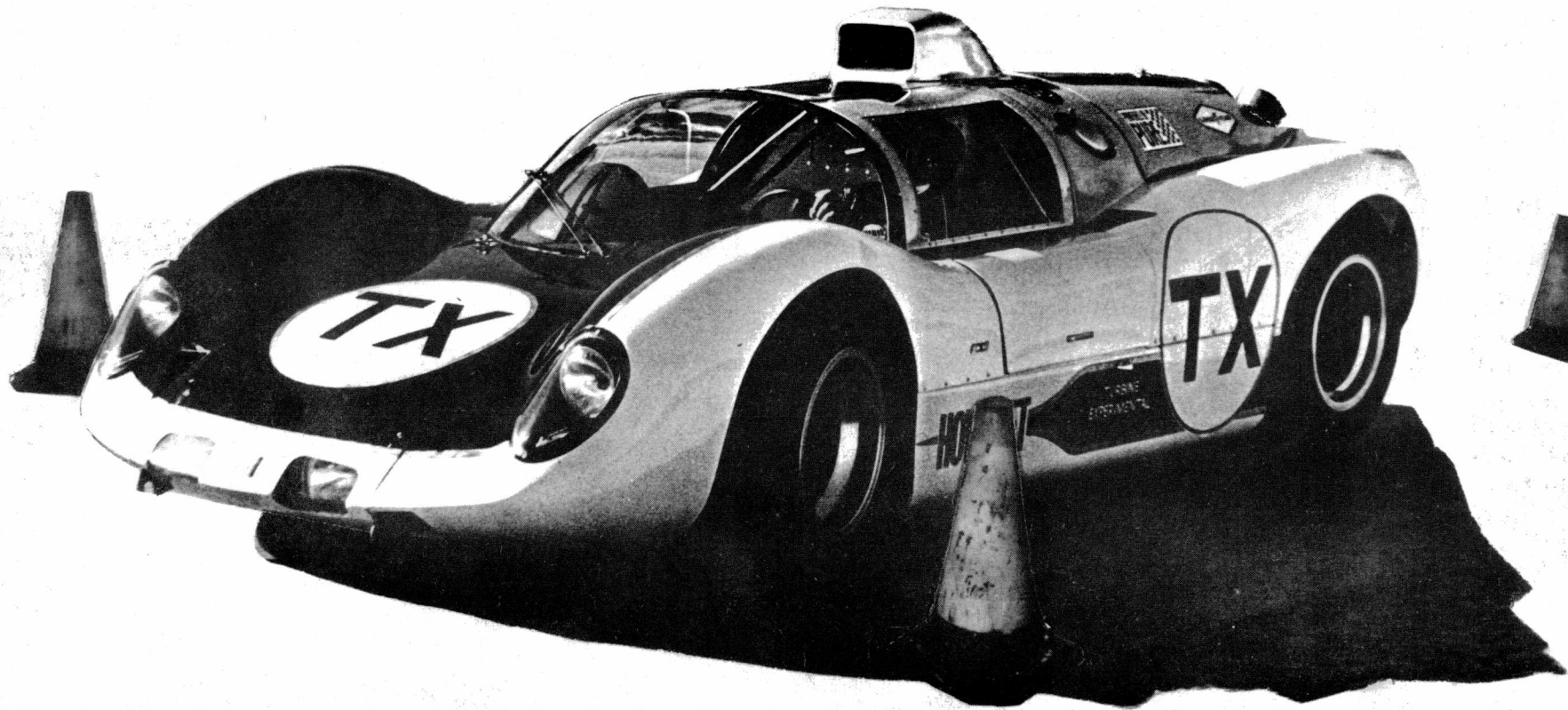


THE KNOCK OFF

APRIL 1968

IT'S
GYMKHANA
SEASON!



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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 the members and other interested parties. Material should be mailed or delivered to the editors and will be published in the next monthly issue. Deadline is the monthly meeting.

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 Angus MacKenzie competing for INEC points last year. He had fastest time of day but car was disqualified when a sharp observer recognized that the car was not a class 1 Glas 1300 GT but really a class 5 D-B HBR5-851.



REGIONAL Ramblings

A member of S.C.C.A. may now join any Region regardless of the Geographical location of his residence. It is now up to the Membership of the MOHAWK-HUDSON REGION to continue to make this Region a good example of the Spirit of the "SPORT". We have continued to prosper and grow both in membership and activity. We have a hard core of enthusiasts who work in the best interest of the "Sport". We have to be oblivious to persons or minorities who are acting in their own personal interests rather than the "SPORT" of Sports Cars.

We have two major competition events on the calendar in 1968. I sincerely hope that we will have 100% participation of our membership at these events. Please, if you volunteer for a job be there on time report to the Chief of your specialty promptly and carry out your assignment. Very little more can be asked of any enthusiast. Remember every member of the MOHAWK-HUDSON REGION is on the team. If you need any help or assistance any officer of this Region is more than happy to serve you. Please help us to help you promote the "SPORT" of Sports Cars.

Success,

Uncle Gene

MARCH TREASURER'S REPORT

February balance	\$ 2586.46
March receipts	+102.04
	<hr/>
	\$ 2688.50
March expenses	-130.45
	<hr/>
BALANCE ON HAND	\$ 2558.05

★ COME TO THE MAY 1ST MEETING - ★
 ★ AND BRING SOMETHING FOR ★
 ★ THE KNOCK OFF ★

REPORT OF THE EXECUTIVE BOARD MEETING, 25 MARCH 1968

Gene opened the meeting with the report that the planning for the Drivers School is going smoothly, with all officials and many workers already signed up.

Art Frederick, Chairman for the Region's Drivers Clinic, opened a general discussion of the event. The general format is all set, the entry fee and the type of publicity desired for the event were discussed at length. The proposal was made and accepted that the entry fee be \$2.00 and that the publicity will put emphasis on gymkhana competition rather than a driver education course.

Jack Fenn read the Regional gymkhana rules which will be appended to the INEC rules. The paragraph concerning re-runs was discussed and amended and the amended rules were adopted. The rules will be published soon. Stan Bubar reported on the progress of the INEC Gymkhana committee. This year's rules are just about set except for minor car classification difficulties.

There followed a general discussion about whether or not a gymkhana master should be able to run in his event. The question was resolved by not allowing a run by the gymkhana master, but if he wishes to compete in the INEC run-offs he will not be penalized by having organized a local event. Bill Morris started the discussion about appointing an Activities Director to fill the vacancy on the board. Ken Jochim was named by the board to be Activities Director.

Marilyn Heacox announced that she is unable to accept the nomination as the Region's publicity co-chairman due to previous commitments.

Bill Sarr
Secretary

2 April 1968

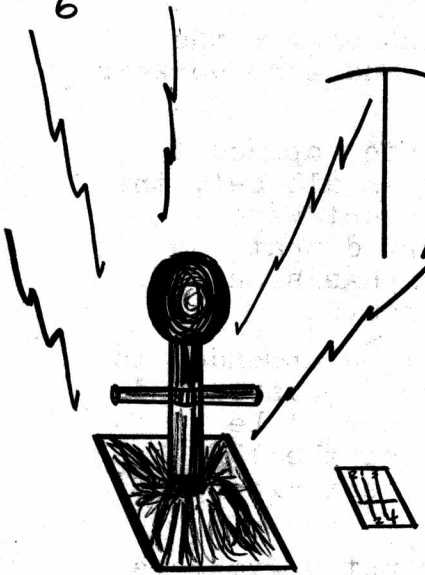
The following rules shall be appended to the previously submitted Proposed S.C.C.A. Gymkhana Guidelines, and the combination shall hereafter govern Mohawk-Hudson S.C.C.A. gymkhanas. The combination shall be known as Mohawk-Hudson Region Gymkhana Rules.

1. The gymkhana master must explicitly divide the course and appoint marshalls responsible for ONLY their part of the course. Course marshalls are solely responsible for decisions on the course- subject to interpretation of the gymkhana master.
2. Technical Inspection
 - A. Road tires-must conform to New York State regulations, and special purpose tires must be without obvious defects.
 - B. Front suspension and steering must be reasonably tight.
 - C. A check must be made for serious fluid leaks with specific attention to gas leaks.
 - D. Seat belts must be properly installed and in good condition. Seat belt connections must be metal to metal.
 - E. Loose materials must be removed from the car.
3. The gymkhana master is empowered to disqualify any contestant for dangerous or unsportsmanlike conduct.
4. There shall be only a driver in the car on the course.
5. A. A driver is "off course" each time he deviates from the prescribed course sequence.
 - B. All movable course markers must have their positions clearly marked for the purpose of location.
 - C. Visible contact with an immobile course marker is subject to penalty, although it is recommended that immobile markers not be used.
 - D. Pylon movement may not be declared unless the course marshal can reliably state that the pylon has been within its marked boundary.

MOHAWK-HUDSON REGION GYMKHANA RULES

6

THE NOISY GEEER-BOX



EDITORIAL POLICY

It has been our editorial policy to exclude from print any material that we felt was personally criticizing or slandering any individual. However due to our unfamiliarity with the past history of the region it is possible that something that appeared quite innocent to us (but was in fact not) has been and will be in the future allowed into print. Whenever this happens all we can do is

offer our apologies.

The Knock Off is a Sports Car Club publication. It's sole purpose is to inform the members of the club of what is happening in the sports car world. We try to accomplish this in the most interesting and entertaining manner as possible, but not at the expense of any individual or individuals. As we stated in our first editorial-if anyone has a complaint about the Knock Off we would appreciate being told about it. We feel this is one of the best ways to improve your publication. We use the word "your" instead of "our" because the Knock Off is the voice of Mohawk-Hudson. We only guide it as best we can.

ADVERTISEMENTS

As you might have noticed the space allotted to advertising is decreasing each month. The reason for this is that old ads are expiring and they are not being replaced. Advertising is a way of reducing the costs of the Knock Off. If you know of anyone or any organization who you feel might place an ad - hit 'em up. If you happen to be around any place advertised in Knock Off drop in and tell them you saw their ad and come to see what their place is like. It might get us a renewal next year!

Yearly Rates are:

1/2 page	- \$25.00	Inside cover	- \$75.00
Full page	- \$50.00	Back cover	- \$75.00

and it's a bargain!

ACTIVITIES DIRECTOR

If you have read the masthead you might have noticed we have a new Activities Director - Ken Jochim. For you who don't know Ken, he comes from Pittsfield and is an active participant in all types of events. He has a blue MGB which is being prepared for racing. We feel he will do a good job.

THE GYMKHANA SCENE

Looking over the INEC Championship gymkhana results, noticed several interesting things. Mohawk-Hudson was tied for least number of entries with W.N.Y. region. More interesting is the fact that in not one class did we have the maximum 3 entries.

Now you are probably saying - "So what?"

THE NOISY GEER-BOX Con't

Well how would you like to compete in the New York State Gymkhana Championship. Think about it - Glory, fame, stature. There are over 100 people in Mohawk-Hudson and all we could get was 12 people to go to Syracuse last year.

What do you need?- just a sporty car. It doesn't even have to be modified - we've run the Corvette in about 20 gymkhanas on the original equipment 2-ply Firestones, got 25,000 miles on the street, and there's still enough tread for this season. We're just saying this to prove that you don't necessarily wear your car out running gymkhanas.

The INEC Rules have not been finalized yet and probably won't be until the day before our first gymkhana. (Seems like they are still arguing about who's got to compete against what) However I understand that they will not be significantly different than last years- which were really fair.

So come on our this weekend to the Driver's Clinic and start getting in shape now for the INEC Championship in the fall.

ETC. ETC.

Thanks to everyone who has contributed to the success of the Knock Off with their articles and support. But don't stop now - we can't get complacent. If you haven't written anything - think about it. There must be something you can put down on paper. We would also appreciate some cover material. If you have anything that you feel might make a good cover - let's hear about it. We're running out of ideas.

Howard & Nancy

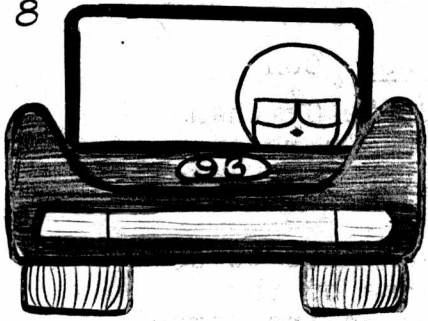
INTERESTING NEWS FROM WESTPORT !!

The club office is considering stocking a supply of Nomex material for resale to members desiring to make up their own driver suits. They would like to find out how much interest there is before they go ahead and order supplies, however. They would be able to offer Nomex to members at a price of about \$6.00 per yard (45" wide), which means it would cost about \$30.00 for an average size suit. They would appreciate being informed as to how much interest there is.

Did you know that each undeliverable copy of Sports Car costs the club from .10 - .15 cents. How does this affect you? Well, it seems that the Post Office will not forward most copies sent out. Therefore if you move it would really save the club some money. It is estimated that this might add up to \$1,000 this year!! All you have to do is give them your new address two weeks before the end of the month. This is enough time for them to change it and mail that month's issue to the new address.

SCCA is now receiving service fees for official club recognition of various manufacturers sponsorship of different event. Last year these fees included:

- \$5,000 from Johnson Wax for Can-Am sponsorship
- \$5,000 from Colton Co. for ARRC sponsorship
- \$10,000 from D'Arcy advertising company for SCCA's certification of the AMOCO mileage rallies and the results.



Helmets, Rollbars and Bright Shiny Beads

At the risk of sounding trite, if you are going racing, it really pays to read the rule book. Take the car I drive, as an example - a sedan. We run under FIA Group Two rules (which are quite stringent) with slight changes made by Westport to accommodate to the American racing scene. The GCR for this year has a paragraph added on page 72, which says "Whenever the scutinizing of a car shows complete compliance of it with its recognition form, in so far as is required for the group in which it is admitted, its year of manufacture is immaterial." How about that? Know what it means? It means, fellows and girls, that you can update within the limitations of the recognition of the model and the options allowed. So, we sent another \$5 to FIA, and asked for the 1968 recognition forms for R8 Gordini (still built by Renault, but not imported). Pleasant surprise. Take wheels. Our car was originally built with 15 inch wheels with 4 inch rims, and optional 4½ inch rims were allowed. Ever try to buy a racing tire for a 4½ by 15 inch wheel? There are only one or two, and that only because Formula Vee happens to use that wheel size. But, because of the update allowance, the problem is solved. The later R8 Gordinis have been allowed, specifically for Group Two racing, to use 5½ x 13 inch wheels, with a track increase of 4 inches, and fender flairs allowed to cover the rubber. We now have about 12 different tires available, because 5½ x 13 must be the most popular size wheel in SCCA racing. Among other jollies allowed are deepening the sump to increase capacity two quarts, and the unshrouding of brake discs. Like I said, read the rules. I don't think any competitor should even think about running a given event unless he has read the rules at least six times.

We have our fuel cell, and a formidable looking contraption it is, especially when it is festooned with the invoice therefor. But safe, baby, safe. One thing about SCCA racing, it has made dying broke mutually exclusive. If you race with SCCA you will never die, but you will surely be broke. I have a copy of the technical specs for fuel cells, and the cells can be bought from Bob Bailey. (his sympathy, when he hands you the bill, is not a put-on; his car has to have one too, and in his case the fuel capacity goes down from 22 gal to 15, while ours went up from 10 to 15) When we get all this safety hardware put in, I am going to pause a moment in my self-righteousness to ask just how many car fires there were last year.

The "Brotherhood of Peace Rally" consists of six Alfa Romeo cars being driven from the Vatican to Canton, China, and is scheduled for completion about the end of March. The cars will travel through 26 countries and cover 20,000 miles. Purpose of the rally is not clear.

VW has shelved plans to build cars in Australia, based on losses there of over six million dollars in the past two years. Sales have been sliding sharply since 1964. There is some talk that VW, to rescue the Australian operation, will build Datsuns on a sub-contract basis. What was it someone said about "If you can't beat em . . ."

Ford has been sued for one million, based on injuries arising out of an accident plaintiff claims was caused by a wheel collapse on his 1966 Mustang.

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

The House has passed a bill by a vote of 344 or 2, similar to a Senate bill passed last year, granting some exemptions to manufacturers who build less than 500 cars (not models) per year. This would affect companies like Morgan, Avanti, Autodynamics, Fitch, Shelby-American, SS Autos, among others. Keep those cards and letters coming in folks.

Remember the suit against VW based on defective design? VW offered \$500,000 to settle, but plaintiff turned it down. The California Superior Court recently awarded plaintiff \$1,021,275, who was left a paraplegic by the accident. If VW appeals it could be costly, since loser pays interest - in this case about \$200 per day. It might be bad strategy for VW to appeal. If the judgement is affirmed the case will be a real powerhouse as a legal precedent in other cases.

Other good legal news - the US Supreme Court recently refused to hear an appeal from a decision of a lower court that automobile manufacturers are not obligated to limit the speed potentials of cars they build. In this case, plaintiff was hit by a Chevrolet driven at a speed of 115mph. Plaintiff sued GM on the theory that their building a car with such "an unreasonable speed potential" made them responsible for injuries resulting from use of such unreasonable speed." The lower court found for the defendant and the plaintiff appealed and the US Supreme Court has refused to hear the case, in effect affirming the lower court's decision. The plaintiff's theory is interesting, and probably a product of the safety hysteria that grips so many in the nation. Sort of like a bank suing Colt if the bank gets stuck up by some clyde using that make of rod.

On the local legal scene . . . an opinion of Counsel, NY State Department of Motor Vehicles, states that it is not a legal requirement that a motorist lock an unattended vehicle. He is, however, required to lock the ignition although he need not remove the keys from the vehicle if they are hidden from sight. (V & T law, Sec. 1210) The Counsel also states, in another opinion, that there is no violation of the Vehicle and Traffic Law for failure to produce upon demand a license or registration. However, such failure raises a presumption that the driver is unlicensed or the vehicle unregistered. This presumption may be rebutted by the production of the license or registration in court, when answering the summons the officer may issue. (V & T law, Sec. 401(4) and 501(1)(e))

Arrangements for our driver's school are going fine, and lets all give the Region and Uncle Gene every bit of help we can. Try to do more than cheer - work. Our Region has a rep for putting on a great school, so, let's do the thing.

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

PHIL RAEDER,
Competition Director

"DON'T WAIT FOR DETROIT! INSTALL YOUR OWN ROLLBAR" -- Read the article in the March '68 issue of Popular Mechanics today!

Mohawk-Hudson Region
Sports Car Club of America

presents:

AN INTRODUCTION TO COMPETITION

WHAT'S A PYLON?

WHAT'S A GYMKHANA?

WHAT'S WITH RACING ON PARKING LOTS

To begin with, it's not racing, and anybody can get into the act. All you need are a free Sunday afternoon, an agile car (sports car or small sedan), and an interest in driving for fun.

Gymkhanas are tests of driving skill; one car at a time, against the clock on a simulated road course. Different types of cars compete in different classes to help equalize performance differences, and ladies compete in their own class.

FIND OUT WHERE IT'S AT, BABY!

APRIL 21 is the date of Mohawk-Hudson Region's unique Gymkhana School. Expert drivers of many different cars (one like yours, too) will be on hand to share their ideas with you and demonstrate the basics. They'll also ride with you through portions of a gymkhana course to point out the quickest way through. You'll learn to get around in a hurry, how to prepare your car (not modify, just prepare) for best all-around performance, get answers to your questions about driving. A short gymkhana, complete with trophies, will follow.

IT'S A GAS!!

Here's your handy-dandy reminder. Put it in your pocket or purse; hang it around your neck; clip it to your glasses; but don't forget!

Gymschool '68

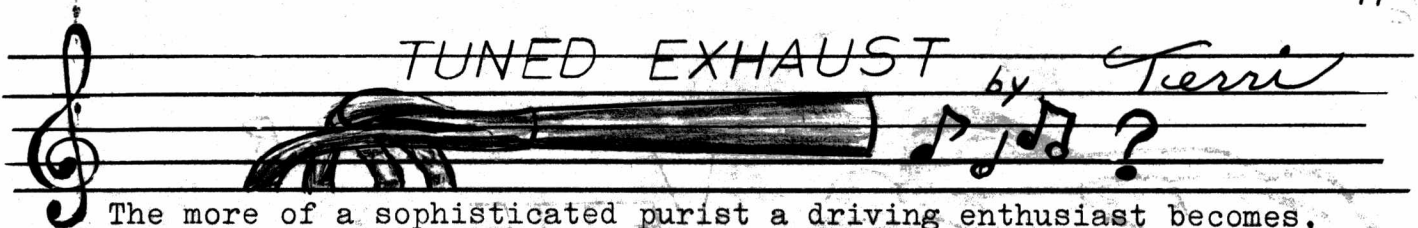
At Two Guys Store, Broadway, Menands, N.Y.
N.Y. Routes 2 & 32 between Albany and Troy

REGISTRATION BEGINS AT 11:00
FEE \$ 2.00

INSTRUCTION BEGINS 12:30
OR COME LATER

Seat Belts required





The more of a sophisticated purist a driving enthusiast becomes, the less likely is he to accept compromises. No one car can be all things to a purist. And so it is with the Racing Team--Rover is one of the finest GT cars in the world. But it isn't a tow car. The R-10 is a fine small sedan--with comfort, quality and economy, but it isn't a tow car. The 1093 is a fine willing little race car, but even in its wildest fancies it could never grow up to be a tow car.

Blue Car is a race car and lives on a trailer. Trailers must be towed. And so began the latest of our adventures--the search for, acquisition of and refurbishing of a tow car. In typical administrative and systems fashion, we applied the talents for which we are in so much demand by our respective employers. We defined the problem--What do we want of a tow car?

It must be strong enough to haul the trailer/race car combination with ease and energy to spare.

It must be easy to drive and have some of the creature comforts which reduce fatigue.

It must be big enough to accommodate all of the stuff two people and a race car need for a week or a weekend.

It must be reliable--and if necessary, capable of repair at the corner garage by the local mechanic, while our time and energies are devoted to the race car.

It must fit in the budget and have some money left over for upgrading the race car.

It must be something we won't mind trundling down muddy pit and paddock roads, yet something we won't be ashamed to be seen in.

That describes our DREAM tow car.

We set our jaws and our purse strings and set out on the quest.

Would you believe we FOUND it? There she sat, in Don Dahl's used car lot, in all her big black and chrome magnificance, just waiting to go to work. The longest, most ferocious looking Cadillac in the world--a 1956 Fleetwood limousine--complete with jump seats.

The inherent quality of Cadillac plus reasonable care, plus Don Dahl's wizardry in rebuilding the automatic transmission produced a tow car that fulfills all of our requirements.

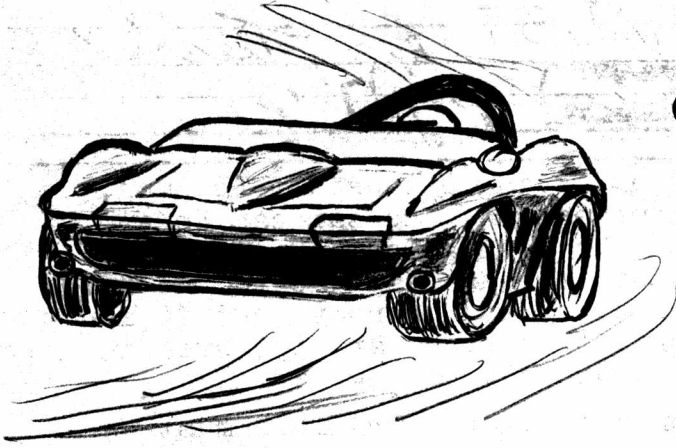
It's strong. You have to see the frame and cross members to believe it. Putting on the trailer hitch was a cinch--bolted right to the frame behind the bumper.

It's easy to drive. All automatic, (a 4 speed, 3 speed, and low range) with power steering, brakes, windows, radio, clocks, etc. Talk about creature comforts!!!

It's certainly big enough. The trunk is a good size, but oh that back seat! What a place to get in out of the rain! And only 6 inches longer overall than a 1967 Buick Electra.

How much more reliable can you get than Aunt Jemima? Many of the components were used continuously in Cadillacs through 1964 so are still available--and the putting together is strictly U.S. style.

CONT. ON PG 23



SET YOUR VETTE

FOR B-PRODUCTION

by Tom Dutton

For Sting Ray 327

Starting at the lower end, use the 365-375 HP high performance oil pan, it carries an extra quart, has excellent baffling, and a trap door arrangement to keep the oil at the pump on braking and cornering. Use the 427 oil pump with the 327-375HP pick up tube. It has a larger output than the 327 pump. Use the 350HP 1966-67 327 main bearing cap studs. They take 10 ft-lbs more torque than the old ones. Use the stock high performance bearings, .0026-.003 on the mains and .00175-.002 on the rods. The 66-67 350HP rods are beefier in the stressed areas than the old 375 HP rods. Use the 375HP-327 crank which is tuftrided. Stick with the stock high performance 375HP pistons and rings using .0045-.0055 piston to bore clearance. For oil choose one racing brand and stick with it. For very high compression use an aircraft type ashless oil so that no combustion chamber deposits build up. In the cam area I'm well pleased with the 375HP cam but I hear the Z-28 cam is even better. Port and polish the heads, match the valve springs, and spring height and pin the rocker arm studs, c.c. it, and match the ports. For headers a good set of 4 tube into one is the best. To build your own or for reference use 1 3/4 OD, .30 wall, 29" primaries into 3 1/2" OD, .30 wall secondaries 36 - 42 inches long. The longer the secondary the more torque at a lower RPM. These specs are for the 375HP 327 cam. For carburetion I've stuck with the 365HP aluminum intake manifold and the Holley and have had 100% reliability and adjustment freedom. The fuel injection is quicker in response and possibly has a few more horses but the unit requires attention and knowledge. With the Holley I added late 64 rounded bottom floats, 72 primary jets and 78 secondary jets. Made the secondaries mechanical and blocked off the exhaust crossover with stainless steel shims. In the ignition area I've found the optional breakerless ignition 100% reliable and adjustment free. Once the timing was set at 38° maximum centrifugal advance we never had to touch it and of course there are no points and dwell to fool with. It fires at an excellent voltage of 26,000-30,000 volts. Others swear by the dual point system, I'm for the breakerless.

I'm still using the aluminum radiator and expansion tank with good results but the copper or brass 427 radiator would provide more cooling and eliminate the expansion tank. The free wheeling fluid drive fan is ideal, keeps it cool sitting on the grid yet doesn't rob much power in the revs. I use the stock 375HP high performance diaphragm clutch adjusted so that it doesn't go over center and hang up in the revs. The Muncie 4 speed and Corvette short throw linkage have been faultless. I only drilled out the lower casing, installed a magnetic drain plug and flushed the transmission oil every race. The Sting Ray drive line and rear are very reliable and rugged.

SET YOUR 'VETTE FOR B/P Con't

I used the 327 heavy duty front anti sway bar, H.D. springs front and rear, and Koni shocks all around set up one turn. On the front $\frac{1}{2}^{\circ}$ negative camber, a hair toe out, $2\frac{1}{2}^{\circ}$ caster; on the rear $\frac{3}{4}^{\circ}$ negative camber and $\frac{1}{8}$ " toe in. To get negative camber on the front you need longer upper control arm bolts. Use 280 or 300 M steel and washers. The rear toe in is just alot of work.

If you have the money go for 7 x 14 American Racing Mags or Aluminum wheels, not only for the unsprung weight but your brakes run 250°F cooler than the steel wheels. Otherwise space out $\frac{1}{2}$ " the 68 steel wheels to $7\frac{1}{2}$ ". Tires - the latest from the manufacturer you prefer. Chop the windshield, install a roll bar, scattershield, shoulder harness, competition seat belts, and a fire extinguisher. Remove the window glass, radio, and heater.

For OK braking the drums and cerametallic linings will work. It's a stock drum honed to a finer finish. The 63 competition drum setup can really take it but sometimes runs too cool and is erratic. I've found the disc brakes just what the doctor ordered. With the dual master cylinder, HD pads, and aluminum wheels they should be trouble free. The 65 and later discs will fit right in the 63-64 'Vettes. Just change spindles and trailing arms and cut off the rear rebound stop. There is a HD disc brake setup with twin pin front pads, but for SCCA racing this extra ruggedness is unnecessary and the twin pin pads are super-expensive.

I used a 3800-5900 RPM range and the engine lasted the whole season. Just change the engine, transmission, and differential oil after every race. I've found DA Speed Sport gear lube to be very reliable when used in the transmission and differential. Use a lithium base grease for the wheel bearings. At least a 350°F boiling point brake fluid is necessary and it's a good idea to stick to one brand.

That's it! Go out and bring home the trophies. If you have any questions or problems feel free to drop me a line at:

39 Franklin St.
Gloversville, N.Y. 12078

Tom Dutton

Tom Dutton

REPORTDAMAGEDSIGNS

 ---BEFORE
THEY CAUSE
ACCIDENTS.

"Learn and Live Safety Tips"

"Obey the law, and observe all traffic signs and signals." This is perhaps the most common advice given motorists.

Working to upgrade the quality of traffic control devices is a positive way you can help reduce the traffic accident rate in your community. And YOU must do it. For your community IS you.

New York State Department of Motor Vehicles





GOES TO LAKE GEORGE

A few things have happened since I went to Lake Placid... My master took me to Lake Onderdonk to the Mustang Club Ice Gymkhana and he put my studs on my front paws...I had a good time on their rough, rough ice...My master and I, took the best time of day...Had a little trouble once during the day tho...he thought I had run out of gas and borrowed some from a spectator's truck, but little did he know that this was the beginning of trouble with my fuel pump...

The following week he took me to Ballston Lake for the SCCA event...Again he put studs on my front feet and here the ice was so very, very, very smooth, like glass...I got my chance to get even with that #80 Saab and his master, Huck Spaulding...The officials put him in a class with me and my studs, because he was modified, so he had to run against us without studs...I guess we were about 10 seconds faster...Sure wish they would let us run studs at Lake George, but no such luck...

Also met that mean ole #40 Saab and his master Ray Gaul... He threatened me to keep out of his way when he got to Lake George... He was always mean that way ever since my master's old gymkhana days...Well my master and I did pretty good at Ballston so now we get ready for Lake George...A few days before that we find that my fuel pump is bad so after that is fixed we are ready to go...

Saturday AM up early and north on 87 to Lake George...At registration, I see my cousin "Mini 9", who now has changed to #8...So for this little episode, he will be "Mini 8", his master the same Bill Morris. After talking to his master he tells me his brother Mini 42 will be here on Sunday with Joe Corbett at his helm...My master takes me down to the ice and there we find nothing but ice and no snow or snow banks...Boy, is this stuff slippery... We ride around a few times and decide to change my tires around, because I don't steer very good on the Northway with radials on the front only...They told my master that they may put a little sand on the corners...Sure hope so as I can't even stand up out there, let alone anyone walking...

There's a few friends of mine in the pits...The "NFG Special", which is mastered by Don Noyes, who says it stands for no fibre glass...the 141 Saab with Roy Barnard...the #60 Snoopmobile with Butch Sciarra...(he's no friend)...The 96 V4 Saab with Hal Mayforth (he's no friend either)...I still say he should have to run 10" wheels...

Well now it's time for practice and away we go...round and round we go...look out for that mean ole #40...#80 really gets a lot of bite, must be them darn big wheels...Back to the pits and get ready for our race which is first on the program...

That fellow up there is waving that green flag and nobody is moving, not even us...boy, is it ever slippery...we are finally moving...sure wish I had my studs on...Going down the back straight and running eighth...careful now, you might make it thru 3 and 4... easy does it, that's pretty good, like, look out for 165, well he missed us even if he had to go around that pylon...He was a nice guy, not like that mean ole 40, good thing it wasn't him...Now around again and see if we can't catch some of them there fellows.

MINI 43 Con't...

Twenty minutes later and the race is over and we are in the same position...Guess you can't catch too many on this slippery stuff...But we didn't get any worse anyway. That #60 Snoopmobile did pretty well that time...Wait till tomorrow...

Sunday my master takes me to practice and then spends the rest of the morning putting my exhaust system back together again.. Race time and away we go again, only the grid is more slippery than it was before, if that is possible...The green flag again and away everybody goes but us...Then raced my little wheels about off and we finished about 9th or 10th...Well wait till the big endurance race and we'll show them...the second race for modified was exciting and so was the rear engine race...The open race saw lots of spinouts and also was very good...The Ladies went around and around, and around...

At the start of the endurance race we were eighth on the grid with determination to get started better...we did by starting in fourth gear and going down into the first corner about 3rd or 4th...Down the back straight we were about fourth behind that mean ole 40...and that wasn't bad...By the third or fourth lap, some cars already were being lapped, and we were coming into turn 3 & 4 very nicely sliding across on an angle when all of a sudden there in front of us was an MGA sitting perfectly still crossways and on the left was a VW trying to get back on the trail and on the right were 2 or 3 cars trying to get by me on the inside and in back were more cars looking for racing room, and there was nothing more to do but brake a little, brake a little, brake a little, slide lots and WHAM...My friends have told me about T bone crashes at the fairgrounds but I never thought I would be trying it...I stalled, my master mashed my starter button and I started...We backed up and we were off again...That whole thing took about 30 seconds and I don't think we lost more than 3 or 4 places...

But, my left eye is pushed back about 3 inches...my jaw is aching...couple of broken teeth...sore throat...and no Anacin... But as they say in show biz, on with the show, so on we go again and try and make up what we lost...In a few laps we picked up a few of the ones who had got by while we were chewing MGA's...We diced about 5 laps with the 93 Saab with Carlton Foster and finally got by him for good...Only to find out later that he had been in the pits for 2 laps...Well, it was lots of fun anyway... Now the race is over and we find that we were sixth overall (2 hours later) and that's not bad for 10" wheels...

Next year with different tires and...limited slip and... studs and...150 horsepower and...16" wheels and...spikes and... and...

Lots of fun anyway...MINI 43

with my master

Harold Cameron

P.S. Anyone know of a good eyes, ear, nose specialist...

And always remember (as quoted in certain paper) my master is sober, steady, reliable, clean cut, fearless, rational, well adjusted and handsome; all the rest are beasts...(Aw c'mon fellas, this is getting out of hand...ed.)

Mini 43

AS SEEN FROM THE PITS by Bill Morris**S
E
B
R
I
N
G**

After talking about going to Sebring from 6 years, an opportunity came which I could not afford to pass up; to go to Sebring as a pit crew member for the Porsche Carrera 6 of Jim Locke (New Hampshire). Bob Bailey was co-driving with Jim and at his invitation, I eventually found myself inside the pits at Sebring. When the car ran, it ran superbly, but 3 hours of the race were spent in the pits repairing broken rear suspension. The valiant efforts of the other three crew members put the car back in the race for a first in the under 2 liter sports category; the other cars in the class went out with irreparable damage. It was truly an endurance race, and the endurance of the drivers and crew was responsible for the class win.

You will be able to get the overall race story from other sports car publications, so I will relate some of the other incidents of varied significance here. If you work at a race, rather than spectate, you will become very intimately involved with one particular aspect of racing, i.e., flagging, scrutineering, timing, pit crewing, etc. The benefit derived is a deeper understanding of one of the many aspects of racing, but it comes by sacrificing the broad and overall view for that particular race.

For example, I was keeping track of lap times and number of laps so that pit stops could be scheduled at the optimum times for fueling and tire and brake changes. The lap times were around 3 minutes and I soon dropped into a routine of clicking the watch as the car went by the pits, recording the time, and then semi-relaxing for 2½ minutes until he was due again. Most of the time I was unaware of who was leading, their lap times, and the cars which were out with difficulties. It is difficult to explain the tension and anxiety when the watch reads 3:20, then 3:30, 4:00, and you know the car is overdue. It is a definite sign that something has happened, but you don't know what: perhaps out of gas, or a blown tire, or a blown engine, or a crash. You can see only a small portion of the course, so your information is very limited. The best thing to do is dispatch someone to Communications Control, because they keep a written record of cars which have been reported off course by the flag stations.

The pit assignments were in a bit of a mess. We were originally assigned to No. 04 which is the last pit before re-entering the course. An elevated refueling tank had been ordered from Gulf, and we naively assumed that everything was set. On race morning, however, a TR-4 with driver and crew had taken over this area, and it was found that we had been reassigned and moved to No. 1, about 4 stalls down toward the center of the area. Trivial, except we lost about ½ hour of valuable pre-race preparation time as well as our fueling rig. A Camaro in the adjacent pit did have a fueling rig which they consented to share as long as we didn't interfere with their scheduled pit stops. So, I very carefully worked out the times when their car would be in for fuel and planned our refuelings so that both cars wouldn't be in at the same time. Their pit stops were more or less like Happenings, with very little scheduling involved. On one occasion, a double check with their pit chief showed the Camaro was due in for fuel in about ½ hour, so I decided to call Bob Bailey and the Carrera in for gas immediately. Ten seconds after Bob acknowledged the pit sign "Gas - Next Lap", the Camaro pulls into the pits for refueling and don't know what else. It's impossible to tell Bob to stay out on the course for another couple of laps, so we stand there and sweat it out, hoping the Camaro will soon pull out and leave the refueling area clear.

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GYMKHANA??

MAN, IT'S LIKE A DRAG!!



(Wherein the intrepid young journalist compares our favorite parking lot panic not to our esteemed cousin the Road Race, but to (oh horrors) the ultimate orgy of speed, drag racing)

Trying to explain gymkhana to someone who knows only of the 1320 can be a difficult task, unless one can draw meaningful analogies between the two. Yet this is the task I face whenever I expound on the joys of "motor sporting". With this in mind I have become enlightened at the many similarities betwixt the former and the latter. Permit me then to share my revelations.

The object of the game in either case is to reach the finish line in the shortest time. To hear a really good dragster tell it, you're just about oblivious to the other car, and you concentrate on your own car and paramount in concern is smoothness. In a gymkhana then we are going the same thing, only we don't have any other car running against us. Again smoothness is the key to success. So we come to the conclusion that a gymkhana is nothing more than a drag race with curves.

The history of drag racing is really about two steps ahead of the autocross. They started out racing on the street, then moved to informal meets on old abandoned airports and now they have moved on to full fledged strips specially designed for racing. The gymkhana grew out of a desire to have a little fun with your sporty type car away from the eyes of the law. They started out as little field events, then moved to events requiring more speed, less gimmickry and now, (especially in California) they have become specialized to the extent that special courses have been constructed expressly for gymkhanas. Perhaps someday we'll have our own Nationals and maybe there'll be a little coin in it. (a very little coin I'm afraid)

This next one will probably make me a lot of enemies: our cars are more similar than different when compared to the vast majority of the drag cars seen at area strips. They must, as do our cars, be of a dual purpose nature, capable of competition or commuting. So in effect we are brothers under the skin. But on the other side of the coin, more and more cars are showing up at gymkhanas that are designed expressly for competition, and these are the twist and turn equivalent of a full house rail. Both are on the low end of the weight scale, have little or no body, possess neck snapping acceleration and braking, and are in the ultimate state of tune in both motivation and handling (yes dragsters do handle). About the only differences are in suspension, tires and transmission. So, if you want to build a really quick slalom car, take a few pages out of the dragsters book and then go to it.

This comparison brings some interesting questions into light:

I. Would the start of a gymkhana be more interesting if we had Christmas Tree system? It would place more emphasis on starting line reflexes and make the start a little more challenging. But what about fouls?

II. Would a funny car traction compound help handling any? In theory it should, if you could get it to stay on the tires long enough.

The other night I saw a fellow sports car owner drive by in a new muscle car, then a little while later when he was coming back by I stopped him and asked whose car he had. He said he had just bought it and traded in his import.

I pondered this for awhile and then started wondering why the majority of buyers get rid of the sports car after about 8 months and buy American.

But thinking about my first imports I started to see the reason, have you ever noticed that when a sports car goes by you on the street it is usually wound out in second or third gear and how they are usually cornered quite vigorously when its not really needed. These traits aren't bad but due cause strain on the cars. Unless this is understood people can't understand why their car engines need a rebuild or the clutch is slipping. Longevity of a cars engine is based on piston travel at a given mile per hour. American cars are usually geared for low R.P.M.'s at traveling speeds where as imports have higher R.P.M.'s at the same speeds. When driven in lower gears this only increases the bearing loads and stresses. The high use of R.P.M.'s also causes use of more oil because of the high vacuum created in the combustion chamber.

Oil loses its viscosity or protection ability as engine temperature increase, increase in temperature is caused by high friction generated by the moving parts of the engine.

Down shifting is another habit which causes undue stress on not only the engine but complete drive train. If a lower gear is necessary it is understandable to do it before the turn, but if it is not necessary don't.

Another thought I had was on the cost of sports car parts. When rebuilding my Porsche engine I spent most of the time comparing V.W. and Porsche parts and buying the V.W. parts that fit (at about $\frac{1}{2}$ the cost). Labor costs as well as prices asked for used sports cars are extremely high. This alone is enough to discourage you after your first repair bill.

So with proper use of your car maybe you'll keep it longer and buy another when its time to replace it.

IT'S LIKE A DRAG!!! Con't

III. How about a handicap system to have all class winners run for an overall event victory (similar to eliminator competition at the drags)

IV. Finally, how long will it be before entry blanks and event results start appearing with monickers like Mike "Mongoose" Gorman, Karl "The Snake" Scharl, Big Daddy "Bill Morris" and "Shifty Stan Bubar?????

I Remain, Your Humble Scribe,

"Surfer Greg" Rickes

20

HIGHLIGHTS(?)
OF THEXII ANNUAL NY INTERNATIONAL
AUTOMOBILE SHOW

...Cadillac is copying Porsche - with a "Targa" roadster (show model only). Only the gold Caddie is about 4 times the size of the real thing.

...Speaking of the real thing, Porsche showed their Targa police special. If the cops around here had one of these you would probably let yourself be caught just to take a look at it.

...funny how wild racing cars look next to all those pretty sedans. In evidence were several formula cars including Gurney's old 4 cylinder Eagle and a metaflake red - 305 Bartz Chevy engined F/A Le Grand that was really something else. Can-Am was represented by Mark Donohue's Lola and what has to be the scruffiest looking 275P Ferrari in existence (I don't think it would pass tech at Lime Rock). Also the Le Mans winning Ford MK IV looking very neat, clean, and businesslike.

...lots of girl people around as usual. Some dresses with more out than in. Most interesting was the one demonstrating how to get out of the experimental Dodge Charger (Sort of like getting our of a bathtub without using your hands).

...noticed that Goodyear Racing tires were on more of the experimental cars than any other brand. Also interesting were the sizes used by various manufacturers.

Dodge	8.20 - 15
Pontiac	9.20 - 15
Chevrolet	10.00 - 15
Ford	11.20 - 15

Ford's were on the Mach II mid-engined job that really works!

...good ol' American Motors must really mean business with the performance angle. Their whole exhibit was racing oriented.

...saw Wilt Chamberlain there. Watched for a while to see which car he was going to try on for size (Sprite?) but he disappointed us.

...after looking at that day-glo green Lamborghini Miura the ole VW bus just didn't seem the same on the way home.

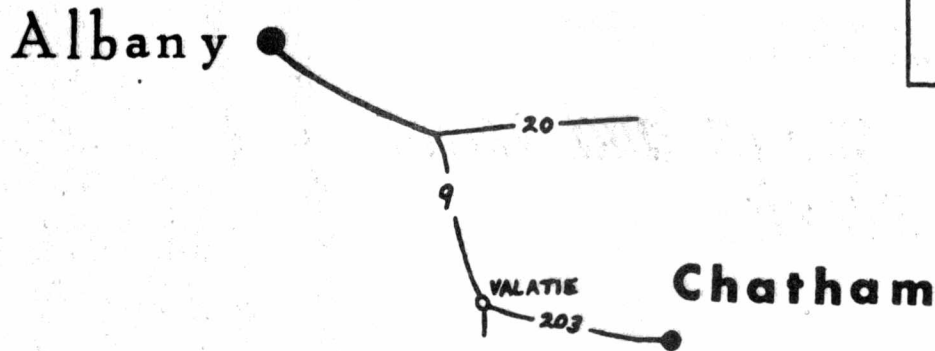
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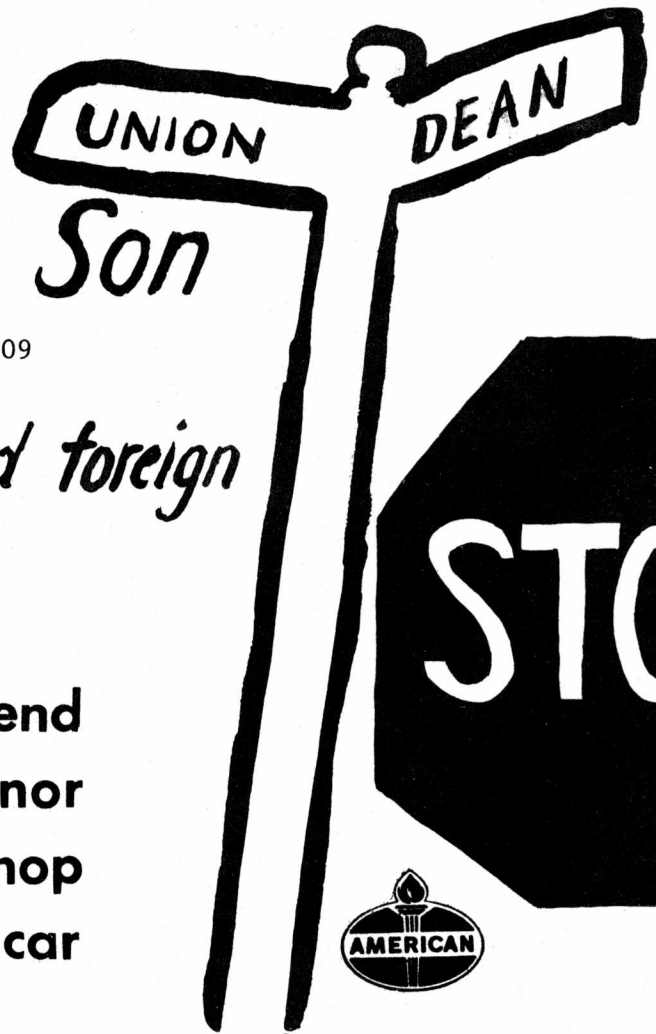
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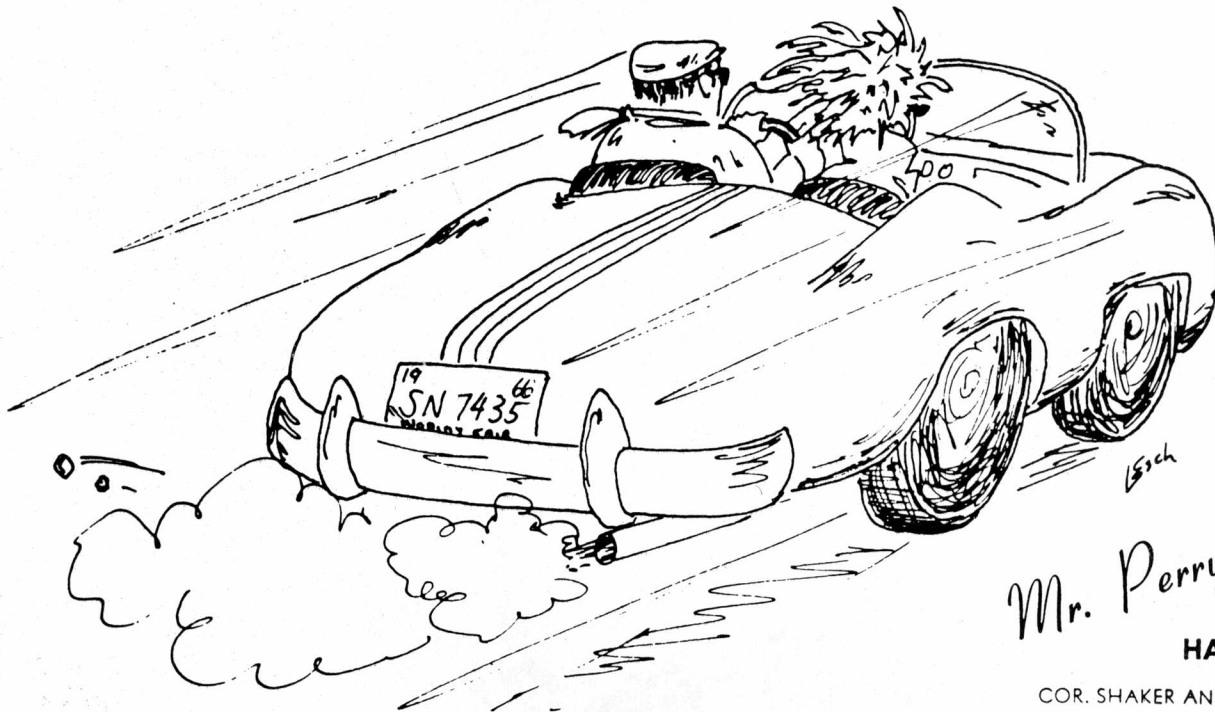
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Mohawk-Hudson Region Gymkhana Rules - Con't *

- A. A hazard on the course may cause the gymkhana master or any course marshal to stop the run at his discretion. *
- B. Reruns may be granted at the discretion of the gymkhana master. *
- 7. The Mohawk-Hudson Region Gymkhana Rules are subject to the interpretation of the gymkhana master. *
- 8. The gymkhana master is empowered to issue supplementary regulations. *

SEBRING (as seen from the pits) CON'T

He does, with a minute to spare, and now its our turn to go to work. When the crew didn't have broken parts to replace, a pit stop for gas, oil, and driver change took about 1 minute; if a rear wheel looks like it has come adrift due to broken suspension, count on about an hour and a half.

Tech inspection of Smokey Yunick's Camaro was amusing, to say the least, for even though the car was more legal than at Daytona, they still called him for having numbers that weren't 14" high and an improper shroud on the radiator. Part of the FIA regulations specify a minimum ground clearance and a maximum turning radius. Jim Locke's Carrera made it over the "FIA Clearance Box" but couldn't make a right-hand U turn within the specified width. However, the FIA does not specify that both left and righth turning radii must be the same and less than the maximum, so we tried going through the other way--a left hand U turn, the car made it, and the inspectors passed it. Jim took a little kidding about having set up the car to make the "continuous left hand turn" at Indianapolis.

One final item--everybody who is anybody and plans on driving night races where illuminated numbers are required should have an electro-luminescent panel instead of the traditional white disc upon which to display the numbers. Sylvania makes these, and they are great, except don't believe the Sylvania factory representative when he says it takes only about 45 minutes to install. If you have done it before, it will take about 2 hours since you must dismantle the alternator; if you haven't done it before, plan on the major part of the day to get it working, and do it where you have adequate facilities and access to an electrical engineer.

TUNED EXHAUST by Terri CON'T

The price was right--and so we bought it. New shocks, new tires, new front seat covers and a few other nitty grittys and the Racing Team is in business. We can now concentrate on those 13 inch wheels and fender flares that CSI has seen fit to approve for Renault Gordinis, and to fuss about the dock strike that is unquestionably holding up our new manifold and wonder why the hell you can't buy a Bendix blue cap anywhere in the city of Albany.

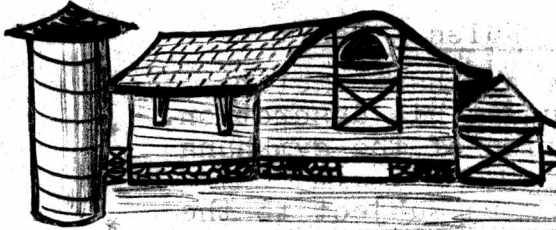
As PR commented in his column, the Region can use all the help it can get at the Driver's School. I'll be flagging and will be glad to advise anyone interested concerning the personal equipment you ought to have with you for such a venture--which reminds me, I'd better replanish our rain gear.

Look for us--and Aunt Jemima and Blue Car.

Prouvaille.

Terri

245



ANIMAL FARM

by Walt Davis

You're driving along the Thruway and you see a disabled car on the shoulder with a red balloon tied to the radio antenna. Any idea what it means? If a suggestion made to Vincent L. Tofany, Commissioner of Motor Vehicles gains common acceptance, it would tell you that the occupants were requesting an ambulance or medical assistance.

One of the problems faced by the traveller on today's limited access highways is that of notification to the proper authorities when he needs assistance of some type. The Department of Motor Vehicles has suggested a voluntary method by which a stranded motorist could signal his needs to a bypasser or airborne traffic monitor.

Balloons displayed from the radio aerial or driver's window would identify the nature of the problem and speed the proper kind of help. The suggested color scheme would provide for balloons of three colors:

Red -- ambulance or medical assistance

Green -- police assistance

Blue -- mechanical breakdown or lack of fuel.

Mr. Tofany emphasized that the system was voluntary, however if adopted would provide cooperation between the motorist and the police in rendering the proper kind of assistance as speedily as possible.

THE BIG "G" STANDS FOR GOODNESS

Well since Karl "mailed" last month's article in the glove box of the Healey, I guess it's time to get up to date.

Last Sunday's gymkhana at Almart's was a great success (except for a few class conflicts). TCMC did a great job setting up a fast course that was enjoyed by all. Hmmm, I must do something 'bout those brake pads.

**** DAN GURNEY FOR PRESIDENT **** at least he's the best I've seen so far...

Advice from Jack Merrill - Don't park your Shelby at a Kinney lot in NYC. Seems the clutch was in pieces when Jack came back to pick it up.

Book of the month - "Enjoying your Corvair" by R. Nader with a foreword by Don Yenke. It's a "stinger".

Glad to see Phil Groggins up and about. Phil's one of the "grandest" of the "grand old men of motoring".

Wise words to Sandy Fisher and Karl. "Knock my TR all you want, but remember this - It's still in production.

Sincere thanks to Ed Holeva for his assistance on a certain TR-4.

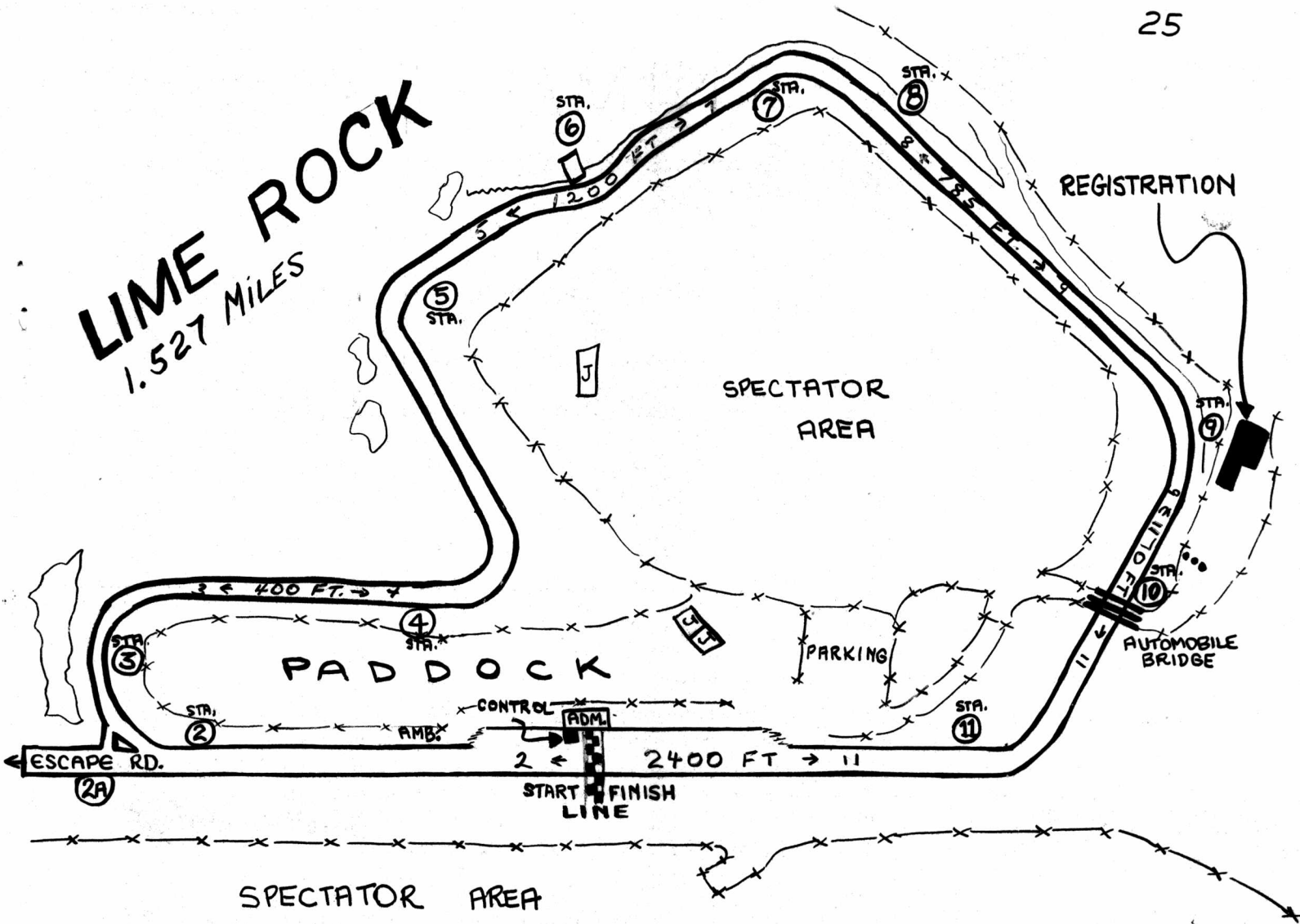
"Yes Uncle Gene, I'll work at the drivers school."

Hey there all you D-P TR-4 drivers - WANTED - competition parts. Please give me a call. (How about 4 Corvette hub caps ...ed.)

There isn't a whole lot that's newsworthy except for the fact that the "Season" has started. Let's all compete, work, and generally make this best M-H and the area have seen in a long time.

Michael

Michael Gorman



LIME ROCK PARK Road Racing Center of the East LAKEVILLE, CONN 06039

March 29, 1968

I would like to take this opportunity to invite the members of the Mohawk-Hudson Region to attend the events at Lime Rock during the coming '68 season.

As you well know, your Region will sponsor its first National Race at Lime Rock on July 19-20 as well as the INEC school on May 25-26. In addition to these events we have also scheduled a Trans-Am on Memorial Day, another National on July 6th, and an SCCA Grand Prix on Labor Day. Other schools include the RRDC Advanced Drivers Seminar on Thursday July 4th for National License holders entered in the Independence Day race with instructors like Mark Donohue, Lake Underwood, Peter Revson, Dick Thompson and many others.

All in all, it looks like our best year in the last 12 so I certainly hope you find the time to make it over to Lime Rock.

Sincerely yours,

James E. Haynes
President
Lime Rock



HAPPINESS IS a hole in your muffler!

It's WHAT'S HAPPENING "68"

- APRIL 20 Sat. Tri-City Mustang Charity RALLY 7:30 pm start at Curry Road Shopping Center, Route 7, Schenectady
- 21 Sun. MO-HUD GYMKHANA Drivers Clinic, Registration 11-12 noon
Two-Guys, Menands - see details in this issue.
- 25 Thurs. EMSC April RALLY - Registration 6:30 p.m.
Midas Muffler Shop, Route 9, Latham, NY
- 28 Sun. 1st SCCA I.N.E.C. GYMKHANA Registration 11:00
Two Guys, Menands - see details in this issue.
- MAY 1 Wed. Circle Inn, Latham-Membership Meeting Mo-Hud SCCA 8:30pm
- 5 Sun. MG Car Club GYMKHANA GEX Latham Registration 12 noon.
- 5 Sun. Crailo May Day Scramble RALLYE Registration 12:30 pm
Crailo Ford, East Greenbush
- 12 Sun. AMEC Trials - Hagadorn Mills
- 18 Sat. National Mustang RALLY - Catskill
- 19 Sun. Empire Ladies RALLY
- 24/25 Fri/Sat MO-HUD SCCA DRIVERS SCHOOL, Lime Rock, Conn.
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- 25/26 Sat/Sun BMSC Weekend Rally on Sat/Gymkhana on Sun.

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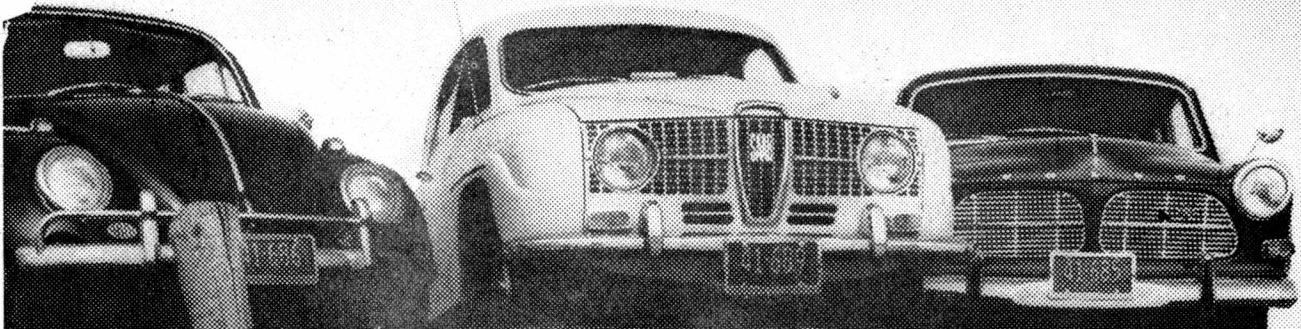
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