESTPORT, CONT

WESTPORT, Conn., Nov. 20, 1967 -- SCCA sedan racing in 1968 will continue with the same programs as in 1967 but with a number of car preparation rule changes, it was announced today following the regular meeting of the club's board of governors.

Regional and national sedan racing programs will continue without change off their great 1967 success. The 1968 Trans-American Championship series of manufacturer championship races will include approximately 12 events with the schedule to be announced within the next few weeks. Prize money will be greatly increased over the 1967 minimum of \$5,000 for 1968 Trans American races. Minimum race length for 1968 has been reduced to two-and-one-half hours.

Car preparation rule changes affecting all SCCA sedan racing primarily stress safety, reliability and ease of enforcement. Among them is a new limitation upon maximum wheel rim width of eight inches on over-2-liter cars and seven inches for under-2-liter cars. There has not previously been a limit.

Over-2-liter sedans in SCCA racing will be required to meet a minimum weight of 2800 pounds in 1968. Restrictions have been placed upon modifications to reduce weight.

The modification of front spindles and rear axle shafts will be permitted in 1968. An oil cooler will be permitted in any SCCA racing sedan as will the addition or substitution of any anti-away bar or similar device. Clutches and flywheels with no diameter increase may be substituted in 1968. Exhaust emission control installations may not be modified but they may be completely removed.

For safety reasons, the headliner may be removed from sedans in 1968 SCCA competition.

# # #

Westport, Cont.

1968 Production Category ClassificationsClass A

Abarth Simca 2000  
 Cobra 427  
 Corvette Sting Ray 427 thru  
 1967  
 Corvette Sting Ray 427 Rdstr.  
 1968  
 Griffith 200  
 Porsche GTS/904  
 Shelby GT 500 thru '67  
 Sting Ray 396

Class B

Aston Martin DB4  
 Aston Martin DB5  
 Aston Martin DB4 GT & Zagato  
 Cobra 289  
 Corvette 327  
 Corvette 283  
 Corvette Sting Ray 327 thru  
 1967  
 Corvette Sting Ray 327 Rdstr.  
 1968  
 Ferrari 250 GTO  
 Ferrari 275 GTB  
 Ferrari Berlinetta Lusso  
 Ferrari 250 GT - SWB  
 Ferrari GT-California, Coupe,  
 & Cabriolet  
 Ferrari 2 + 2  
 Jaguar E 3.8 & 4.2  
 Shelby GT 350 - thru 1966  
 Shelby GT 350 1-4V (1967)

Class C

Abarth Simca 1300  
 Alfa Romeo TZ  
 Datsun SRL 311 U  
 Ginetta G4-1500  
 Lotus Elan (Rdstr., Coupe,  
 & Drophead)  
 Mercedes Benz 300 SL  
 MGC, MGC-GT  
 Morgan Super Sports  
 Osca 1600 GT  
 Porsche Carrera 1500, 1600

Class C (Continued)

Porsche 356B, C2000 GS  
 Porsche 911, 911S, 911L  
 Sunbeam Tiger 260  
 Toyota 2000 GT  
 Triumph TR-250, TR-5

Class D

AC Bristol, ACECA Bristol  
 Alfa Romeo 2600 Sprint & Spider  
 Arnolt Bristol  
 Austin Healey 3000  
 Daimler SP 250  
 Elva MK III 1800 & MK IV 1800  
 Elva MK IV T1800  
 Fairthorpe Electron  
 Fiat Abarth 1000 DOHC  
 Ginetta G4-1000  
 GSM Delta  
 Jaguar XK 120, 140, 150  
 \*Lotus Super Seven  
 Marcos GT 1000  
 Speedwell GT 2A, 2B  
 Triumph TR-4  
 Triumph TR-4A IRS  
 Turner Climax  
 TVR MK III 1800  
 TVR Climax  
 Yenko Stinger

Class E

Alfa Romeo Duetto  
 Alfa Romeo Giulia Spider  
 Veloce 1600  
 Alfa Romeo Giulia Sprint GT & GTC  
 Alfa Romeo Sprint Speciale  
 Austin Healey 100-6  
 Elva MK IV T Ford  
 Elva MK I, II, III 1622  
 Elva MK IV, 1622  
 Fairthorpe Electron Minor  
 Lotus Elite  
 Mercedes Benz 250 SL  
 MGB, MGB-GT

\* indicates class change

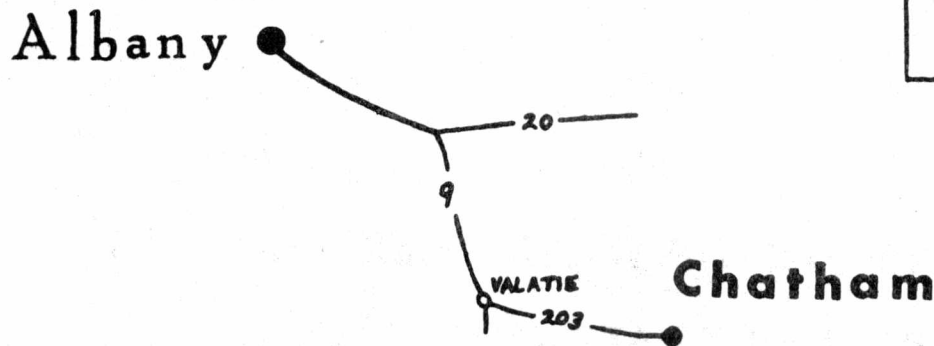




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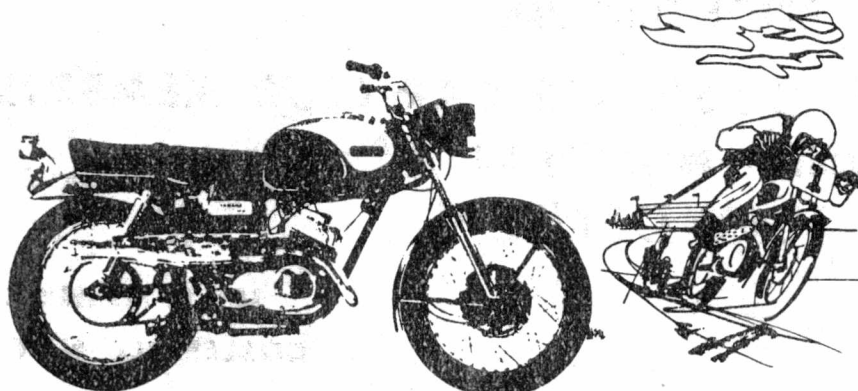
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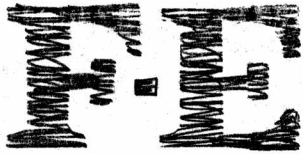
RESULTS OF THE FOUR CLUB RALLY

<u>DRIVER &amp; NAVIGATOR</u>	<u>#1</u>	<u>#2</u>	<u>#3</u>	<u>#4</u>	<u>Total</u>	<u>Fin.</u>	<u>Car #</u>
W. Van Alstine/P. Van Alstine	12	12	12	15	51	14	1
C. Birdsey/ G. Birdsey	10	15	4	11	40	10	2
P. Roberts/ S. Edick	14	3	19	12	48	12	3
E. Hopkins/ J. Hopkins	11	13	4	4	32	5	4
R. Heacox/ M. Heacox	17	16	2	1	36	9	5
W. Davis/ D. Davis	19	19	21	21	80	21	6
G. Berard / S. Berard	19	7	10	21	57	17	7
R. Kent / W. Haney	5	1	7	3	16	2	8
R. Riklowski/D. Botlieis	19	17	17	21	74	20	9
L. Renko / S. O'Connell	9	21	20	21	71	19	10
R. Perrone / D. Perrone	7	5	13	7	32	5	11
R. Taylor / W. Crosby	4	9	7	9	29	4	12
W. Morris / S. Bubar	2	2	2	6	12	1	13
R. Britton / K. Casey	15	8	15	14	52	15	14
H. Flebbe / K. Scharl	6	3	1	8	18	3	15
K. Jochim / C. Beddoe	3	20	4	6	33	8	16
J. Claffie / R. Claffie	1	11	18	2	32	5	17
W. Smith / B. Smith	13	10	9	21	53	16	18
C. Fern / R. Fern	16	6	16	5	43	11	19
E. Ferguson / L. Barhydt	8	14	14	12	48	12	20
R. Galinski / A. Galinski	18	18	11	10	57	17	21

Many thanks to all that participated and to those who worked.

Rallymasters: Lyn Camin, BMSC  
Gordon Nichols, EMSC

Harold Camerom, MGCC  
Jack Collins, SCCA



(FORMULA ELECTRIC?)

by bill morris

The Baker Electric and the Stanley Steamer have become part of our folklore, and there will always be those who yearn for their return. Fantastic as these cars may have been in their day, by present standards they are as archaic as the horse and buggy. But the internal combustion engine has become known as The Great Polluter, and the search is on for alternatives. Since the boilers in steam vehicles must be still fired with fuel, they represent little, if any, reduction in pollution, and the horse has a habit of leaving its own brand of pollution behind in the street. The electric automobile does represent a real alternative for certain applications.

Several companies are currently developing electric cars and/or components. You may think that their appearance in active competition is a long way off, but actually the GM "Electrovair" has already been challenged to a drag race with the GE test vehicle "Delta". (GE officials still insist that the Delta vehicle is designed solely for testing electrical components and systems for cars and is not a production prototype. The statement that "GE does not plan to build and market electric cars" is true to the best of my knowledge. However, they would dearly like to sell motors, control systems, batteries, etc. to car manufacturers.) The challenge was turned down by GM in accord with its policy of NO RACING.

In terms of performance, the electric car is inferior to the petrol vehicle in every category except the POOP (Pounds of Objectional Products) Test. For example, a 2000 pound car with a 10 HP electric motor will be capable of traveling 30 miles at a steady 50 mph, 60 miles at 40 mph, or about 100 miles at 30 mph. But for city driving with 3 to 4 stops and starts per mile and a peak speed of 30 mph, the range is 40 to 50 miles or about 3 to 4 hours of driving time. The normal recharge time is about 8 hours but can be reduced to 2 or 3 hours under special conditions. These figures will vary only slightly depending on who is designing the car; the main factor to be dealt with is the weight and performance of the batteries. In the Delta, the batteries account for more than 1/3 of the gross weight of the car. It can be concluded after exhaustive research that lead-acid batteries are not the best power source for a car. Nickel-cadmium batteries are better, but more expensive and have a lower amp-hour capacity. If the engineering and safety problems can be solved, the sodium-sulfur battery looks very promising. The goal is to get the maximum possible watt-hours per pound of battery.

Continued - - -



# Calendar of Events

## JANUARY

- 3                    SCCA Monthly Meeting  
Circle Inn, Latham
- 7                    EMSC Annual Past Presidents  
Tour. A Non Competitive Sunday  
afternoon drive. 1:00 p.m.  
Robert Hall Routes 20 & 155.
- 13 & 14            Tri State Rally, 24 hours  
900 miles, leaves from  
Portland, Maine
- 20 & 21            AMEC - SCCA Ice Races  
Mirror Lake, Lake Placid, N.Y.

## FEBRUARY

- 4                    EMSC Ice Event
- 7                    SCCA Monthly Meeting -  
Special Guest Night. Bring  
everybody you know who is  
interested in Sports Cars.
- 9, 10, 11           (Probable) Canadian Winter Rally
- 17                   Snowflake Rally  
(Back to an all night event this  
year)
- 24 & 25            AMEC Annual Ice Races  
Lake George

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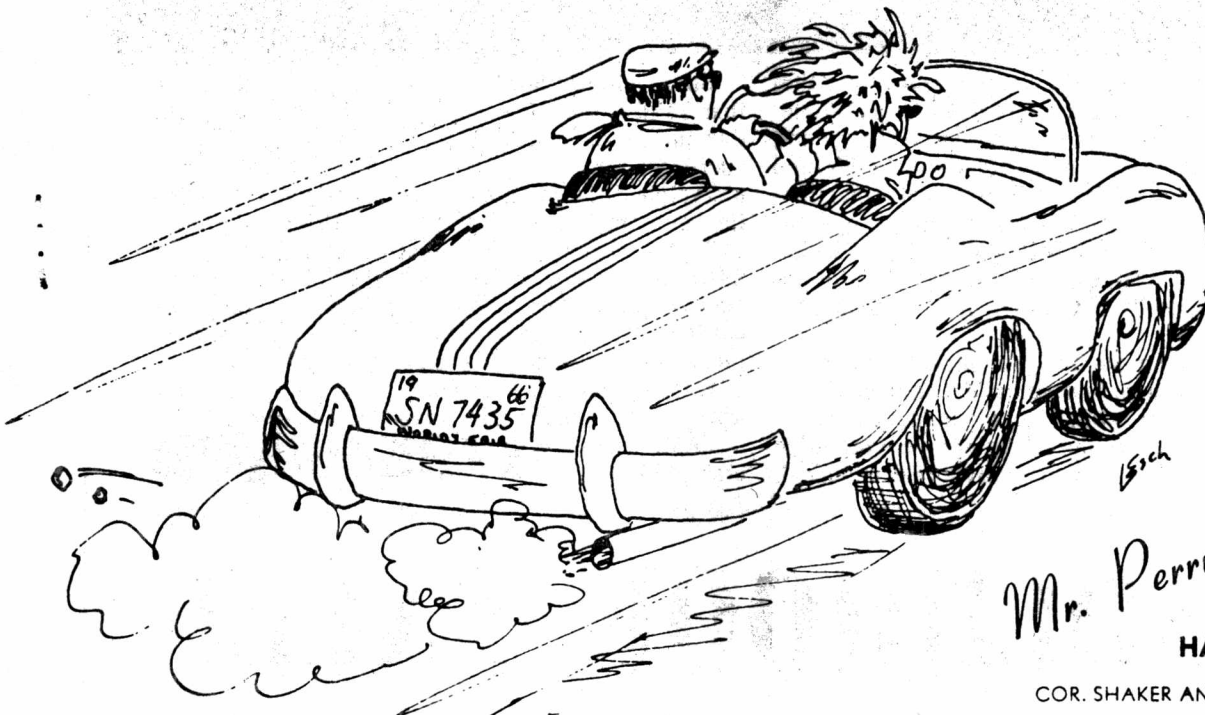
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