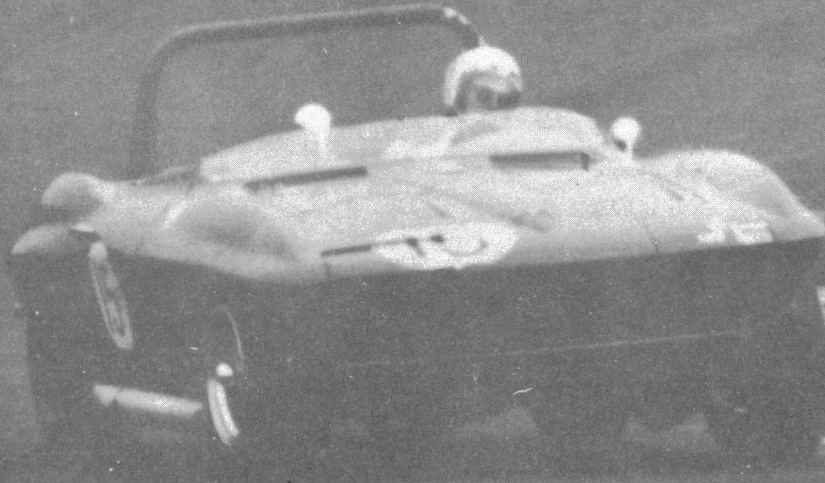


**TOM
DUTTON**

1967

**COMPETITION DRIVER
OF THE YEAR**

**MOHAWK-
HUDSON
REGION**



THE

**KNOCK
OFF**

**FEBRUARY
1968**



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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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COVER: A view of Tom Dutton that his competition only gets to see when they are being lapped. (Turn 9 at the Bridge)

Photo courtesy of Ken Fagan, Spectrum Photos
7 Eunice Parkway
Stratford, Conn. 06497

REGIONAL RAMBLINGS

The Snowflake Rally, Ice Gymkhana, Ice races and the Annual National Meeting have come and gone so can Spring be far behind?

We are still having a time getting on the calendar at Limerock Park. Most of our difficulty came out of uncertainty of the future of Thompson and the refusal of any one to make any committments prior to this status being settled. Also it does not appear as though the scheduling chairman is aware of conflicting situations in Area 11 and evidently past precedence doesn't count outside of Area 1 when you are operating in their back yard. In all fairness to all concerned we did request a National which calls for new decisions but should this keep the best drivers school in the East from getting on the schedule? We intend to, in the best interest of the "SPORT", see this through to the very end and I still feel confident that there will be a I.N.E.C. Area 11 Drivers School as well as I.N.E.C. Area 11 National Race in 1968. So get on your working clothes.

I still contend that one of the most refreshing things that could happen to National Racing in the Northeast is to schedule the I.N.E.C. Area 11 event.

Lets have more I.N.E.C. Area 11 Gymkhana and Racing Champions in 1968.

Solo Events are coming. Be prepared!!

Uncle Gene

Mohawk-Hudson Region SCCA - Knock-Off

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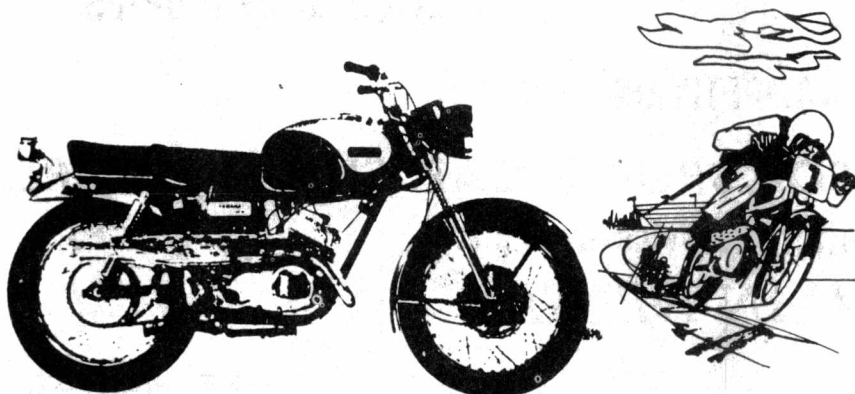
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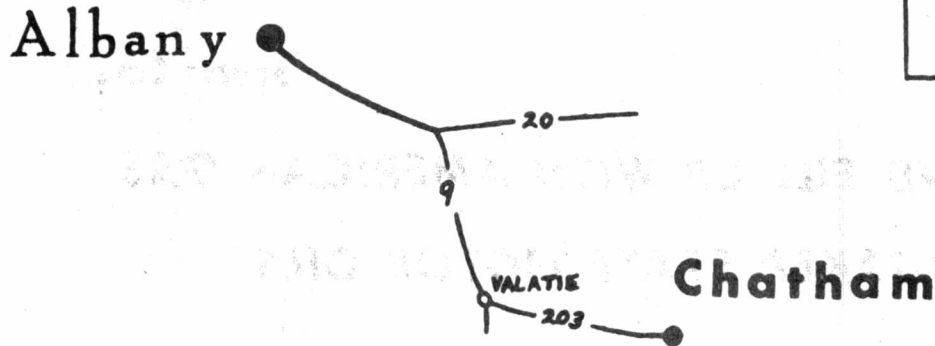
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HANK VAN DEUSEN

TOM DUTTON

(This is the second in a series of articles about Mohawk-Hudson's Competition drivers).

While glancing through a copy of SPORTS CAR late in 1967 I found the final NE National Point standings. Searching for people I know I came across the name of Tom Dutton in 3rd place B-Production. Because he was a Corvette driver I thought this was great. However, for those of you who don't fully appreciate 3rd place let me clarify this by informing you that this was Tom's first full year of competition and that he missed the first 4 Nationals while getting his license!!

After graduating from New York State Maritime College in 1963 Tom Dutton began working as a marine engineer. By signing for cruises to various places Tom can choose the amount of time he wishes to work. This is ideal as far as racing season goes for he can work all winter and short cruises in the summer.



In March 1964 Tom got the Corvette and late that year shipped it to Europe. That winter was spent skiing in Switzerland. After working on a ship for the spring of '65 he went back and took the car thru Europe that summer. This is the way to see the world.

After coming back to the U.S. in the fall of '65 Tom left the sea to work for Chevrolet in their Corvette test development area (AHA!) The next spring Tom put a roll bar in the 'Vette and went to two drivers schools. However racing plans for '66 went out the window as Tom was assigned to head the summer test development program in Arizona. Although this turned out to be a 7-day a week job, Tom did manage to sneak in some time as a crew member for Doug Roe and his wild Corvair (remember SCG). But Chevy was taking all his time and Tom decided to quit at the end of that summer and come back to New York to run two Regionals (4th at Lime Rock and 3rd at Thompson).

After going to sea for the winter of 66-67 Tom took the Corvette back out to his friend's in Detroit and set it up for racing. The engine was prepared with reliability in mind not power (which paid off). Disc brakes were put on, headers, (which Tom built) 7½ inch rims, etc.

During the spring of '67 Tom ran several Regionals and had a 2nd at Lime Rock (in a photo finish) and several 2nds at the Glen. Finally his national license was earned in time for the July 4th Nationals at Lime Rock. If you weren't there picture this - Dutton, Duclos, and Fryer side by side through 2, 3, and 4 at the start. Wow! Tom lost 1st near the end when his discs warped (But 2nd isn't bad in your first National).

1967 COMPETITION DRIVER

Next up - Bridgehampton. This time a bobble cost Tom the lead and he finished 2nd behind Martin Krinner. Finally a win-this one at Lime Rock in September. Tom closed out the season with a second at Bryar. Reliability paid off with a strong 3rd in class and an invitation to Daytona. (In fact the only race Tom ever failed to finish was at Marlboro when 4 bolts were missing from the rear suspension!!!)

Tom finally got to the ARRC after arriving back from a cruise 3 days before he had to leave and about a 1,000 things to be done to the car. Finding Daytona a course where power is critical Tom used a 5500 red line in practice and qualified 14th to save the engine. During the race the first lap was a real mess. Tom went through the middle, didn't get hit, and came out 8th. Another accident and up to 5th. Closing on 4th and - SMOKE!!! Cool it for the remaining laps with 10-20 psi oil pressure and finish 7th.

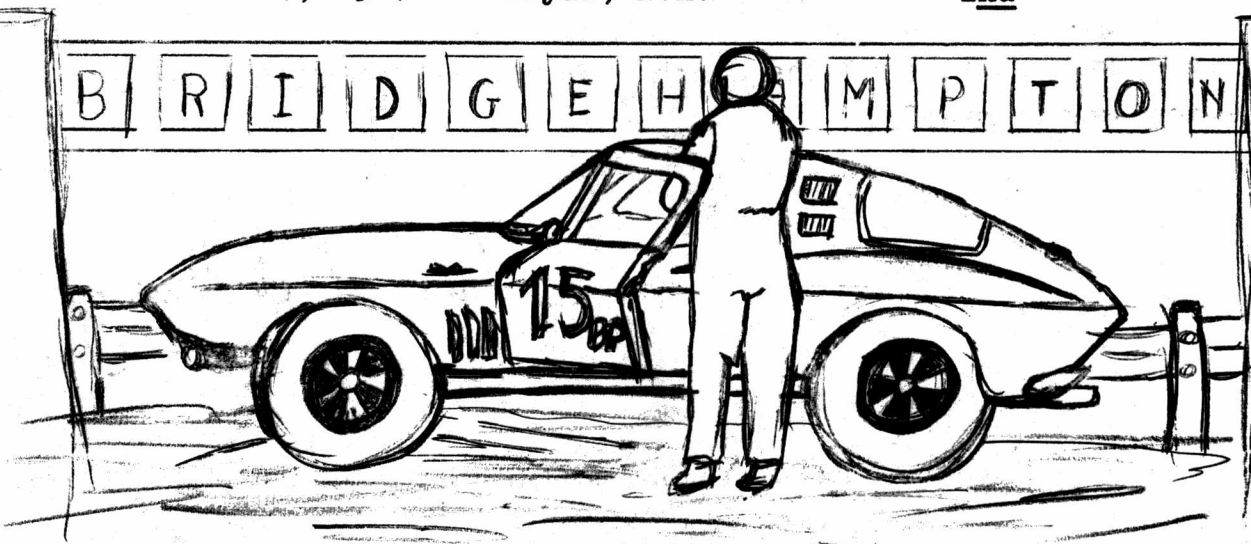
Tom expects to campaign the Nationals in 1968 but with more emphasis on power. So BP watch out in '68. Mohawk-Hudson may have its' first National Champion.

TOM DUTTON

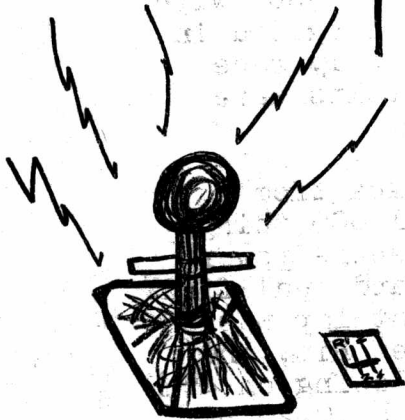
NATIONAL FINISHING RECORD

"1967"

July 4, 1967	Lime Rock, Conn.	<u>2nd</u>
July 15, 1967	Bridgehampton, N.Y.	<u>2nd</u>
August 5, 1967	Nelson Ledges, Ohio	<u>5th</u>
Sept. 4, 1967	Lime Rock, Conn.	<u>1st</u>
Sept. 24, 1967	Nelson Ledges, Ohio	<u>4th</u>
Oct. 7, 1967	Bryar, N.H.	<u>2nd</u>



The Noisy Geer-Box



Fantastic!

The response to our plea for contributions to the Knock Off, that is. We have received more than enough for this issue and some for the next already. Thanks to everyone who has written but don't stop now - we're just getting started for '68. Next month will be the annual ICE ISSUE so if you have anything at all about ice racing let us know. Remember the deadline is still the monthly membership meeting.

Has anyone around here ever heard of the saying "It pays to advertise". For example, take the Taconic Auto Sports Club in Westchester, with a wide range attempt of advertising drew over 100 entries in their last Ice-Khana. We drew 19. The Snowflake Rally had a good try but it was kind of a last minute affair. Planning events well ahead, advertising, and not changing them at the last minute will definitely bring more people out. We can certainly stand improvement in this area.

The monthly Executive Meeting is held at the Circle Inn 9 days ahead of the regular meeting. It is open to the general membership and if anyone want's to really find out what's happening I suggest attending one.

Finally - the question of the month: What does COMPETION (as in Competition Award) mean?

Howard & Nancy

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A HAPPENING

by Mike Gorman

Hi! Sports-Type people---

Quite a time since last meeting, the Snowflake Rally, Lake Placid, Lake Onderdunk, etc. I'm sure someone will write something about the Snowflake, right Hap?-----

Onderdunk was expensive, 6 hours of continued idling fouled several plugs, cost the Healey a brake line (Altamont Hill is scary as hell, isn't it Karl)

Uncle Gene where were you?---SPECIAL AWARDS TO:
Roly - for 80 million tire changes on the MGB-
Howard Geer - "Fiberglass on Ice" Award (HA-HA!-ed.)

Quote of the nite "My God, where did all the crazy Saab drivers come from?"

Congrats: to Jack Fenn for his excellent job---

You could tell it was very cold as everytime someone wearing glasses walked inside - instant fog - defrosters anyone---

Other random remarks since the last meeting:

"Bob Peterson - what did you do to your wife"

" Wanda, you've finally brought someone between us".

SPECIAL AWARDS DEPT. II---

To Joe Corbett, Bill Morris, Hans Flebbe, and me,
Presented by Ben Chi for expediant work on a certain TR-4 fender - "Balsa Wood Brothers?"

Terri - what ever happened to the "Mill Street Gang"?---

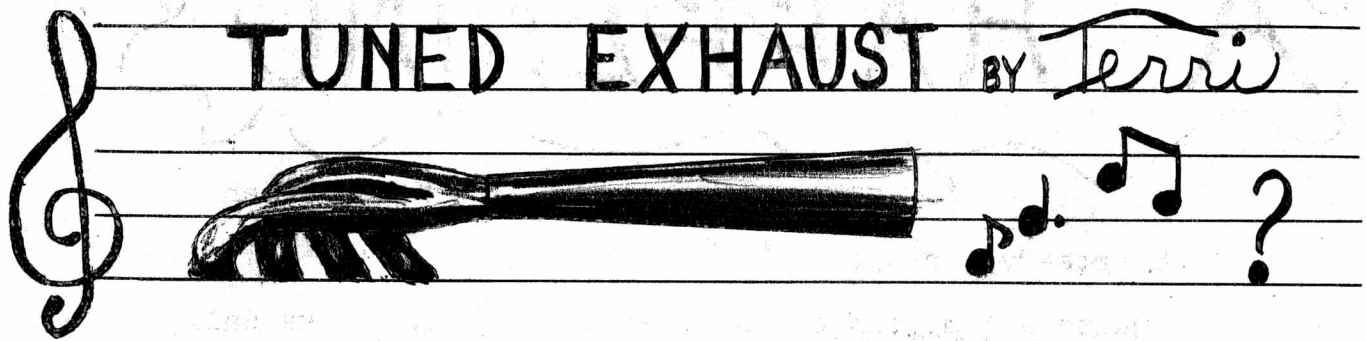
Wanted 1 LARGE can of body filler. See SANDY FISHER--
Subject 1 - '64 Alpine---

Hey Jack Collins - Where's my log book for 3 events last year as grid marshall?

TEAM BLITZKRIEG has been formed - all interested parties must turn in Gestapo cards to be eligible---

Next month Technical Article. I promise (in advance).

Michael



A roar of the resonators to our new editors for the well designed cover on their first issue of the Knock-Off. Except for the would-be regulars, the contributions were pretty thin, but I think that as the membership realizes that we have some sincere new talent behind the editorial desk they will, as in the past, come forward. With a little luck, Howard and Nancy will find themselves having to save some copy for the next issue.

More and more is the need for responsible journalism in our sport illustrated. On the far grander scale than a regional publication--and hence in a position to do a great disservice to motor enthusiasts--is Car and Driver, a magazine I once held in high esteem.

Dave Davis has gone.

Steve Smith "left"--

Leon Mandel was acquired.

All are bad things for the magazine.

Car and Driver is currently staffed by extremely clever word technicians. These technicians have such a facility with words (they are phrase-makers) that they are convinced that the sheer beauty of their sentence structure is enough to carry an article, absolving them from the responsibility ever to be correct. The persuasiveness of their participles disguises inaccuracies. Their Solon titles make them irrefutable. Their distance from readers makes them unreachable and hence arrogant, and their own personal inadequacies cause them to wield the pen as a sword--secure in the knowledge that they are the gods that control the selection and presentation of material which is finally read and believed.

I picture people like Leon Mandel and Brock Yates plotting to create controversy, preying on the emotions of the readers, cleverly choosing words and non-facts to identify with the reader, and then waiting--waiting...waiting... for publication day and the reactions to begin--happy once again to have CONTROLLED your mind.

Little matter that they frequently don't know what they are talking about. Caring less when their errors are made known to them--and retaliating in a most cowardly manner--by insulting their critics in print.

TUNED EXHAUST Con't...

A recent column of Leon Mandel's presented a completely fallacious account of New York State's operator licensing policies, gratuitously insulting the clerks whose job it is to issue these licenses. Those "shriveled up old ladies", as Leon Mandel called them, know a lot more about what is going on than some Johnny-come-lately ex-Californian.

In a friendly attempt to correct Mandel's mis-information, Phil Raeder wrote to Car and Driver (on his personal stationery) presenting the correct facts. Unable to accept the criticism, Car and Driver excerpted from Phil's letter and followed it in print by one of its offensive editorial comments.

Also excerpted from and insulted was a letter from a Sam Spring, of Altamont.

Naturally, Car and Driver couldn't know who these people are, since they both wrote on their personal stationery. But, let's just take a look at what Phil and Sam have done for motoring and for the sport.

Sam Spring is with the New York State Police and is responsible for the acceptance of high performance options on State Police cars. Sam convinced the administration that despite the low bidder environment, this was the way to go-- and has recommended and seen approved wide rim wheels, heavy duty tires, studded tires, and suspension and handling options; making the New York State Police car fleet one of the best in the country.

Phil is competition Director of Mohawk Hudson Region, an executive of the Department of Motor Vehicles (Chief, Research Bureau), a nationally and FIA licensed driver, and serves in an advisory capacity to Westport on matters of federal and local legislation. In his own quiet little way, Phil prepared the argument which Westport posed to Dr. Haddon regarding the importation and use of race cars, finally clearing the air on a very ticklish topic.

So, in a single issue, Car and Driver managed to publicly offend two people who care--and whose careers are built on motoring and public service.

Responsible journalism would think twice about petty retaliation.

By the way, did you notice any sort of retraction of Mandel's article, or hear him admit that his facts were wrong?

If 100,000 people read the wrong facts, are they not entitled to read the correct ones?

Car and Driver has lost, forever and irrevocably, any serious consideration that either the Department of Motor Vehicles or the State Police might ever have given to its ideas and opinions.

TUNED EXHAUST Con't...

Miscellany:

If anyone would like some inside information concerning performance options for R-10 Renaults, see Phil Raeder. It's Spring!

After several months of conversation about next season, we find that it is already this season.

Engines are coming out for refurbishing, schedules are being finalized and vacation plans made.

Mohawk-Hudson members who have never explored the possibilities of their own participation in motor racing have a unique opportunity for constant involvement on many levels because of the cooperation and encouragement of our neighboring regions in Area 1. The support functions of scrutineering, flag and communications, timing and scoring, all use trainees and workers from all regions. With New York Region, Northern New Jersey, and New England, and the courses at Lime Rock, Bryar, Bridgehampton and the new Thompson, not to mention Watkins Glen, one can have something to do every week-end--be it a driver's school or a race.

Working at a race is second only to driving. You are really in, you get to know the real people and you know for sure what is going on, and are helping to make it happen.

You, too, can get hooked on Motor Racing. C'mon out and find out. When I went flagging for the first time four years ago I had never even seen a sports car race and didn't know one car from another, much less what the flags are for.

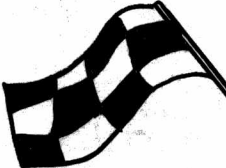
Now--well, now racing is a way of life.

See you in the pits!


Would-be drivers please note that "Daphne" #93 is for sale. See the ad printed else where in this issue.

Terri

"Guess who has a new white Mini!"



CHEVELLE: THE ULTIMATE IN MOTORING REFINEMENT



You who own imported cars are missing the greater part of the thrill and challenge of driving. I own (actually it's my father's) what must be the ultimate motor car, a Chevelle 300 DeLuxe --- At this point, if you have stopped laughing, read on and see why I feel this way.

First, the basic car, Chevelle, is the same design as Smokey Yunick used for his Daytona record-holding "Shakey". If its good enough for Curtis Turner, its good enough for me.

Secondly, the transmission is nearly the same as used by the Midland Marauder Jim Hall. He uses a two speed automatic, why shouldn't I.

Thirdly the engine combines the Can-Am proven pushrod design, with the classic Jaguar in-line six design.

Fourth. Parts are easily obtainable (not from the dealers, he never has what you need, but the junkyards are well stocked, try that with your Lotus).

Fifth, there's no console to get in your way when your on a date, and its much easier for a girl to get in and out of. (though not as interesting)

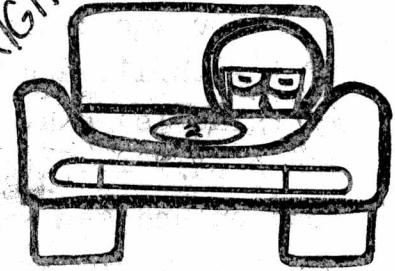
Finally I don't get a once over from the minions of the law when I'm out in my nondescript machine (Chevy probably made 1,000 that look exactly like mine, right down to the paint.)

If this little article has convinced you to go out and "buy American" let me know, I might buy your orphaned sports car just to help you out.

GREG RICKES

HELMETS, ROLLBARS AND

BRIGHT SHINY BEADS



January 1968 - would you believe a vintage KO? A good issue. Seems like the Geers do it like it ought to be, and the result is a good Knock Off. The cover is sepecially nice.

If you are a race driver - or are planning on being one this season, now is the time to GO SLOW. Before you spend any money to set up or develop a race car, or acquire personal equipment, ask someone who knows. For example.

Nomex. The date for mandated use has been moved up to July. Problems encountered have been twofold - supply, and a lack of adequate testing standards or facilities. As of this writing, only the Simpson Heat-shield is approved as equivalent to Nomex. More important, only suits made of Nomex (none other) in $4\frac{1}{2}$ to $5\frac{1}{2}$ ounce weave are presently approved. To paraphrase an old advertisement bit - accept no substitutes. As an intermim measure, also approved is the use of Nomex underwear in conjunction with any presently accepted flameproof driving suit. How long this will be allowed is not now known. Speaking of advertisements, this ain't one, but two of our Region members are in the driver suit business, Bob Bailey and Hank Van Duesen, with the product available from Bob's B & B Motors. B & B offers a 5 ounce genuine Nomex suit, and it's got to be the best one going. I have one, and find the workmanship superb, fit great, price reasonable.

Fuel tanks. Effective in April, all cars competing in pro races and all formula A cars must be fitted with acceptable fuel cells. These come in 8, 15 and 22 gallon sizes, and are of bladder construction, with foam surge baffles, etc. Specific standards will be out soon. At present only Firestone builds an acceptable item, available only from Mecom Racing enterprises, if they would answer their mail. Looks like the same kind of cells will be required on all cars in 1969. Cost - no specific details are available just now, but it looks to be about \$200 to \$400 per car. In addition to the tanks, also required is the use of safety fillers - these are a filler neck fitted with a ball check valve that prevents spillage of fuel in case a car is upset and/or the filler neck is knocked off. More details, sources of supply (if any), cost, etc. are unknown at this time. All we do know is that, as of this writing, these will be required along with the fuel cells, by March 31.

Again - go slow. Even now there is a fuel cell advertised as meeting all SCCA specs while there is no evidence it does so. Be careful before you spend your money, and be sure you are getting acceptable stuff.

HELMETS, ROLLBARS AND BRIGHT SHINY BEADS Con't...

If fuel cells are such a good thing, why the double standard? For a very good reason, or rationale - pro races get far more news and TV coverage, so a fatality, especially by fire, would be bad for the sport and its image. Come to think of it, there's a good cause for the professional, practicing safety nuts. Since it is well known that about half the competitors in National races are professionals - what with factory money and prized - why are they being denied the protection of fuel cells? Be interesting to see, during the 1968 season, how many drivers consider their own safety to be worth more than the \$200 to \$400 cost involved.

Did you know that Minis are being built in Chile? They are indeed, with 2500 units scheduled in 1968. So? The Chilean Minis have an interesting difference - they all have fiberglass bodies. Wonder if it is homologated? There are also plans to build about 1500 fiberglass MG 1100's. All this based on an announcement by Mauricox Hochschild, BMC's distributor in Chile.

BMC (Austin, Morris, Jaguar) and Leyland (Standard-Triumph, Rover Leyland Bus) are, or have, merged to form British Motor Holdings (BMH) and are thus the fifth largest builder of cars in the world, and the largest in England. Speaking of mergers, Citroen and Maserati will merge, with a run of DS 21 cars with Maserati engines planned. Citroen has also contracted with NSU to build a series of rotary powered cars by 1969.

Ray Harroun has died, at the age of 89. He won the first Indy race in 1911, and his was the first car, a Marmon Wasp, to use a rear view mirror in the race - though there is no evidence to support the widely held belief that rear view mirrors were invented at Indy. Harroun was also noted for his advocacy of steel disc wheels, rather than the wood or wire spoked wheels popular in that day.

Real soon now I'll try to have some information of the 1968 plans of our Mo-Hud drivers. Also some information on the requirements and procedures of the solo license program.

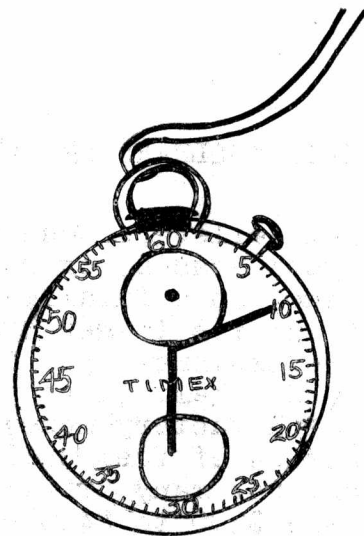
Meanwhile, so slow. If you have a question on car set-up, as applies to safety, before you spend your money why not give me a call at my office. Maybe I have the latest word.

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

Rallye O' The Snowflake

HEY!
I KNOW A SHORCUT
OR
TO HOWARD JOHNSONS
BY HAP FARNSWORTH



Hey gang! I've found it! I've found the answer to all my problems. At last I've found an answer to such questions as "what to do when I'm tired of working on a race car on cold winter nights" and "what am I going to talk about with my friends at the next SCCA meeting?". (After all, last year's "Hero-Driver" stories are wearing a little thin). The answer is simple. Go rallying. Honest-to-Cosworth it's a gas! If you don't think that driving your favorite voiture along icy back-country roads at the limits of nature's laws of gravity and adhesion (and State laws as well) while trying to pick out vague landmarks in the dark is as much fun as locking up your front brakes at 100 mph in the "Fast Bend" at Watkins Glen then Man!, you don't know the meaning of "fun"! And you don't have to own one of those funny little foreign cars either. You don't have to even wear a set of baggy tweeds or a Scotsman's cap. (Although these do help the image with the newspaper photographers at the finish in the event you should make the mistake of winning).

All you need for equipment to enter is the standard stuff which we all keep in our cars at all times anyway like seat belts, road flares, first-aid-kit, shovel, tow rope, flashlights and a friend whose father trains race horses and has a couple of stopwatches to act as navigator. All your navigator has to be able to do is read and do a little simple math. Remember, I said that was all you need to enter. Now then, if you want to win that's another story. In that event you will need the following additional items: a search light with an effective range of at least $\frac{1}{2}$ mile, (very helpful when looking for the Taconic Inn sign at 2 A.M. when it's been turned off); a portable IBM 360 computer or similar device; an electronic odometer accurate to within .01 mile; a navigator (preferably some one whose friendship you are not concerned about losing) who is trained in the use of said computer, has 180° vision capable of seeing 200 yards through pitch darkness, and the patience of a saint. He should also have a case of acute insomnia for night rallies and be able to write legibly at speeds up to 50 mph on narrow, twisting, washboard roads while opening a pack of cigarettes and holding his driver's bottle of Coke!

Oh! And I almost forgot, you do need a car. But anything with three or four wheels will do. And I mean anything! Just look at the list of "finished-on-top" in the "Snowflake": Camaro, Nash Rambler station wagon and -would you believe?- a Beetle. The bug finished sixth. So as I said, anything will do.

PAGE

2

But back to the Rallye O' The Snowflake itself and how did a bunch of complete neophytes like us get into it? Well, it all started out one night which now seems like a hundred years ago, but actually was just a week before the rally. I was sitting in a Boston Rocker in a farm house hidden in the hills of Vermont with some friends listening to the woodburning kitchen range. The stove was warming my outside and "Old Mr. Medford" was doing his work on the inside. I'm not sure, but I have an idea, which of the two caused me to turn to Fred and ask if he would be my navigator on the following Saturday night. He had never been on a rally but thought it sounded like fun and felt his pilot's training might help in doing some of the calculations. Somehow the same demon was in possession of Fred and he agreed.

We arrived at the departure point, had the car and gear checked out by the technical inspectors, and went inside to get our instructions. It was then that I had my first feelings of apprehension. There were soft-spoken groups scattered about the room and every one was bundled up in old warm clothes in preparation for any emergency during the long nine hours of darkness and frustration which lay ahead. I thought to myself of how different it was from the crowd preparing for a road race. From a short wave radio came eerie "beep-beeps", each signal being one second apart and precisely on each minute a voice in French announced which minute of the day it was. Every one was setting and resetting their watches. The whole scene looked like Garrison's Guerillas preparing for "Mission Impossible". We should have known then this was just a mood setter for what was to come. I had taken just one extra precaution. My girlfriend was safely packed off with the Rallymaster in the "Sweep car". The thought being that she couldn't get lost with him and that it might be comforting to me should she find us stuffed in a snowbank somewhere along the route. I must admit I questioned my sanity and my confidence wavered a bit as they left and I spotted a copy of Duncan Hines' "Guide to Motels and Resturants" sticking out of the Rallymaster's pocket. But I squared my shoulders and marched to the car lest my navigator see my face and think his driver had lost his cool.

We set the odometer to zero and bravely departed at our appointed time. The rally planners had been thoughtful enough to give us correct mileage figures for the first few miles in order for us to check our own odometers for error. It was at this point that our first shock came. We found that our Detroit-built equipment had a error of eight tenths in every 15 miles and at speeds of less than 20 mph it didn't register at all! (The professionals tell me that Smiths of England makes very accurate ones). We soon resigned ourselves to this setback and warmed to the task at hand as we checked off each instruction. The first leg went rapidly and the first checkpoint in Mechanicville was right where it was supposed to be. The checkpoint was well past and we were becoming more confident all the time. Then came our first mistake. We didn't quite get all the way to Bennington but I'm told there were those who did. Finally straightened out, and through cursing ourselves for being so dumb, we pressed on to the second checkpoint where the truly great organizers and workers provided us with coffee, doughnuts, sympathy, and encouragement. For the next leg we would need lots of the latter two.

Have you ever heard of Hudson Falls, Raymertown, East Nassau, Philmont, Chatham, Coeymans, or Cedar Hill? Let alone been there? Remind me Fred to go visit the Taconic Inn sometime and spend lots of money so they can afford to leave their light on all night. Every one who lives in Delmar knows where Route 85A is but who ever heard of Maple Road? You guessed it. They are the same!



The night wore on through one turn and then another; one instruction then another; one cigarette then another. The driver kept vainly trying to avoid the worst of the countless bumps on roads our good Governor doesn't even know exist. (It's probably a good thing or we couldn't afford the gasoline taxes to go on any more rallies). The navigator's pen seldom stopped moving. Occasionally I would ask "How are we doing?". "Ten minutes late" came the reply. My foot went down a little harder. During the last leg when the instructions called upon him to make a series of computations in quick succession I made the mistake of asking him how he was doing on those last three sections. He confidently replied "Fine! And do you know what else? That 85 I got on my Math exam yesterday is going to give me an 80 cumulative average at mid term!". I bit my lip, cursed myself for a fool, and kept my mouth shut for the rest of the trip.

Nine hours from the start, and a lot wiser, we managed to pull our cramped bodies out of the trusty car, check in, and enjoy a good breakfast with all those who finally found Howard Johnson's oasis in Latham. We didn't know many of the other participants but do you know something that's really funny? We sat next to a guy who knows the same State Cop we know. He admitted to asking the same dumb question we did like "Where's the Berkshire Inn?".

Which brings me to my final point about this rally gig. I really don't care that the winning car was only off by 78 seconds in nine hours! (Like I told you - an IBM 360). We had one helluva good time and we learned a lot. We learned so much that I wish more of us who are members of the club would participate in rallies. Then we could put on a rally of our own and let all those cats who now organize that night of mayhem, which they call "Rallye O' The Snowflake", go out and drive it themselves. Then I'll have a chance to try to beat them at their own game. Or maybe I just want to get even. And when I get appointed to the rally committee I know exactly what I'm going to do. I'm going to ride in the sweep car! Imagine getting your girlfriend returned to you at 7:30 A.M. and all she does is giggle and say "Man thish rally stuff ish really great. I haven't had so much fun since your car wouldn't start on the grid at Limerock. I mean like itch a real gash!

RALLY O' THE SNOWFLAKE

"R E S U L T S"

"R E S U L T S"

EVENING OF JANUARY 27, 1968

<u>PLACE</u>	<u>DRIVER</u>	<u>NAVIAGTOR</u>	<u>TOTAL POINTS</u>	<u>L1</u>	<u>L2</u>	<u>L3</u>	<u>L4</u>
1.	Jerrold Duink/Wm.	Riemenschneider	78	14	50	10	4
2.	David S. Morse	Robert Lieberman	355	4	300	10	41
3.	Lawrence Troy	Donald Swire	508	37	300	69	102
4.	Edward Capullo	Gary Hunter	600	46	300	31	223
5.	Ron Kent	William Haney	622	20	86	216	300
6.	Peter W. Chester	Carl Barbagelata	811	122	300	300	89
7.	Robert Rinkoff	John Andrews	875	197	300	300	78
8.	John Hutchison	Jon Miller	914	14	300	300	300
9.	Carl Hobbs	C.H. Linder	922	300	22	300	300
10.	Martin Dion	Darrell Martin	952	183	300	300	169
11.	Chester Winsor	James Rillings	956	221	300	258	177
12.	Bob Baisley	Billie Baisley	989	257	132	300	300
13.	Thomas Flacke	Sarah Flacke	1022	300	300	300	122
14.	Gilbert Brookins	Michael Rossi	1028	128	300	300	300
15.	Jene Richart	Joshua L. Segal	1034	300	300	267	167
16.	Jack Fenn	Rita Fenn	1039	139	300	300	300
17.	Robert Volans	Neil Stanton	1081	181	300	300	300
18.	Donald Sumner	Judith Sumner	1149	249	300	300	300
Max.	James Kubiak	William Dudek	1200	300	300	300	300
Max.	Charles Burr ridge	Edna Burr ridge	1200	300	300	300	300
Max.	Dianne Welter	Richard Hogan	1200	300	300	300	300
Max.	C. Brett Harrison	Robert Thomas	1200	300	300	300	300
Max.	Bernard Trembly Jr.	John Hoffman	1200	300	300	300	300
Max.	Bernard Doyle/Givaporn	Darda Ranada	1200	300	300	300	300
Max.	Hap Farnsworth	Fred Gignac	1200	300	300	300	300

OFFICIAL TIMES & DISTANCES

Elapsed time
(Excludes Lay Over)

LEG 1	41.21 miles	1:35:22
LEG 2	67.61 miles	2:23:11
LEG 3	69.75 miles	2:23:31
LEG 4	64.36 miles	2:17:02

RALLYMASTER: JOE CORBETT

Special thanks to all who helped that evening!!!

"2 T J U"

SPUN BEARING

by Don Flores

I promised the new editors of the Knock Off an article and for the present I'll keep trying to write, but due to a new selective service classification it may not be for long.

The title for this column is what I have done the most, even though I drive with an eye on the oil pressure guage and a hand on my dipstick. As long as we're in that area, I have found an oil which has given me great satisfaction as far as breakdown and loss of pressure for long distance, fast driving. It's Pennzoil Racing oil which is suitable for street use also. A friend of mine with a Class A fuel dragster says fuel dilutes it less than other oils he's tried. (that's just in case you cheat at gymkhanas with a little touch of nitro)

If your going to buy a new Mustang or a Group II horse, wait!! Ford has finally decided to put performance on the street as well as on the track. They have for 68½ new tunnel port heads for their 302 c.i. engine which directs gas flow directly into the combustion chamber. Along with this is a "two inch" intake valve and inch and five-eighths exhaust valve. For the street it will have a standard four-barrel manifold and 600 CFM. Ford carburetor and 10:1 compression. It will be advertised at 240 bhp but is expected to produce more than the old "High Performance" 289 which was 271 bhp. The Group II engine has a Twin-quad high riser (and I mean high) along with domed pistons for approximately 12-1 compression ratio and a cam which doesn't stop. From my guess it will probably put out approximately 450 bhp. depending on engine builder. Also Ford has new heads and compression ratio for their 428 cu. in. engine which they still advertise at 335 bhp. but expect much more (shades of DIN ratings). If you now have a 390 cu. in. Ford, contact Tasca Ford for their performance hints. They sell a little kit with larger fuel line and carb jets, etc. which makes it seem stronger than thought possible without a complete rendition of stock parts.

Chevy owners don't get too worried though Chevy has got a new twin-quad high riser for Z-28 racers and if Smokey Yunick keeps his Z-28 (it did over 170 mph at Daytona) legal this year everybody watch out.

SPUN BEARING Con't...

Lotus looks like a winner this year but my dark horses are Chris Amon for Ferrari or J. Stewart for Matra. The best new driver will probably be de Adamich who has shown exceptional talent, if only he can take working for Ferrari he'll go far.

I think the greatest event for this area in my opinion will be a U.S.A.C. race at Lime Rock if the Competition Press report is right. If you saw the Rex Mays 300 on T.V. from Riverside you know what I mean. These fellows want the points and money and aren't afraid to see how fast they will go around a corner to get it.

Best buy of the year will be a season ticket at Lime Rock. To my knowledge they will have a Trans Am, pro-formula-race and U.S.A.C. race along with Regional and Nationals and open practice on Tuesdays.

I'll close in saying of all goes well, driver school workers watch out for an old black Corvette. It doesn't handle but it seems to go in a straight line fairly well.

P.S. If anybody still wants to buy a hard top for an XK-E roadster, mine is still sitting in my garage, used one winter and \$100 off list price is the deal!

TREASURER'S REPORT

C	December Balance	\$ 2460.94	S
	January Receipts	305.27	
		<hr style="width: 50%; margin-left: auto; margin-right: 0;"/>	
		\$ 2766.21	
	January Expenses	276.33	
	BALANCE ON HAND	\$ 2489.88	



"ROAD RACING'S A GOOD THING. IT KEEPS A LOT OF PARENTS OFF THE STREETS."

INEC REPORTS

-----January 13, 1968
 -----INEC Meeting
 -----Bill Morris INEC Rep.

At the January 13 meeting of the INEC Area 11 Council the following officers for 1968 were elected:

Chairman	Gene Birdsey	M-H
Asst. Chairman	Bob Burns	FL
Secretary	Jack Sullivan	CNY
Treasurer	Dick Blake	SNY

The representatives on the council are:

Central New York	Dr. Dickenson
Finger Lakes	George Morris
Mohawk-Hudson	Bill Morris
Southern New York	Kieth Walter
Western New York	Dave Meyers
Glen	(not represented at present)

Chuck Marsh was appointed Interim Chairman of the Gymkhana Committee. The Gymkhana Committee is to meet February 17, 1968 in Syracuse for the purpose of establishing the rules for the 1968 INEC Gymkhana Championship. The representatives are:

Central New York	Bob Van Nostrand
Finger Lakes	(George Morris)
Mohawk-Hudson	Stan Bubar
Southern New York	? ? ?
Western New York	Bill Lane
Glen	? ? ?

The INEC Area 11 Road Racing Championship will be open to all SCCA members in Area 11. All Regional races put on by an Area 11 region will count (minimum race length--10 laps.) More information will be forthcoming from the chairman, Connie Birdsey.

The calendar for all Area 11 events, from driver's schools and races to regional gymkhanas and rallies, is unsettled to say the least. It reflects the scheduling difficulties in Westport and hopefully will be cleared up by February 1.

Chuck Marsh, CNY, is currently working on a committee with Vern Jacques (California) on the details of Category I Solo Events (Hillclimbs, Time Trials, etc.) Their recommendations will go to the Board of Governors for action, and more detailed information should be available in February. There will probably be at least one of these events in Area 11 during 1968 if the licensing procedure is approved by the Board of Governors.

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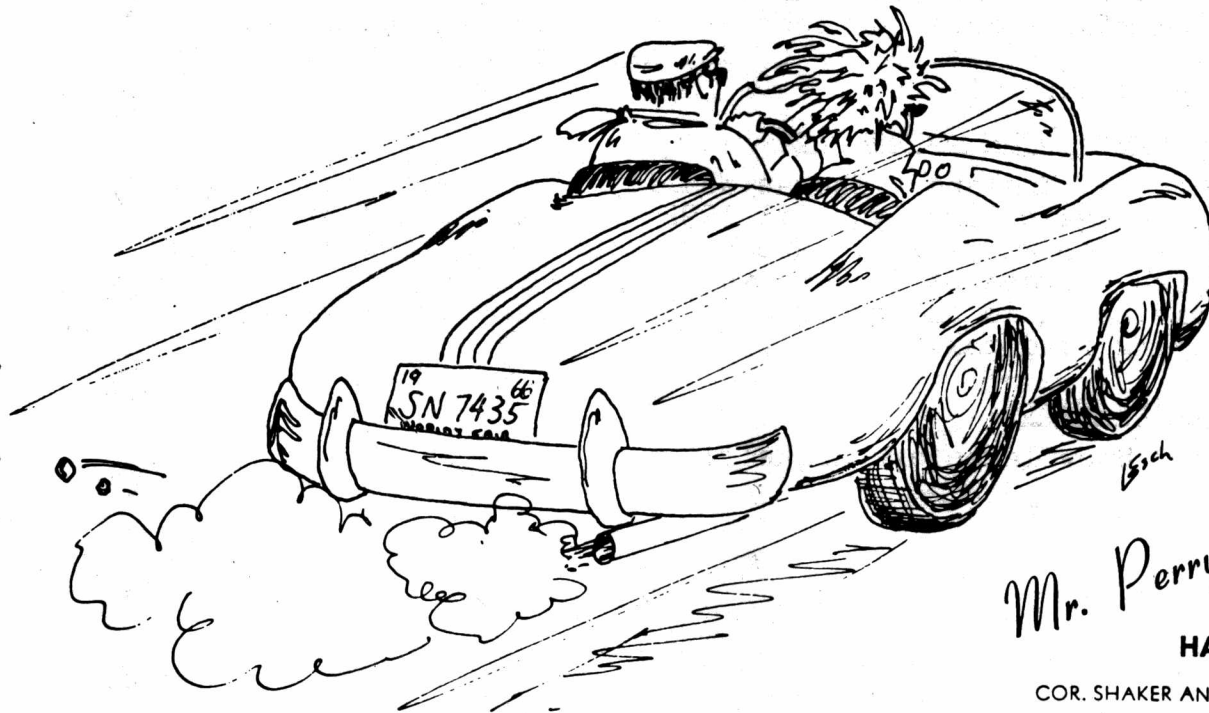
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Our Treasurer reports...

The following MO-HUD merchandise is available at monthly meetings: SCCA Car Plaques, MO-HUD Jacket Patches, SCCA Ash Trays. See Jack Fenn. Hurry, supply limited!

CP & A informs readers that...

a uniform "owner's manual for passenger car tires has been issued by the Rubber Manufacturer's Assn. The "Consumer's Guide to Tire Care & Safety" will be given automatically to each purchaser of new tires beginning the first of this year. Any interested driver can obtain a free copy from tire dealers, manufacturers, or the RMA, P.O. Box 696, Madison Square Station, New York, NY 10010.

All you V.W. nuts...

The following booklets are available FREE: A look at Volkswagen; Volkswagen, The International Car; Fair Exchange; Come and See; and What Year IS IT?. Simply drop a line to: Volkswagen of America, Englewood Cliffs, New Jersey 07632 Att: Public Relations Dept. Learn more about the bug you are driving!

You budding Raquel Welch's?...

Club Lotus, the recognized club for Lotus owners, fans and supporters, has announced plans for the First Annual Miss Lotus T-Shirt Contest. If interested, send a black and white photo to Club Lotus, Box 394, Salisbury, Conn. by Feb. 29, and you will be eligible for all sorts of wonderful prizes. Contestants must qualify under the following sizes: S, M, L, XL, XXL, or WOW! We vote for Ingrid Bubar!!

Driver Draws Long Suspension...

Chester, England - Thomas Whalley, 27, a mechanic, can't drive again legally until 1992. Already ruled off the roads for 21 years in another case, he pleaded guilty to three charges of driving while disqualified, two of driving while uninsured and one of using a car without paying road tax.

Scientific Fact...

No 2 Snowflakes are alike!!!



1959 MGA ready to race. New engine and suspension system. Tow bar. Many extras including all street equipment. Best reasonable offer considered. Contact: B. Galinsky, 21 N. McNab Ave. Gloversville New York, 12078

.....

Collectors item - 1968 Rallye o' Snowflake-original version, incl. 50 sets of instructions, complete or in parts. (Modified version was adopted because Rallyemaster got lost). Also 2 sets of average speeds unused (drivers special). Make offer. Committee for the Preservation of the real Snowflake Rallye.

.....

Renault 1093 - street or track D sedan. Former Sebring factory car, driven to a second place by Bill Kane. Fully equipped for street (even a radio) and track (rollbar, removeable muffler, homologation papers). With 4 R-6 Greenspots and 4 SP Radials. Excellent car for Driver's Schools and Regional races. In 1967 one fifth and one third in Regionals and one 7th in a National, driven by Phil Raeder. Easily beats C sedan V.W.'s. Car completely suitable for daily commuting, driving to and from the track, and running in races. Can be legally developed into much faster car. Parts cheap and readily available. Get your license and a bunch of racing for only \$600.

Terry Novotny - Phone: Office: GR 4-3165
Home: 539-9657

.....

1964 Chevrolet Impala Convert. 327-auto, P.S., Towing pkg.-great tow car-36,000 original miles. 7 new wheels and tires-excellent shape. Very reasonable.

TR-3 Hardtop needs rearwindow.

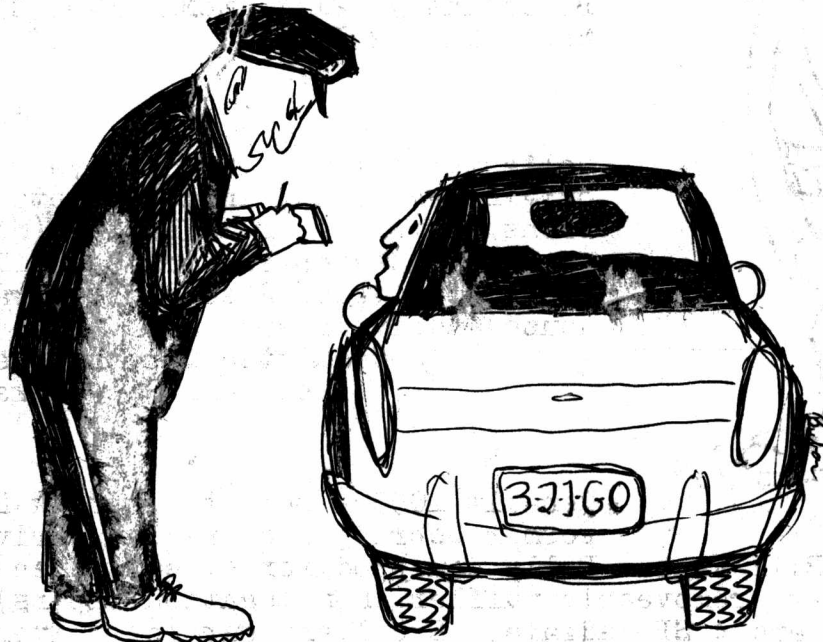
Cobra valve covers, cast aluminum. Fits 221, 260 and 289 engines.

Shelby Parts - bell housing, clutch, plate, throwout bearings, fly wheel, etc.-

1949 MG T.C. Right Hand Drive, B.R.G. - fully restored, engine, trans, rear end - 100% perfect.

Contact: Mike Gorman, 785-8006

.....



What do you mean, "Sometimes you're supposed to GO
When the light turns RED?"

"68" IT'S WHAT'S HAPPENING "68"

FEBRUARY

24-25

AMEC ICE RACES - LAKE GEORGE, N.Y.

MARCH

6

Mohawk-Hudson Membership Meeting - Circle Inn - Latham NY
8:30 pm "KNOCK OFF DEADLINE"

31

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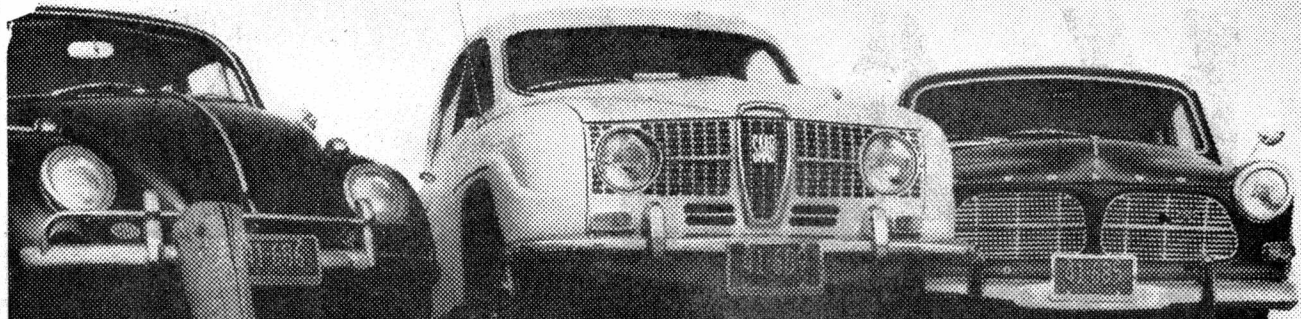
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That's the engine. But what about the car? It's a SAAB, the car that has front-wheel drive, for fantastic control and traction on any road, in any weather. The car that gives you more standard safety features than most other cars can give even as options.

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