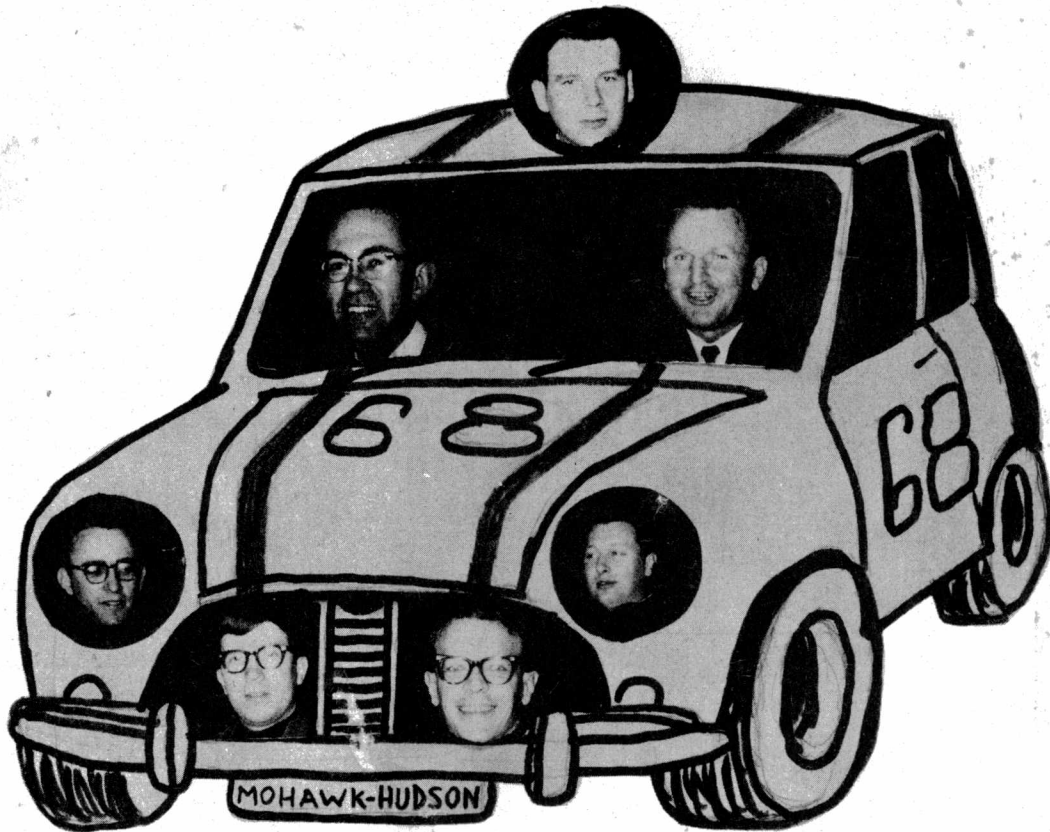


THE KNOCK OFF

MOHAWK-
HUDSON
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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KNOCK OFF PRINTER: Frank Rafferty, Scriven Duplicating Service
Valley Falls, New York

REGIONAL RAMBLINGS

In 1968 we will again prove that Sports, Sport Cars, and Sport Car Clubs are FUN.

We have a young (with the exception of the "Old Uncle") executive board who already have started presenting an active interesting schedule. They have many new ideas and plans which they have already taken definite action which include an evening ice gymkhana, a monthly chairman in charge of meeting entertainment, a Social meeting and one of our regular meetings which is to be guest night. All members are requested to bring a guest to the regular February meeting. They also have many other activities which are in the planning stage. With such an ambitious schedule we will need the active participation of the entire membership and will also need many new members.

The SNOW FLAKE RALLY plans are all set and from all indications it will be a much improved event. There has been a considerable amount of interest shown by entrants and we are anticipating a very successful event.

Many of you who have various types of licenses know that you are almost always welcome to work most any event at any track held by any Region. This also applies to holders of log books. Your executive board will be glad to assist you in getting started on your license and being a regular worker at the races in 1968.

The executive meetings will be held on Monday at the Circle Inn nine days before the regular monthly meeting. Guests are always welcome and your comments and participation is welcomed by the board.

The time to get started being active in this very lively schedule is now. Your Executive Board has already got things moving and it looks like a great year in "68" for all phases of this sport of CARS.

GOOD LUCK AND SUCCESS TO OUR NEW EDITORS
NANCY AND HOWARD GEER.

Uncle Gene

THE NOISY GEER-BOX

Well, We're it!

The latest in that never-ending procession of Knock Off editors.

And we're looking for help! Can you draw? Can you staple? Lick stamps! Write a story about your car (Good or Bad). Got an idea - let us know about it. Maybe a complaint -

we're not sensitive. These are just a few of the things that go into the making of a magazine. Every little bit from you helps make it better.

To find us, simply follow the map in the Chatham Furniture ad in this issue. When you get to the blinking red light in Chatham make a right, go six houses down, and make another right. Just look for the blue Corvette outside. Stop in and see us sometime. We'll be overjoyed to discuss anything that might be of benefit to the Knock Off. (and we'll trade a beer for each 1/3 page of material).

As far as getting the Knock Off out to you we are going to try to establish a regular schedule. The monthly meeting will now be the deadline for material for that month's issue. This seems logical for several reasons. First it will allow us to get the latest news out to you as early as possible. Also, it will be easier for people to submit articles to us and in turn we can have them published right away.

You will then receive your copy about two weeks after the meeting. This will break up that monthly span when some of us are out of contact with the region.

Needless to say, (but we'll say it anyway) we reserve the right to edit, change, or omit part or all of any material submitted to us.

Any comments?



Like to thank Jack and Marcia for all the help that they have given us in turning over this job. It's tough when you don't know any of the details.

Also thanks to Jack Fenn who has agreed to be our Advertising Manager. There must be some people you know who are smart enough to advertise in the Knock Off. So find them and let Jack know.

So much for business.

We went to the Ice Gymkhana the other night out at Lake Onderdunk and is this ever wild. If you've never tried to drive fast on ice before you should come to one of these. (of course, it helps to have a SAAB with studded tires but any old car will really do) It's guaranteed to make a better driver out of you. Also it's a lot safer learning how to go backwards when there is nothing around but soft snow and you're only going 10 MPH. than it is on a public highway with all those nasty trees, etc. (Thought I was doing pretty good until all of a sudden I'm studying the part of the course I had just completed). There's a few more of these planned (check the events page for dates and map) so, we'll see you out there!

Make note that the date on the SNOWFLAKE rally has been changed. This is going to be the rally of the year so don't miss it.

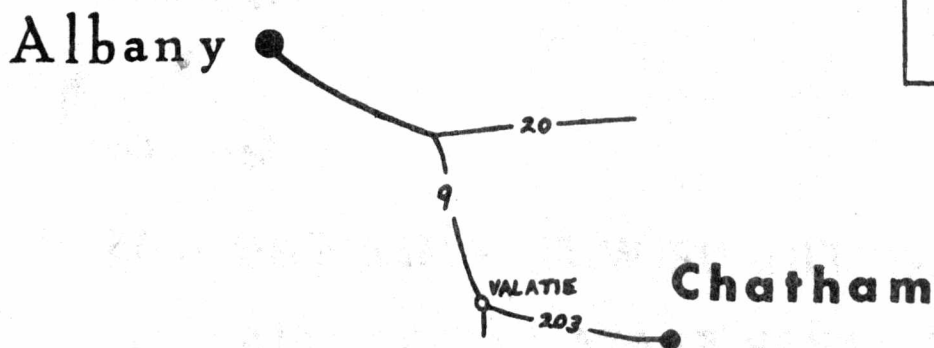
Finally, concerning the name of this periodical and the names of all the columns. We've figured out that if we can get someone to write a column called "DISC BRAKES" we can all get together and go racing!!

Howard & Nancy

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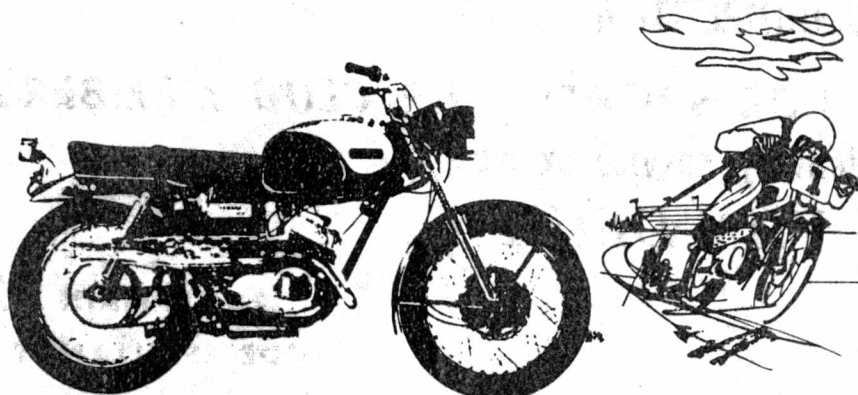
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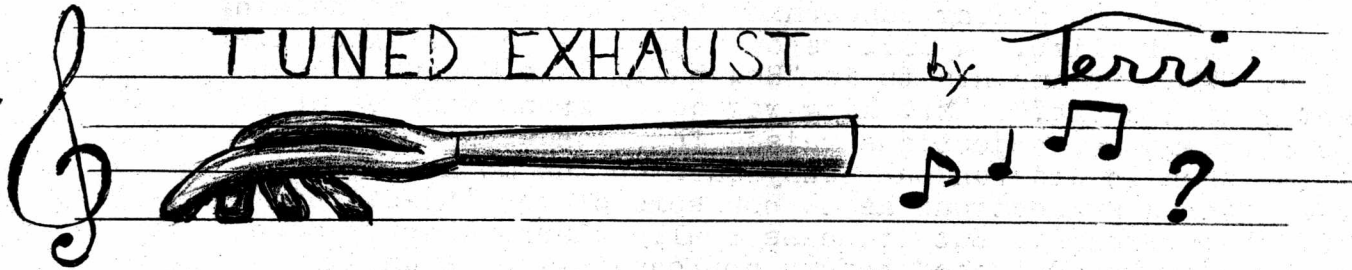
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Back again, smog emission restrictions notwithstanding!

New Editors, new editorial policy, so I guess I'll give it a go one more time.

As a former editor of this magazine, I have my own ideas of what an editor is. I shall reiterate those ideas, which are not new to the old timers since they were exposed to them for some 18 months while I promulgated them as editor of the Knock Off.

I believe that an editor has a responsibility to the region and to the Sport. This responsibility is fulfilled by producing a publication which presents the Region in a favorable light and promotes the best interests of the Sport.

According to my trusty dictionary, the work "editor" means "one who edits". "Edit" means "to correct and prepare for publication." It is the prerogative, therefore, of a responsible editor to keep the contents of the publication in good taste, to cause to be printed the ideas and opinions of contributors as they pertain to the sport, and to prevent from appearing in public print the personal diatribes which constitute the dirty linen of any organization.

Personal attacks and the interjection of campaigns against individuals when their ideas cannot be intelligently refuted have no place in a publication which is, after all, the PUBLIC RELATIONS of a region.

The new editors deserve a chance, to state their policy and to live up to it. For as long as this writer is proud to appear in print on the same pages, Tuned Exhaust will be a regular column. But...it is MY prerogative to stay away from policies and people I cannot countenance.

One thing the former editors neglected to comment on and which is, I think, the most practical plea for contributions, is that unless a minimum number of pages are maintained (and I think the KO has been below this number the past several months) the Region will lose its real cheap postal mailing permit. The regulations should be in the KO files and I suggest that the new editors become familiar with them. Without this permit the Region could not afford to mail the Knock Off.

We found time this fall to make a trip to Whiteface Mountain and chat with John King concerning the possibility of holding another hill climb. A full report was made to the executive board. What it amounts to is "How badly does Mohawk Hudson want a hill climb?". Mr. King was quite frank with us about the problems and objections raised that wonderous once-upon-a-time when we did run our funny cars up the mountain, and even offered suggestions as to how some of the objections could be overcome. But it means really planning every move, preparing a sound "case" before approaching the mountain authority and making some friends among the powers-that-be. The authority, having been burned once, will not be jollied or conned again.

How badly DOES Mohawk Hudson want another Whiteface Mountain hill climb?

Tuned Exhaust will be a regular in the Knock Off because
 ...it only takes an hour once a month to type a column
 ...I like to write
 ...sometimes Westport reprints my columns
 ...I like to see my name in print
 ...I like to see people reading my stuff.

(SHOULD WE CHECK 3 OUT OF 5? - Ed.)

Tuned Exhaust declines any "points" for the effort because
 ...I'm not competing for any measured participation award
 ...my satisfaction comes from all of the things mentioned above.

Good Luck to Howard and Nancy Geer. Being editor is fun... and, if they'd like, we'll do what we can to help make it easier. How about a computerized mailing list.....

Terri

TREASURER'S REPORT

\$

November Balance	\$ 2350.75
December Receipts	420.84
December Expenditures	<u>310.65</u>
BALANCE ON HAND	\$ 2460.94

SCCA MOHAWK-HUDSON REGION



the 4th Annual RALLYE o' THE SNOWFLAKE

DATE: Saturday, January 27, 1968

REGISTRATION: 8-9 P.M.
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27 Dec. 1967

Mr. William G. Morris
Activities Director
MOHAWK HUDSON REGION
SPORTS CAR CLUB OF AMERICA, INC.
1466 Van Curler Avenue
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Dear Mr. Morris:

On behalf of the United States Marine Corps and especially for the Children of the Capital district, I would like to take this opportunity to thank you and your organization for your wonderful response to the 1967 Toys for Tots program.

Your contribution of \$70.36 made it possible for the Marine Corps to give gifts to approximately 70 children, that otherwise would not have had a very Merry Christmas.

I only wish you and the other contributors could have been there to see the smiling faces of these children, and know the happiness your gifts produced on Christmas Day.

Again, thank you for helping your Marines, you are certainly a credit to your community.

Sincerely,
(signed)
A.E. ANDERSEN, JR.
Major, U.S. Marine Corps
Inspector-Instructor

The above letter was written concerning the receipts from the 3rd annual "TOYS FOR TOTS" benefit gymkhana. It was held on October 22, 1967 at Two Guys in Menands by Mohawk-Hudson. This event has been very successful in the past and we hope that it will be more successful in the future. It is one of those "good things" that can be done by the club.



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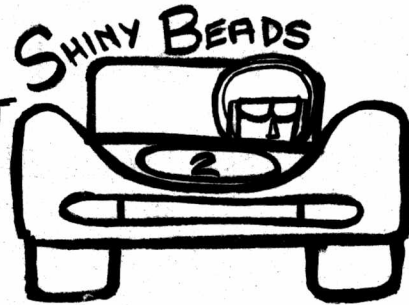
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HELMETS, ROLLBARS AND BRIGHT SHINY BEADS



Hey baby let the good times roll

A new year, a new season

I'm going to try it again. As part of my job a Competition Director of this here Region I'm going to write a column. Like keep you informed.

Some of you know that I tried this bit last year. Had a problem though. Wrote a column that got a few people upset, though it was recently reprinted (with praise) in Sports Car. That column got some people upset enough that, as some of you know, I even got a few anonymous threatening and obscene phone calls. So I ducked out. (Probably some of the beasts-ed.)

But.

We have some new editors, and I am so overwhelmed that any one would actually want the job that I'm going to do what I can, by writing a regular column, I have every reason to believe that the new editors are going to really edit, and see to it that the Knock Off becomes the voice of the Region, rather than a launching pad. Not that people shouldn't have a chance to speak up, but only if it is objective and neat.

Enough of that.

Next year will be a big year. Drivers - I have an ample supply of 1968 medical forms and license renewal applications. Remember, your problems are my problems, so lets hear from you. I'll use this column to keep you posted on the latest requirements. You probably all know by now that we are all going Nomex (or equal) in 68. Seems like a good idea; I had mine ordered before the edict from Westport came out. Be sure and get a face mask - not only good protection but man, does it ever make you look fierce! Zow! If you can't beat 'em scare 'em out of the way.

Snell Foundation is now testing all helmets to SAE Z 90 standard, much more stringent than before. (This is due mainly to the added demand for approved helmets since so many States now require them for the crotch-car types) So, if you are buying, any helmet with a 1966 or later sticker from Snell will be a better lid. Helmet prices are coming down too, based on the demand created by the State regulations. Look for Nomex to come down too, but never to the level of treated cotton. Out own Bob Bailey is the man to see for the Nomex scene.

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

NEWS FROM WESTPORT...

PROPOSED SOLO EVENT PROGRAM

SOLO EVENT: An event in which one automobile at a time is timed over a clearly defined course, with elapsed time (and appropriate penalties for course deviations) being the determining factor for awards. This shall not preclude the running of more than one car at a time, provided that they are individually timed and are separated on the course by adequate time and distance.

CATEGORY I SOLO EVENT: A Category I event is one in which conditions approach those of racing, except for the absence of direct car against car competition; where maximum protection is afforded to spectators and property; and where driver protection requirements are substantially the same as for racing (specific exclusions to be added).

Category I shall include hillclimbs (some hillclimbs might be classes as racing events), time trials (including high speed events variously called autocrosses, slaloms, traloms, gymkhanas), and drag races.

CATEGORY II SOLO EVENTS: All other events presently termed 'non-speed events', including but not limited to autocrosses, slaloms, field trials, gymkhanas, and gimmick events in which hazards to participants, spectators, and property do not exceed those encountered in normal, legal highway travel.

DIVISIONAL MARSHAL: The Solo Event Committee shall appoint a Divisional Marshal in each SCCA Division, subject to the approval of the Governor(s) of the Division, to supervise and administer SCCA policies and standards for solo events and to train SCCA marshals. The duties of the Divisional Marshal shall correspond to those of the Divisional Executive Steward. The Divisional Marshal will also be responsible for approval of sanction of Category I solo events. Sanction fees from solo events will be retained at the Divisional level to defray the expenses of administration of the program.

The Divisional Marshal may appoint area and/or regional marshals for the purpose of approving Category II events. They shall be responsible to the Divisional Marshal for assuring that all Category II events sanctioned by their regions/areas comply with required standards.

SANCTIONS: Category I events will be sanctioned on the recommendation of the Divisional Marshal. Category II events will require no sanction but must be approved as Category II events by the Divisional Marshall or his delegate.

Supplementary regulations for each Category I event shall be approved by the Divisional Marshal prior to sanction.

CALENDAR: Category I events will be scheduled on the Divisional level; Category II events on the Regional level.

COURSES: Category I courses must be approved by the Divisional Marshall prior to event sanction. At the time of course approval the Divisional Marshall shall specify whether or not the course is prohibited to novice drivers.

OFFICIALS: Officials in Category I events shall be parallel to those specified in GCR Sec. 6, with appropriate simplifications. The GCR requirement that officials not compete may be waived, since this is established practice.

INSURANCE: This entire program is covered under the SCCA Master Plan for liability. Plan A participant accident insurance coverage will be required in Category I events. Preliminary price indications are \$3.00 per car per event, \$150. minimum, \$375. maximum.

CAR CLASSIFICATION: Category I events will use basic SCCA car classes, which may be modified, combined or supplemented. Such changes should be on a uniform Divisional level, or should be set forth in the supplementary regulations and approved in sanctioning.

TECHNICAL AND SAFETY INSPECTION: In Category I events technical and safety inspection will follow racing requirements with suitable modifications to allow for the different nature of the event.

LICENSING: A Solo Event License or equivalent as specified below will be required for all Category I events. Category II events will not require any competition license.

Sponsoring regions may require licensing standards for individual events higher than the minimums specified in the program.

A Novice Solo Permit will be issued to an SCCA member on the same basis as a racing Novice Permit & Log Book, and will permit the holder to run in Category I events on courses approved by the Divisional Marshal for novice competition (no driver school required). After a satisfactory observed participation in a specified number of events, a novice will be issued a Senior License allowing him to compete in any Category I event. Senior Licenses will be issued at the regional level under Divisional supervision.

At all Category I events in which novice drivers may compete, they will be officially observed and their performance recorded and noted in their log books. It is anticipated that Category II events will serve as background training for novices entering Category I events.

Any SCCA National or Regional competition license holder, or racing Novice Permit holder who has satisfactorily completed one or more driver schools, may compete in any Category I event.

Non-SCCA members may be issued Guest Permits, at least early in the program, on the same basis as SCCA members.

Licenses issued by other approved organizations may be accepted at the discretion of the Divisional Marshal.

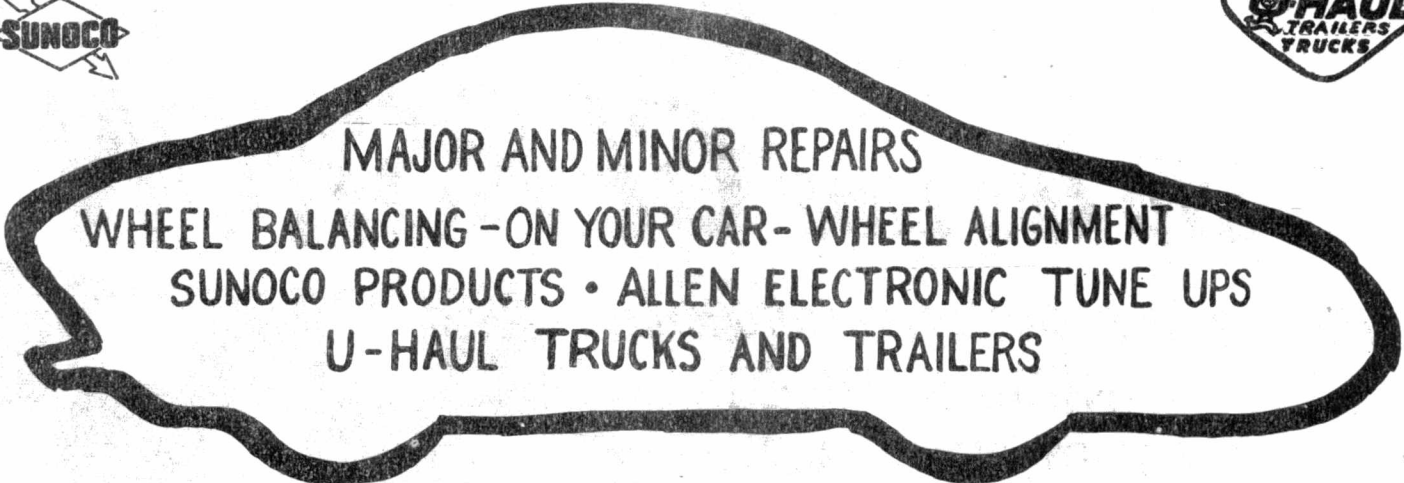
You are urged to discuss these proposals and invited to comment on them to Vern Jaques, 1129 Monserate Avenue, Chula Vista, California 92011.

MISC. RULINGS

- LeMans starts of any kind are not permitted at any SCCA-sanctioned events.
- Drivers with beards and mustaches must wear Nomex face shield.
- A calendar listing fee of \$25.00 per event, payable to SCCA, has been established as a condition of granting date approval for National, Regional, and Driver School events effective with date applications received on or after January 1, 1968. If the scheduling representative denies a date application, he shall return the fee to the applicant.
- Racing officials shall have no conflict of interest arising from direct involvement or connection with the organizers or sponsors of an event, or any entrant or driver taking part, and they shall not compete in any competition during an event at which they are officiating.
- A driver receiving a furred black flag knows that he must stop doing whatever it is that caused the warning flag or he will be given a full black flag.

THE COVER

In the Drivers Seat we have our Regional Executive -
 Gene Birdsey.
 Navigator: Assistant Reg. Executive - Bill Morris
 Right Head Light: Treasurer - Jack Fenn
 Left Head Light: Secretary - Bill Sarr
 Right Driving Light: Director at Large - Art Frederick
 Left Driving Light: Director at Large - Dave McClumpha
 Roof Light: Activities Director - Joe Corbett



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KNOCK OFF OFFERS.

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GET WELL WISHES. . .

to Phil Groggins who is in Ellis Hospital. Hope you are well soon!!!

FLASH

FLASH

ANNUAL MEETING-1967

AWARDS

INEC Driver Awards went to:

Carl Barbagelata - D production
Hap Farnsworth - Formula C
Tom Dutton - B production

Mohawk-Hudson Competitor Awards:

Jack Fenn - 1st
Art Frederick - 2nd
Stan Bubar - 3rd

Mohawk-Hudson Activities Awards:

Stan Bubar - 1st
Roly Heacox - 2nd
Gene Birdsey - 3rd

1967 Member of the year - Stan Bubar
1967 Competition Driver Award - Tom Dutton

Knock-Off Awards (by Jack Merrill)

Stan Bubar - Best Technical Article
Roly Heacox - Best Non-Technical Article
Gene Birdsey - Most Consistant Contributor

Activities Director Awards (by Bill Morris)

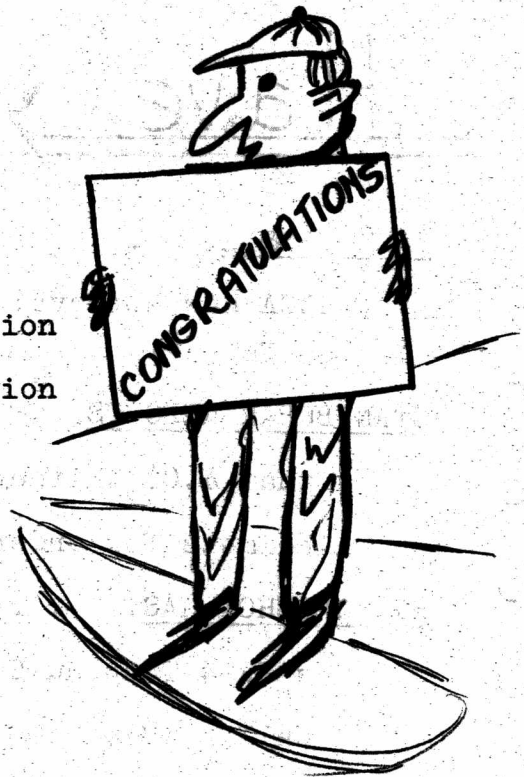
Bill Sarr - Megaphone for calling in pylons.
Bob Volans - Chain for measuring gate widths.
Gene Birdsey - A "scatter shield" guaranteed not to pass T.I.
Stan Bubar - Mustang desk pen set for writing letters.
Hap Farnsworth -Head bolt diagram for locating Cosworth headbolts.

Ballot Counting Committee - Ben Chi, Hap Farnsworth, Mac McClumpha, reported the election results for 1968 officers:

Regional Executive:	Gene Birdsey	Assistant R.E.:	Bill Morris
Treasurer:	Jack Fenn	Secretary:	Bill Sarr
Activities Director:	Joe Corbett	Directors at large:	Art Frederick and Dave McClumpha

EXECUTIVE BOARD MEETING - December 26, 1967

Phil Raeder reappointed Competition Board Representative
Bill Morris appointed INEC Representative
Stan Bubar appointed INEC Gymkhana Representative



The Secretary

1st ANNUAL NIGHT ICE-KHANAJANUARY 5, 1968LAKE ONDERDUNK, N.Y.

<u>CLASS 1</u> - Front Wheel Drive		<u>TIME 1</u>	<u>TIME 2</u>
1. Charles McDermott	Saab	123.85	<u>120.8</u>
2. Allan Trossbach	Saab	139.4	<u>126.6</u>
3. Ed Hopkins	MG 1100	130.2	<u>129.85</u>
4. Frederick Carl	Saab	157.9	<u>131.2</u>
5. Warren Carl	Saab	162.3	<u>132.9</u>
6. Perry Moak	Saab	135.2	<u>133.4</u>
7. Dennis McDermott	Saab	DNF	<u>140.6</u>
8. John Hutchison	Saab	355.9	<u>153.1</u>
9. Hans Flebbe	DKW	<u>190.9</u>	203.4
10. Huck Spaulding	Saab	DNF	DNS
<u>CLASS 2</u> - Rear Wheel Drive			
1. Karl Scharl	Austin-Healey	142.75	<u>136.5</u>
2. Roly Heacox	MG-B	145.5	<u>140.5</u>
3. Mike Gorman	Austin Healey	185.8	<u>141.2</u>
4. Marilyn Heacox	MG-B	<u>146.8</u>	151.6
5. Howard Geer	Corvette	<u>167.85</u>	249.0
<u>CLASS 3</u> - Studded Tires			
1. Jack Fenn	Saab	DNF	<u>112.5</u>
2. Joe Corbett	MG 1100	119.85	<u>113.9</u>
3. Roly Heacox	MG-B	129.7	<u>122.2</u>
4. Pete Chester	VW	160.25	<u>131.5</u>
GYMKHANA MASTER: Bill Morris			

I T ' S W H A T ' S H A P P E N I N G

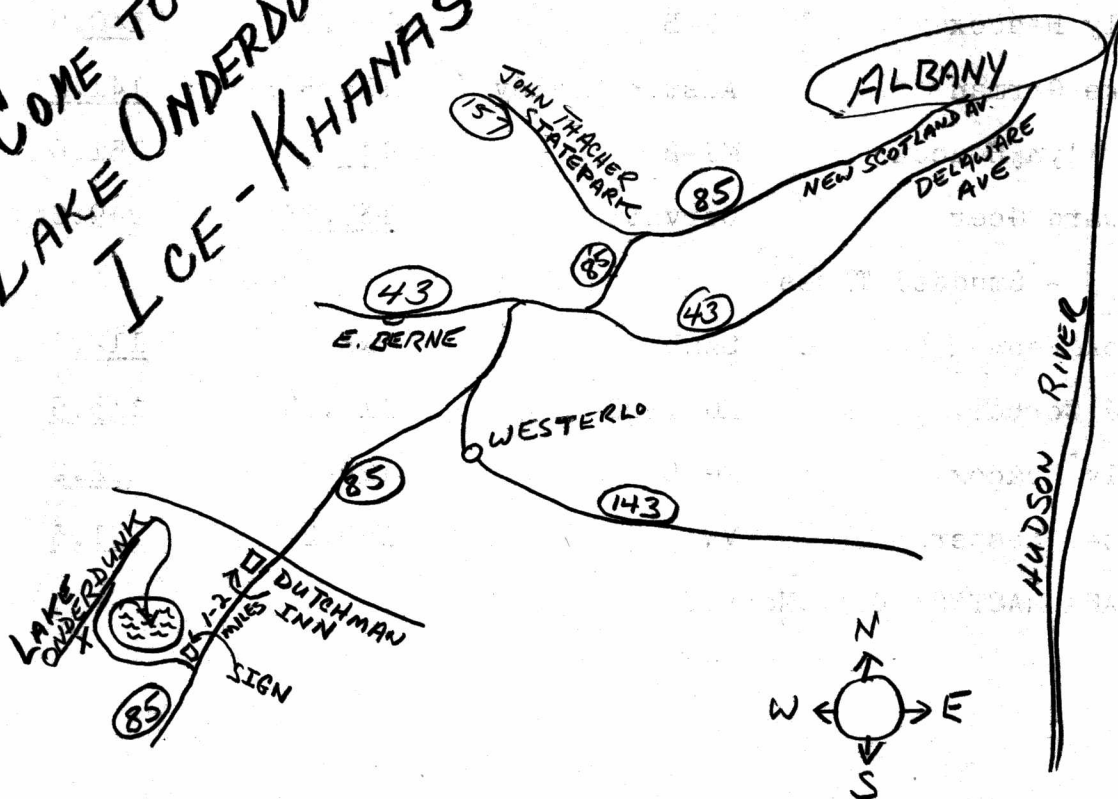
JANUARY '68

- January 14 **BERKSHIRE ICE TRIALS** 8:30 a.m. Lakeview Rest.
Pontoosac Lake Route 7 north of Pittsfield.
- January 20-21 **AMEC - SCCA Ice Races** Lake Placid, New York
- January 20-21 **MOOSEHEAD ICE RACES** - N.E.I.A.
- January 27 **THE SNOWFLAKE RALLY** - See ad in this issue.
- January 27-28 **BANGOR ICE RACES** - N.E.I.A.

FEBRUARY '68

- February 4 **EMPIRE ICE TRIALS** - Lake Onderdunk, N.Y.
- February 9-10-11 **CANADIAN WINTER RALLY** - Contact Bill Morris
or Stan Bubar for information.
- February 11 **MUSTANG CLUB ICE TRIALS** - Lake Onderdunk, N.Y.
- February 11 **MOHAWK VALLEY SCC ICE TRIALS**
- February 10-11 **KILLINGTON ICE RACES** - N.E.I.A.
- February 18 **MO-HUD SCCA ICE TRIALS** - Lake Onderdunk, N.Y.
- February 24-25 **LAKE GEORGE ICE RACES**

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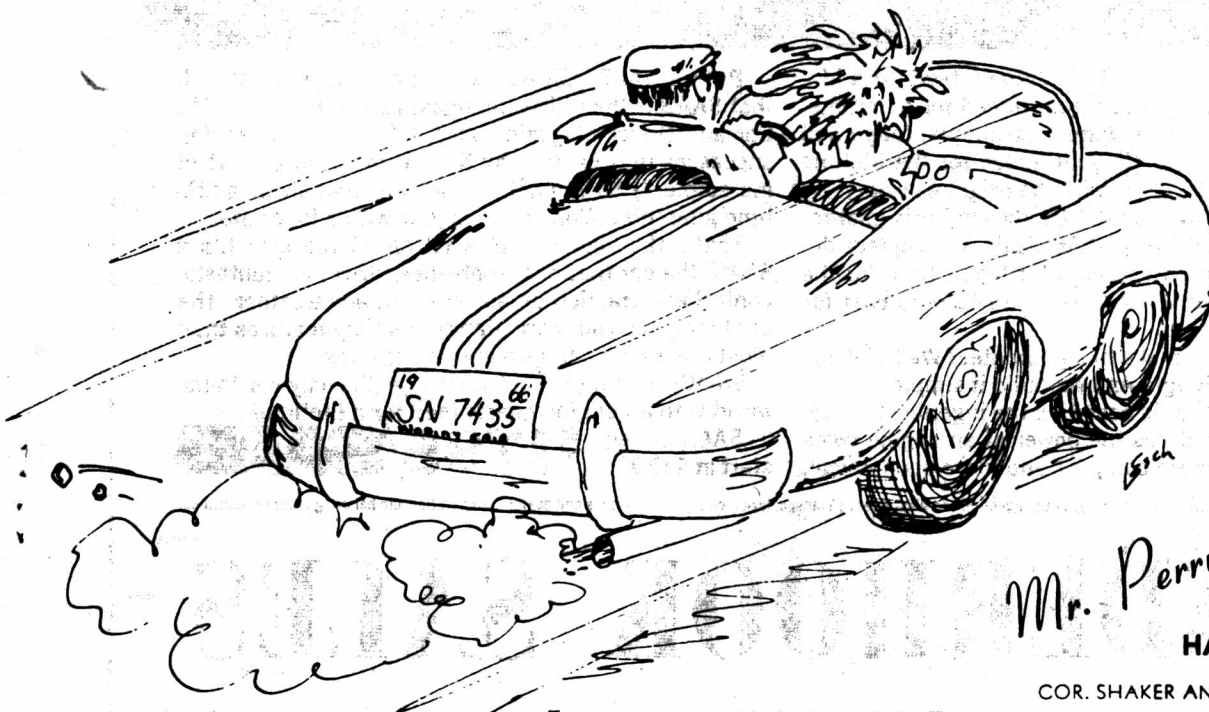
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