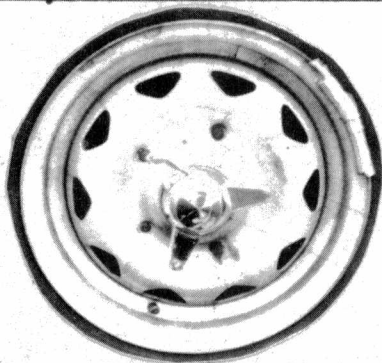
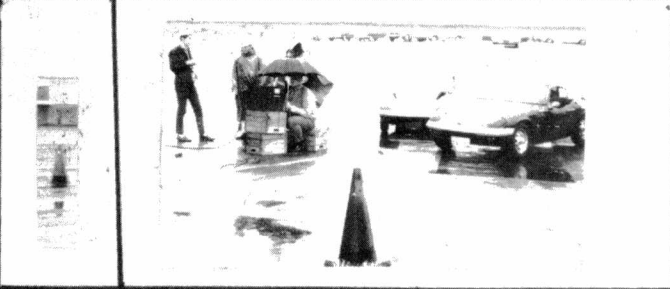


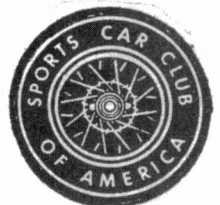
THE KNOCK OFF



JUNE 1968



mohawk
hudson
region



NEMITH CIRCLE DODGE, INC.

NEW CARS USED CARS

Largest Display of Imports

PARTS AND ACCESSORIES FOR ALL CARS

TIRES - DUNLOP, PIRELLI
MUFFLERS - ABARTH, STEBRO

CASTROL
LUCAS LITES

AUTHORIZED DEALER FOR:

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

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

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

Traffic Circle Rte 9



Latham, N.Y.

Sales 785-8531

Parts 785-5525

THE KNOCK OFF 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, S.C.C.A. is open to all automobile enthusiast residing in the Counties of Albany, Clinton, Columbia, Essex, Franklin, Fulton, Greene, Hamilton, Rensselaer, Saratoga, Schenectady, Warren and Washington.

1968 Officers

REGIONAL EXECUTIVE
Gene Birdsey
65 Southgate Road
Loudonville, NY 12211
785-7980

ASSISTANT R.E.
Bill Morris
1466 Van Curler Ave.
Schenectady, NY 12308
377-8117

TREASURER
Jack Fenn
Box 218
Claverack, NY 12513
851-9105

SECRETARY
Bill Sarr
24 Castleton Avenue
East Greenbush, NY 12061
GR 7-9107

DIRECTOR AT LARGE
Art Frederick
R.D. #2, Box 14
Valatie, NY 12184
384-4288

DIRECTOR AT LARGE
Dave McClumpha
54 Adams Place
Delmar, NY 12054
469-9656

ACTIVITIES DIRECTOR
Ken Jochim
Route 49-Richmond Shores
Pittsfield, Mass. 01201
413-698-3302

COMPETITION DIRECTOR
Philip K. Raeder, Jr.
Box 352
Slingerlands, NY 12159
Off.Tele. GR 4-8865

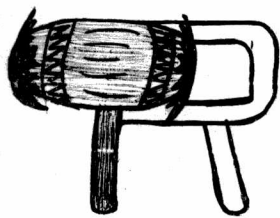
INEC REP.
Bill Morris
1466 Van Curler Ave.
Schenectady, NY 12308
377-8117

KNOCK OFF EDITORS
Howard & Nancy Geer
138 Hudson Avenue
Chatham, NY 12037
392-9632

KNOCK OFF ADVERTISING
MGR. Jack Fenn
Box 218
Claverack, NY 12513
851-9105

KNOCK OFF PRINTER
Frank Rafferty
Scriven Duplicating
Service, P.O.Box 39
Valley Falls, NY 12185
753-4520

COVER: Assorted pictures of the 2nd INEC GYMKHANA held June 2nd at Two Guys Parking lot, Menands. It was a very wet day!



E

GIONAL RAMBLINGS

The past month has been packed with as much Sports Car activity as this old veteran can remember.

Our Drivers School was a very smooth operation. The planning and the event went as well as and even better than any event that I can recall. The school turned out 13 licensed drivers. Every one there was participating and doing their job well. Some of the most competent people in Area 11 turned out the very best event that I have ever been to in the 13 years that I have belonged to S.C.C.A.

Congratulations for a job well done!

We are looking for workers for the National Races on July 19th and 20th. There is a job for everyone. We expect an entry of over 200 cars. Most of the ground work has been started and once again the response has been great. This is a week-end you don't want to miss. Get on the workers list now.

The Gymkhana series is going very well. The competition in several classes is very close and it looks like the Mohawk-Hudson Region will be well represented in the Championship this fall.

Our Region and Membership continue to expand.

Bring a new member to the I.N.E.C. AREA 11 NATIONAL RACES
ON JULY 19th AND 20TH!

Uncle Gene

WESTPORT NEWS... DUES INCREASE

The Board of Governors revised the dues structure for members effective for the 1969 membership year. Regular members' dues will be increased to \$17.50; dues for members under 21 years of age have been set at \$10.00; dues for spouses will remain at \$5.00. All members will receive SPORTS CAR magazine without further cost.

THE NOISY GEER-BOX



VIEW FROM A FLAG STATION

The last month has seen the racing season really arrive - from driver's schools to Group 7. At the Bridge USRRC - Nationals we watched TOM DUTTON chalk up an impressive BP win - his first of the year. The Nationals were really good but the USRRC was the biggest non-race we've seen in a while - but then even one Group 7 car is exciting to watch.

To all you people who flag now or ever might, a word of advice. Don't ever take the fire extinguisher on your station for granted. While checking our 20 lb. job on race day we found it to be absolutely dead - can you imagine if this was not discovered until it was needed (another Bandini incident). And at our Driver's school it was needed to put out an engine fire - nothing serious because it was caught in time.


Speaking of our drivers school, BILL MORRIS and KEN JOCHIM represented the officers out on the track. Bill's Lotus had the passenger window keep popping up. Someone would report it but meanwhile Bill would roll it down - causing great confusion. PHIL RAEDER was Chief Observer and he got in as many laps as some of the students. BRUCE CARGILL brought his brand new Formula Ford and dumped oil all over the back of the course while turning 6800 at 0 oil pressure - which gave course marshall ART FREDERICK something to do trying to get the track dry. TERRI NOVOTNY watched the Lime Rock fauna, in the form of a turtle cross the track and not even get hit. Sorry not to mention everybody - but just about everybody was there helping. All in all it was a complete drivers school - topped off by the traditional Sprite flip.

The National's are our next venture and we hope to see everyone out there working. We might even flag if Uncle Gene can convince us we'll have time to eat lunch!!

Quotation of the Month - Where is Mohawh - Hudson?

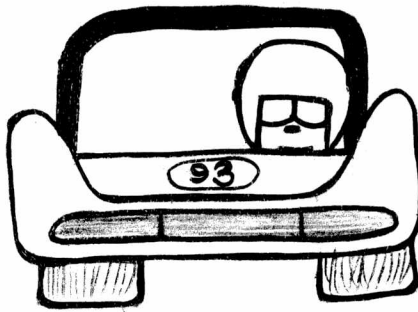
Proverb of the Month - Deer are tough animals!

See you in Great Barrington,

*Howard, Yancy,
Danny and 'BEAR'*


BRING SOMETHING TO THE JULY 3rd MEMBERSHIP MEETING FOR THE
KNOCK OFF. HAVE A JOKE, CARTOON, ARTICLE.....we read any writing!

HELMETS,
ROLLBARS
AND



BRIGHT
SHINY
BEADS

There have been a number of interesting developments in the past few weeks. On the good side, it seems that SCCA will not require safety fuel cells in all cars in 1969. Very interesting. You might be interested in a letter I sent to Westport (as part of a continuing liaison between my office and SCCA headquarters) on the subject of fuel cells. The letter appears elsewhere in this issue.

On the bad side. The June 8 issue of CP & A has an editorial "What Cost a Human Life". The editorial urges the use of some sort of crash bags, especially at Indy, and winds up by saying "These precautions could be expensive for the track owner-promoter, but they certainly cannot cost more than a human life." Garbage! I hear this sort of crap all day long. The old story - relative to any safety device - ". . . if it saves only one life, it is worth any cost . . ."

Nonsense! What this world needs is somebody to have guts enough to say that the cost is more than the value of a human life, as a practical matter. Whenever I hear the old song about the value of life, to the exclusion of everything else, I know that the person using this to support a given proposal is bankrupt of real facts or evidence. Questions covering things like number of lives saved, extent of injury reduction, cost, etc. need to be answered. Otherwise how can a rational decision be made as to whether the money might be better spent in another area of safety that will be more productive in the saving of lives?

Continuing the gruesome side. In the same issue of CP & A, Peggy Moore has a column. She writes about the damage to driver's hearing resulting from operating a loud racing car. She cites alleged research, done at one race, where it was discovered that after the race, drivers suffered some hearing loss. Based on this, she urges use of a new type helmet supposedly designed to minimize hearing impairment. Then she really lays it on in one paragraph, which I urge you read very carefully, "I can hear the moans of the drivers already, they haven't even recovered from the new regulations regarding fuel cells and Nomex-everything, and now they may be faced with the prospect of acquiring special new helmets. Cheer up, there's always a chance the earplugs will work as well." First, let's not spend much time in the inadequacy of the so-called research (tests at one race) or the fact that the results are completely mis-read (in good research, Dr. Henderson has found that all drivers suffer some slight temporary loss of hearing after a race; that loss disappears after a maximum of two days) but rather, look carefully at the paragraph. In it is the assumption that something is going to be required for hearing protection, ". . . cheer up, the earplugs may work as well." Hold on! Who in hell said anything about the need for hearing protection being demonstrated? This is the sort of tactic practiced so masterfully by the Federal government - set a standard (often without demonstrated need) and then when the complaints start, give way a little (the earplugs may work or postpone the effective date. When the smoke all clears away, the requirement is in, and that's all there is to it. Prove the need first, dammit, prove it! Before you regulate, prove.

HELMETS, ROLLBARS... Con't

It is my view that before government can regulate (the power to regulate is the power to deprive you of freedoms) there is a moral and ethical obligation to demonstrate need. The obligation is very strong, since the people have little if any real choice about complying. However, when a private organization regulates without convincing everyone of need, the organization is in grave danger. Membership in independant motor racing organizations is growing steadily. Need I say more?

Safety nuts - get out of my life! Scientists, welcome! Perhaps the most frustrating part of being a race driver is putting up with the well-meaning twits who want to save your life, or your hearing, and on and on. Let's remember one thing though - good research has shown that drivers are not idiots, nor do they harbor any kind of death-wish. I have a novel idea: before we pass the next safety regulation, let's ask the drivers what they think. The results might be surprising. I even know some drivers who bought Nomex suits before these were required, and I know some drivers who used a shoulder harness before that was required. Had enough?

I urge you all to read Jim Patterson's excellent staff editorial, "Don't Play the Dealer's Game" Good stuff.

Any of you seen the funny looking sort of cookie-cutter contraption under the front of the street R-10 I drive? Similar things under the front of the race car. It is called a Hermes Aerofoil, and man, it really works. At speed around 40 and up it really stabilizes the car, so that steady cruising at 75 is possible, without wind wander. There's a model for VW now. If anyone is interested, see me at a meeting.

The year of the funny engines. Here's a comparison of Curtiss-Wright's rotary, developed on the Wankel theory.

	<u>Rotary</u>	<u>V8</u>
Hp/rpm	185/5000	195/4800
Weight	237	607
Volume, cu ft	5	15
Number of parts	633	1029
Number of moving parts	154	388

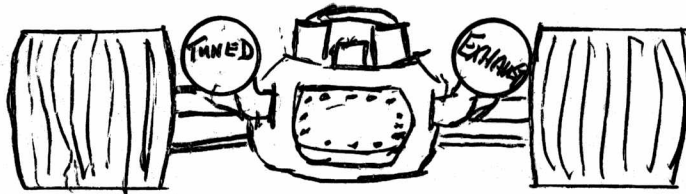
The V8 is typical of most current US units. Curtiss-Weight is working on automotive use. Interesting?

Finally, remember that guys who race sedans are sober, steady, reliable, clean-cut, fearless, rational, well-adjusted and handsome, but guys who drive formula cars can't be all bad.

PHIL RAEDER,
Competition Director

SENDING A LETTER TO WESTPORT? Please address it to the dept. concerned-
 -driver license applications & correspondence to Competition License
 -address changes, membership applications & correspondence to Membership
 -orders for gifts and merchandise to Merchandise.
 -administrative and corporate matters to Executive Director
 -general competition (racing) to Competition Department
 -SPORTS CAR and public relations matters to Editor
 -rally matters to Rally Director
 -solo events matters to Solo Events

(S.C.C.A., P.O. Box 791)
 (Westport, Conn. 06880)



Lest this column run the risk of being called too IN, permit me to defend my position by saying that there are an awful lot of things in the world that I just never stopped to think about until actually having the experience. And it is this "experiencing" which frequently decides the topic of this column. All too often, generalities expressed by someone else are dismissed with a disbelieving shrug because "...things like that don't really happen to anyone." So, from time to time, without comment, I shall report on some of the things that happen to me...which even I didn't really believe, until they happened. Again, since my primary activities these past several seasons are with road racing, it is that aspect of the sport on which I feel most qualified to comment. Older members of the region have suffered through my 2 or 3 years of gymkhana-ing, and then several years of flagging, and now... running a race car.
Follows a no-further-comment report.

Scene: Tech inspection at the first INEC race at the Glen

It is raining, raining, raining.

We have just spent weeks preparing the car, repainting the interior, cleaning off last year's bugs, Classic Car wax all over. The car is immaculate...except for the rain beading up on the wax. We push the car into the tech building.

First tech station is "neat and clean appearance." The inspector attendant thereto looks over the outside of the car, and, as if doing us a big favor, checks the card, with the comment, "I'm assuming you'll clean it up before you run it."

Next tech station is "safety equipment." All items were displayed for the inspector's attention, including a nice new \$75 NOMEX driver's suit. The inspector could not possibly have seen the Snell sticker in the helmet because he didn't push the NOMEX socks aside to locate it. Instead, he launched into a lecture on noticing that we didn't have NOMEX underwear and that we had better get some because it would be required in July.

This was a bit too much, so we did call to this gentleman's attention that we had a NOMEX suit and that underwear would be required only with the old cotton suits.

I am happy to report that the rest of tech was reasonably uneventful.

I'm not prepared to conclude from the above that some tech people jab drivers just for the sake of jabbing them. But, if I were to comment on the above scenario, I would start by saying that all tech inspectors should be as familiar with the GCR and all bulletins as the drivers are expected to be. At this same event, we noticed a Sprite running with old-style unsafe and illegal wheels, while another of our members was forced to re-install a proven scatter shield.

Again, at this same event we learned that R-4 Blue Streaks make excellent rain tires and that Stan Bubar's idea (expressed in one of his tech articles) about running tires hard in the rain, instead of with reduced pressures, works out exceptionally well.

TUNED EXHAUST - Con't

Personal to anyone with a gripe...real or imagined. This Region is really beginning to swing, and we all want it to grow and prosper. Therefore...it behooves anyone with a gripe about elements or attitudes or spirit...to attend an exec meeting and spit it out. Obscure references to impending doom made in a Knock Off column are inappropriate. You'd be surprised how much is accomplished through frank discussions at an exec meeting. Exec meetings are held the Monday night of the week preceding the monthly meeting, at the same old place.

Know something that's beginning to bug me? The self righteous people who stalk around, envying the race crowd and the fun they have, loudly proclaiming that they'd race, too, "if they could afford it." We all concede that cubic dollars is what makes a consistently winning car. But racing is not the same word as winning. I've noticed that the guys who "can't afford" to race are usually driving back and forth to work in a \$4500 Pontiac GTO or a hot-dog Mustang with all the options. I've also noticed that the people who quietly go about the business of real racing drive around in MG 1100's, R-10's, 5 year old station wagons, or other utility cars. Any guy who can afford a \$4000 car, can, by definition, afford a \$2000 car to drive to work, a \$1700 race car (check the ads, they can be bought for that or less) and \$300 worth of personal equipment. And, like everybody else, doing the work and maintenance yourself saves a lot of bread.

And you can get a helluva lot of racing even if, because of semantic technicalities, you are deemed not to have beaten anyone. Take the Glen 100, for example. I think that leading a factory prepared Lancia HF for 10 laps, lapping all of the G and H sports cars in the rain, being passed only in a traffic balk, being second over-all by $\frac{1}{2}$ of a second, is some pretty fine racing. And so did every flag station. And so did the G and H guys. But the book says that you have to beat at least one car in your own class in order to be considered as having run a race. Since we can't count on there being enough cars present to constitute a class, we are very discouraged about continuing with the INEC series...BUT, everybody else thought it was one helluva race, and while we were running it, so did we!

Then there are the guys we all know and love who profess to get a lot of "racing" without bothering with drivers' schools, safety equipment and hauling to far away places. They are the "street racers" who specialize in the putting down of old ladies in Ramblers at stop lights. It is my opinion that these loud mouth self proclaimed "racers" are afraid of honest competition in a peer group, and instead, seek victims. Their urge is not to race, but always to win, which, as I pointed out before, is not the same thing.

I've concluded that the real winners are the guys who do what they must, at whatever economic level they can manage, and DO the hell out of it.

And I like those people.

Terri



CLEVELAND CORRESPONDENCE

FROM
THE
BUBARS

We'd like to take this opportunity to say goodbye to our many friends in Mo-Hud that we didn't get a chance to see before leaving. While we knew we were leaving, we didn't know exactly when and where until the last moment.

The Cleveland area is fairly active as regards sports cars. There are plenty of them around, but would you believe a city this size has no Lotus dealer? Let's get busy Freddie Stevenson!! There are 21 clubs in the area banded together in the Cleveland Area Council of Sports Car Clubs. Just last week one of the local Oldsmobile dealers announced the formation of yet another club, for owners of 4-4-2's and Cutlass' (ye Gods!) With all these clubs, there are 4-5 rallys and gymkhanas every weekend.

Judging from what we've seen so far, gymkhanas here leave something to be desired. Shopping Center parking lots seem to be all divided up by curbs, greatly restricting useable space. Consequently gymkhanas here are rather slow speed compared to Mo-Hud. This opinion is based on attending only two events so far, neither of which we bothered to enter; maybe things will improve.

NE Ohio Region-SCCA is captained by Suzy Dietrich. The emphasis is on racing and rallying, they don't bother with gymkhanas at all. It's a large club, nearly 500 members. I (Stan) attended their May meeting and felt right at home. There was CHUCKSHONGARTERRINOVOTNY-JOECORBETTJACKMERRILLHOWARDGEER standing up there begging the membership for something to print in the Knock Off. I took a quick drink to clear my head and I could see it was a fellow by the name of Larry Gorjup begging the membership for something to print in the NE Ohio Blower. (I'll have to check my files!)

I also went to a meeting featuring Stirling Moss as speaker. He's an interesting person - quite articulate! It's readily apparent that he has some reservations about Ralph Nader's qualifications as an auto safety expert.

We just received the May issue of the K-O. Many thanks for the kind words, Terri. Really, I have nothing against beards, someday I may even grow one!

Many of you may know that we've been looking around casually for another car. The Lotus is very small when Ingrid decides she doesn't want to sit quietly! Well, after much looking about, we had just about decided to buy a '68 Datsun station wagon (yes - we're keeping the Lotus) when I spotted an advertisement for a '67 BMW 1600. So we dropped over for a look - see. It had 12,000 miles, and a nice price. It turns out that it belonged to a rallyist who had installed quartz-iodine driving lights, stabilizers front and rear, taken excellent care of it and then been drafted.

A mechanic took us out for a spin, and casually sailed into a curve that I would have approached much more judiciously, but the car just seemed to move around effortlessly. Needless to say we were impressed! We drove back to the shop, he got out and told us to take it away and try it - so we did!! As we headed for the nearest interstate, we really loved the way this thing slipped through traffic. On the interstate, it feels as though it's loafing at a steady 70 and is quite responsive to brakes, loud pedal or steering wheel. It is amazingly noiseless at highway speeds.

CONTINUED ON NEXT PAGE →

Most of what I have to say this month is based on economics. I personally live on a tight budget which lately seems to be getting tighter and tighter.

If you are planning on going to drivers school and some regional races and have sat and figured the costs out so you can eat and have lights on at the end of the month, re-check your figures and don't lie to yourself. Take your first figure and multiply this by about 4.5.

A lot of small, overlooked costs are what most (at least myself) people don't figure in a total expenditure. Some of these sound very simple but add up because of the amount used during the season. Some of these are oil, oil filters, plugs, fuel filters, gasoline, thruway tolls (extra with trailer), food,

lodging, repairs (yes, race cars do break) and last but not least entry fees. Then if you have digested that you can (buy) the non-essential essentials - clip board, lap charts, stop watches (good crews have 3), pit board, light hook up for trailer, extra goggles, gas cans, tire guage, jacks, spare parts, tools to put those spare parts on with, plenty of tape, all kinds, and enough wire to hold your complete car together. These things can decide what you eat for lunch during the season (most real dedicated race drivers bring their lunch to work in paper bags with racing stripes on them so they know what their starving for).

Once you decide on this route as a week-end warrior it really is alot of fun and you can get satisfaction out of what your doing. The people at race tracks are good people and do offer real live help. At the Glen a member of another crew from Long Island wanted to go up and help me pull my engine to fix the clutch (if I remember correctly it was his idea in the first place). This isn't an outstanding sample but what seems to prevail between working members in the Paddock (except maybe for tech inspectors).

After just talking with Howard Geer and his excapades chasing deer on Rt.66 after the last (don't send flyers to Syracuse) INEC Gymkhana, I see at least another member will find out how to experiment with fiber glass, hey Gene, Howard, Bill, Frank why don't we open a repair shop??

Well it's time to go into the dark garage and pretend to be a mechanic and maybe lose some skin on my knuckles.

Don Flores

P.S. Please help get my trailer and fat new Goodyears out of hock. Buy something!!! See the classifieds.

BUBARS BMW - Con't

An honest top speed of 100+ mph and a 0-60 time of better than 12 sec. who can resist it - not us - so we bought it. Now we know why Bob Volans likes his so much. Maybe as we get older we'll even go so far as to join Phil Raeders club! "Sedan drivers are..." Hmmm, I wonder how a BMW would hold up in the Canadian Winter Rallye. What say, Bill Morris???

If any of you get out this way, please stop by and say hello. There's only one stoplight between Schenectady and our apartment here in Cleveland. It's an 8½ hour drive including a stop for dinner. (Let us know ahead of time and you can bring us some Lotus parts!)

Stan and Judy Bubar
6576 Maplewood Drive
Mayfield Hts, Ohio 44124
(216) 449-3218

May 6, 1968

Mr. Jim Patterson
Sports Car Club of America
P.O. Box 791
Westport, Connecticut

Dear Jim,

The enclosed clipping from Automotive News will, I am sure, be of interest to you, if you have not already seen it.

I have asked my Research Library to order the Fairchild-Hiller Report, and after review I will give you my comments on it.

I note with interest that the research indicates that flexible fuel lines with braided wire are recommended; by an interesting coincidence, my own car is equipped with this type of line.

I have just completed the fuel cell installation in my race car, and it was nothing short of an adventure. In summary, I do not recommend amateur installation of a fuel cell until there is a tremendously greater development of the components needed. The components provided by Mecom are so crude (except for the cell itself) that they constitute what amounts to a fraud, and this leaves the hapless owner stuck with the problems of designing and fabricating the system virtually from scratch. This calls for skills and facilities wildly beyond those available to the average car owner. The end result is that the installation will inevitably be slipshod, or incredibly expensive. In my own case, materials cost came to nearly \$250.00 and the installation took me about 60 hours. This time was required even though I did all my work in a fully equipped auto shop including machine and welding facilities. I think the problems I encountered would have to be met by anyone doing a fuel cell installation that requires relocation of the fuel tank. Note that my installation did not require me to use the \$75 ball check filler, since my filler cap is directly on the tank, as permitted by a current standards.

If you wish, I can give you more detail on the installation and attendant problems. Perhaps you could look over this wondrous contraption at the May 30 Trans-Am. See you then.

Sincerely,

Philip K. Raeder, Jr.
Chief, Research Bureau

\$

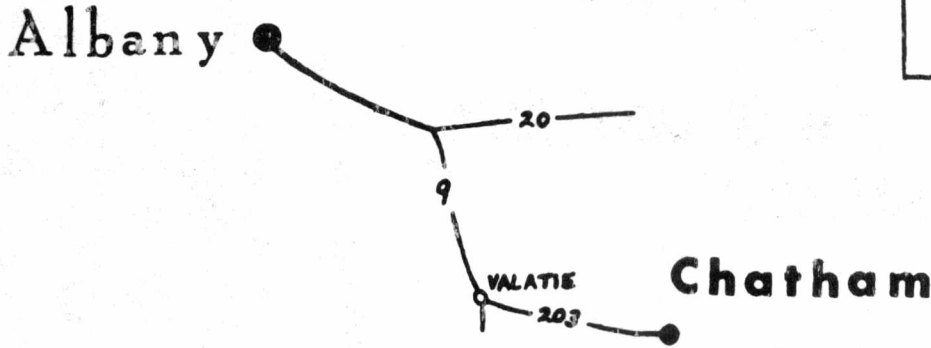
TREASURER'S

REPORT

APRIL BALANCE	\$ 2594.39
MAY RECEIPTS	+168.50
	<u>\$ 2762.89</u>
MAY EXPENSES	<u>-607.42</u>
BALANCE ON HAND	\$ 2155.47

Directions to the checkpoint

<p>Checkpoint for Quality and Economy</p> <p>FREE DELIVERY</p>
--



chatham furniture main st. 2-4131

FOREIGN CAR PARTS

VW PARTS

NORTHEAST FOREIGN CAR ACCESSORIES

SEE US FOR YOUR PARTS & ACCESSORIES

FULL LINE OF BOSCH PLUGS & IGNITION PARTS,
 NGK SPARK PLUGS, PUROLATOR & MANN FILTERS,
 ABARTH EXHAUST SYSTEMS, MARCHAL LIGHTS,
 AMCO, LUCAS, EMPI, PERFECT CIRCLE RINGS

WEEKLY 9-9
 SAT 9-5

901 19TH ST. (RTE 7)
 WATERVLIET, N.Y. 12189

PHONE (518)-272-7275

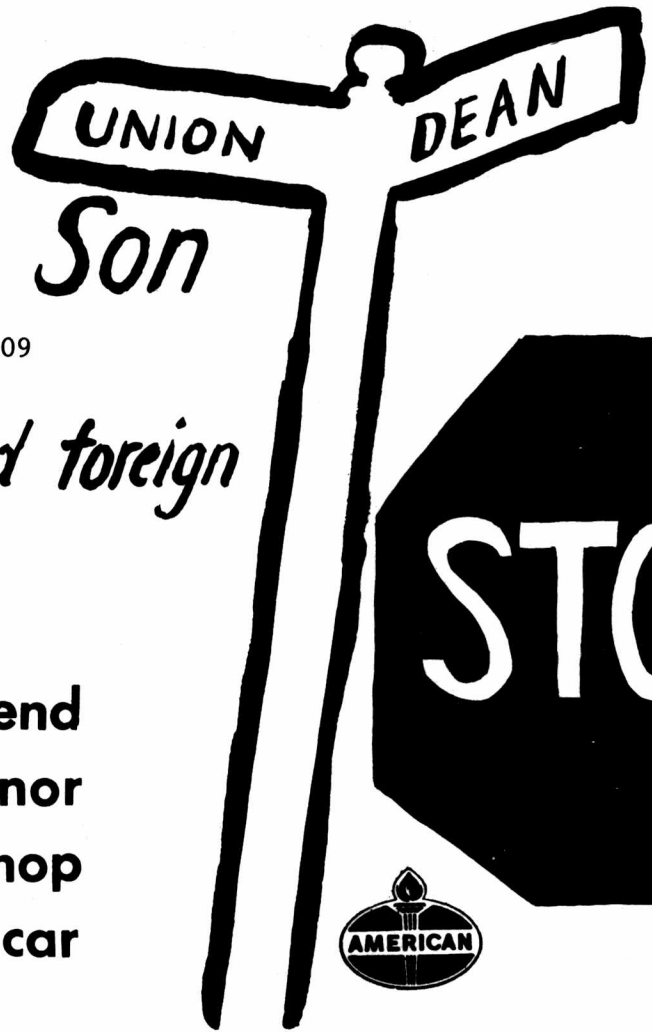
New Larger Location

Sid Gershon & Son

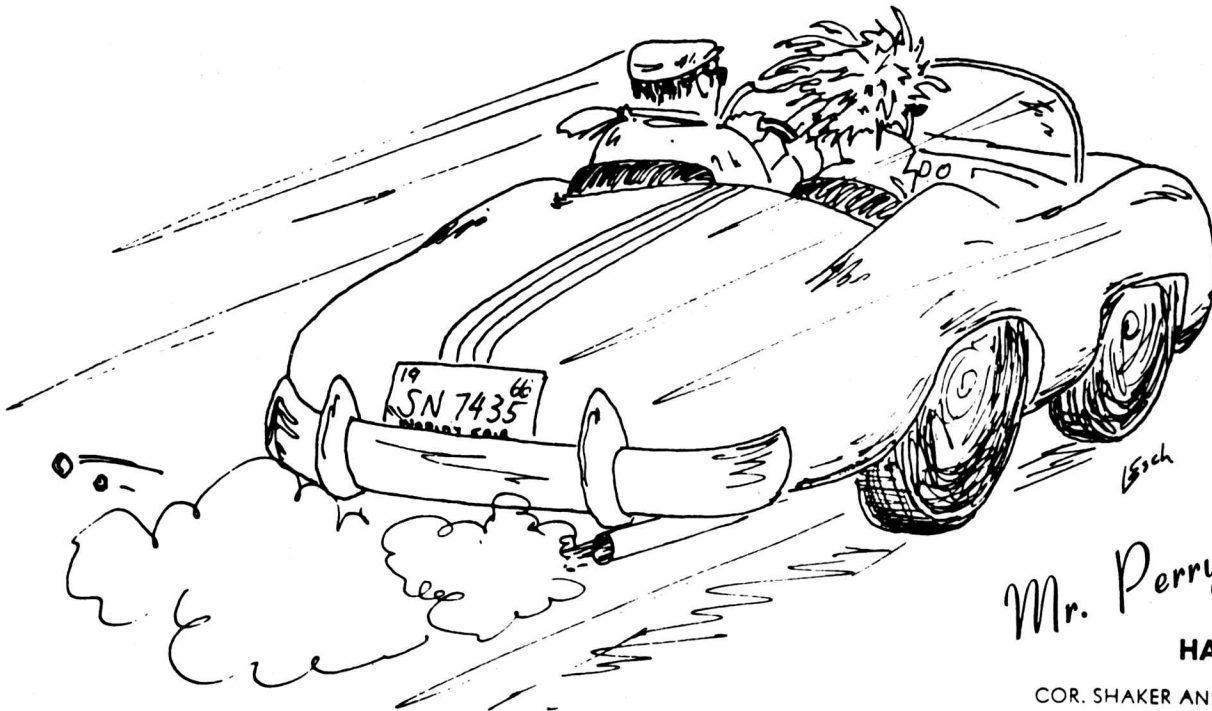
1701 Union Street, Schenectady, N.Y., 12309
Telephone 377-7880

*Specializing in sports and foreign
car service*

Used cars • Towing • Front end
alignment • Major and minor
engine repairs • Machine shop
Wheel Balancing on your car



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



Mr. Perry

HAIR FASHIONS

COR. SHAKER AND OSBORNE ROADS

UN 9-7333

BERKSHIRE MOTOR SPORTS CLUB

MOHAWK HUDSON REGION

GYMKHANA

COUNTS FOR
INEC POINTS

★ SUNDAY JUNE 23, 1968 ★

ZAYRES-ADAMS SHOPPING CTR.

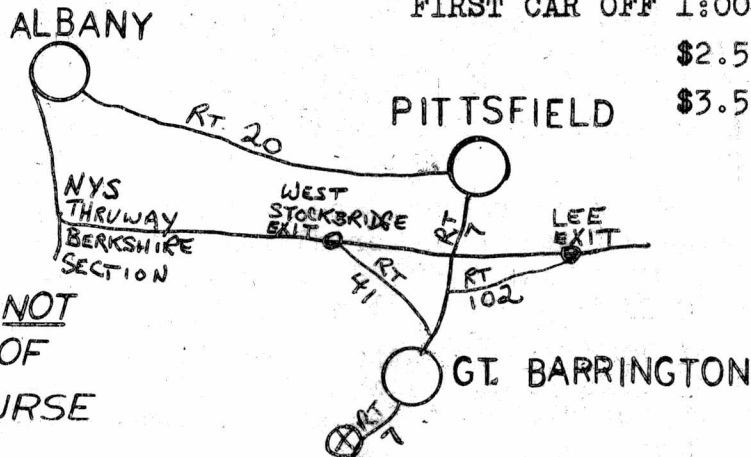
GREAT BARRINGTON, MASS.

REGISTRATION 12:00 - 1:00

FIRST CAR OFF 1:00

\$2.50 Car Club Member

\$3.50 Non-Member



THIS IS NOT
A MAP OF
THE COURSE

GYMKHANA MASTER - Vicki Cooley, Devon Road, Lee, Mass.
(413) 243-2158

The Second INEC Gymkhana

or

(The day drag racing came to Two Guys)



Hey drag-daddies, the second INEC'khana was a wild scene. Gymkhana-master Bill Morris devised a new starting system who's operation is very similar to a drag strip type Christmas Tree (hey, remember my little thing in the April issue, all right who's got the BX 10). The course was very similar to the one used for the INEC Championship last year. It looked fast and good numbers were expected from the big engined machines. But then the bad old weather guy caught up with us, and it rained (and rained and rained) and suddenly the big machines were back in trouble. But hey wait, this doesn't mean the event wasn't an absolute freak scene. When sixty cars show up on a day like this one can only imagine what sort of entry would have shown up if it was sunny.

Working the lights, I can testify that traction was scarce and to all of you who spun your wheels through that lake just off the start line thank you and my doctor bills are on their way to each and every one of you. The facts and figures will probably appear elsewhere, so we'll just transmit some of the trivialities that occurred: Karl Scharl drove Gunther Schroeders German super stock (BMW) and was very impressed, but Karl, what are you going to do with the Healey. What about that GT500 with sequential brake lights. That's right, brake lights. Question for Thom O'Connor and several others - was it wet out there without a windshield or top?

Final puzzlement: Was the small number of foul starts a result of apprehension or quick adaptation by the drivers. Time will tell.

Oh well, time to take my Dristan.

GREG RICKES

RISKY RACES COMING UP (An Editorial)

(OR - An Example of Irresponsible Journalism)

(Found by Dave McClumpha in the Binghamton Press of 5-23-68)

Two of the world's great automobile races are coming up. The course for the Grand Prix de Monaco, the only race that goes through the heart of a town, has been shortened for the running on Sunday, largely because of the fatal accident of Lorenzo Bandini last year.

The race of 156 miles in Monte Carlo will take the winner a bit more than two hours.

The Monaco competition, with average speed around 75 miles an hour, is tortoise-slow compared to the Memorial Day, 500 mile classic at Indianapolis. Last year's winner, A. J. Foyt of Houston, set a record average speed of just over 151 m.p.h.

Both races are risky. At the Indianapolis Speedway, for example, there have been 57 fatalities including the 1909-10 pre-500 races. Of these, 33 have been drivers, 14 mechanics, nine spectators, and one Speedway safety patrolman.

Automobile racing is one of the most dangerous sports. The Metropolitan Life Insurance Company reported that 106 drivers perished in the years 1964-66. This average of 35 a year was just about on par with the 1953-55 stretch.

(Complete and Unabridged)

RESULTS2ND INEC GYMKHANAJUNE 2, 1968

(Classes arranged for INEC POINTS)

CLASS 1

Jack Merrill	Sprite	67.55
Thom O'Connor	Sprite	67.6
Jim Davis	Sprite	70.2
Carl Corrin	Sprite	70.9
Wayne Mattice	Sprite	71.5
Richard Nelson	Spitfire	76.5

CLASS 2

Bob Volans	Sprite	64.7
Dick Mills	Sprite	68.1
Karl Hacker	Alfa	69.9
Tom Kieran	MGA	70.3
Dan Egy	MGA	75.5
John Armes	Alfa	79.1

CLASS 3

Bob Young	MiniCooper	64.1
William Septic	Porsche	71.7
Tim Smith	Porsche	74.7

CLASS 4

Richard Drake	MGB	67.3
Charles Barbaro	TR4	68.85
Carl Nyman	MGB	69.0
Roly Heacox	MGB	69.55
Charles Pace	MGB	70.4
Wayne Gowen	MGB	72.9
Mike Gorman	TR4	73.65

CLASS 5

Bob Claffie	Tiger	64.9
Gary Baechle	Stingray	66.1
Bob Baechle	Stingray	66.65
Howard Geer	Stingray	67.0
Walt Hannig	Stingray	67.1
Jim Viscome	GT-350	70.7
Don Flores	Stingray	77.85

CLASS 6

Frank Cooley	Lotus Elan	63.6	FTD
Dave Cowan Sr.	Lotus Elan	65.4	
Dave Cowan Jr.	Lotus Elan	67.85	

CLASS 7

Harold Cameron	Austin Mini	65.7
Butch Sciarra	Saab	67.85
Walter Herzog	VW	70.2
John Hutchison	Saab	70.25
Hans Flebbe	Saab	70.4
Ed Holeva	Saab	70.45
Jack Fenn	Saab	72.4
Rob Romaine	VW	73.25
Frank Townley	VW	74.05
Robert Seeke	VW	82.05

CLASS 8

Gunther Schroeder	BMW	66.35
Karl Scharl	BMW	66.85
Jack Collins	Saab	68.05
Don Rexford	Saab	70.1

CLASS 9

Marshall Kennedy	Corvair	74.45
------------------	---------	-------

CLASS 10

Wayne Warwick	Mustang	68.5
Mike Rossi	Cougar	72.25
Gil Brookins	Chevelle	73.0
Paul Hacker	Chevelle	73.9
Phelps Forrest	Chevelle	79.55

CLASS 11 Ladies

Marcia Merrill	Sprite (1)	69.3	-0.3
Karinne Young	Austin Cooper(3)	70.2	+0
Sharon Gebert	Sprite (1)	72.65	+3.0
Donna Deans	Cougar (10)	84.85	+11.8
Nancy Geer	Stingray (5)	80.85	+14.2

GYMKHANAMASTER: Bill Morris

DON'T PLAY THE DEALER'S GAME

---by Jim Patterson

(Reprinted from the SCCA Executive Bulletin May 9, 1968. A Staff Editorial.)

Despite the fact that every importer-, distributor- or dealer- backed driver would be an "instant winner" under so-called 'showroom stock' rules because he would have a pipeline to the best stock pieces, there continue to be some who advocate this kind of Production Category rules because they think it would equalize competition and be less costly.

In other words, a Kas Kastner or a Hank Thorp, strictly from their team cars' points of view, would be delighted to see "showroom stock" rules because they could flatten the opposition with only a limited effort. (By the way, both Kastner and Thorp are intelligent enough guys to know their gain would be bad for racing.)

Those suggesting "showroom stock" agree that changes in stock condition in the interest of limited safety and of convenience should be permitted. And, of course, anything that can be done to reduce the cost should be permitted.

First, stock shocks won't do, so replacements should be allowed.

And naturally, you should be permitted to use alloy wheels. Stock wheels are often not up to the job, and only those who need them will go the expense.

How about removing the windshield? Not terribly necessary, but it would be safer, doesn't cost anything, and it's racy.

How about those weak front spindles on your Belchfire +4? A little machining and a \$10 heat treat job will make them strong enough for a Brockway truck, so why not allow such a thing not in the name of Safety but of Economy: heat treating is cheaper than pounding out a rolled Sprite.

A car that has been through a couple of summers of street driving is bound to have some warp to the head, so while you're having it trued why not take off an extra 50 thou. while you're at it? Cheap.

If you're going to blast around a race course for any length of time, a good engine balance job is like money in the bank. When you think about it, the greatest maker for economy in racing is reliability.

Certain models of your car were produced for a limited time with valves of super material. These "stock" valves are no longer available, but Studebaker valves are the same size and last twice as long as the "normal" stock valves. Is it expensive or economical to permit them?

The head casting on your little fire breather must have been cleaned up by an apprentice who really should have gone into the butchering trade. The guy in front of you on the grid got a head lovingly cleaned by a craftsman of the assembly line who took pride in his smooth port work. This inequity on the grid is easily solved: Let the rules permit you to lavish you own loving care on the ports of your head and to hell with that butcher on the assembly line!

You say your car heats up in town on a hot day? Think what it'll do in a 45-minute race. At least you should be permitted to add an oil cooler to save the bearings and a thicker radiator core might keep the thing cool enough to make the rings last more than a weekend or two. Versus a monthly teardown, how much does an oil cooler cost?

Sooner or later, you'll need a new set of pistons, and you've found that there's this company in California that makes nifty pistons for your car that are better for racing and don't cost any more than those lumps the factory supplies. Racing is expensive if you have to buy the inferior piston. Allow the California jobs for economy.

DON'T PLAY THE DEALER'S GAME - Con't

Rumor is that Watzizname up there on the pole found one of those 1959 engines with the super duration cam in a junkyard last winter and that must be why he pulls you so much in the straight. What they oughta do is let you grind your stock cam so the guy who's lucky enough to find one of those trick '59 stock cams doesn't have any advantage on you.

Got the engine up to power now, but are those soft road springs demanded by the ad agencies cramping your driving style? Would be kinda' nice to try stiffer springs. Might be a nice way to get rid of that damned oversteer condition. Just because some misguided exec decided that those soft springs were the answer doesn't mean you should suffer. Maybe the rules should....

This could go on and on until you reached a point of modification equal to what our current Production Category rules permit.

Competitive racing demands intelligent, enforceable rules. The level of competitiveness under any set of rules pretty much establishes the level of expense of car preparation required to be competitive. Formula I would be cheap if nobody cared who won.

Again, the clue word is competitiveness. SCCA has a Hawaii Region. It can be guaranteed that racing is less expensive in Hawaii than in the continental U.S. Racing is less expensive in the Midwest Division than in the Northeast Division.

Put it this way: What is the most expensive, single race for which you can prepare a production sports car? Easy -- the ARRC. Why?

If most of the proponents of the so-called showroom stock production car rules would think a little about it, they would admit that they are really arguing for is for all drivers to race on an equal budget. Implicit in their plea is for all other drivers to have a car inferior to or, at best, equal to theirs. It is not possible to legislate such a thing.

Estimates, knowledgeable ones, indicate that showroom stock rules would result in about a 15% reduction in prep costs. Most of the current prep rules are a reflection of the desires of the racers. In other words, a stock TR-4 is a rotten race car, but a properly set up one is a good race car: safer, faster and more enjoyable to drive. Many of the rules exist to enable drivers to correct weaknesses in design and/or material in order to make the cars safe and enjoyable for competition.

So, don't play the dealer's game. After all, he owns the showroom.

CAR NOISE

(Reprinted from Parade Magazine - May 1968)

Starting July 1st, Great Britain becomes the world's first country to have roadside noise checks on moving vehicles. New regulations authorize the use of meters to measure the noise levels in decibels.

Barbara Castle, the Minister of Transport, says, "The ordinary driver with a well-maintained vehicle has nothing to fear. But the motorist who

has hopped up his car or motorcycle had better tone it down."

A decibel is a measure of sound intensity which can be recorded on a meter. What Mrs. Castle plans to do is to have portable meters set up on the roadside with microphones 17 feet from the passing vehicles. Motorcycles will be limited to a maximum decibel range of 90 and cars to 87. Drivers whose vehicles exceed the maximum decibel range will be fined \$120.00!

"AND NOW FOLKS - IT'S RACING TIME"

The following was borrowed from New York Regions publication "The Regional Review" who in turn borrowed it from John Hacklin, editor of the Bay Ridge Sports Car Club's publication, "The Ridgerunner."

DRIVERS! Keep ahead of your competition this season. Be primed and alert when the green flag drops for the next race. Just imagine - no motel expenses, no maintenance problems, no worries about whether your car is in proper condition, no towing annoyances. Your car need not cost two, three, five, eight or even ten thousand dollars to be in the winner's circle. It can cost you as little as a penny or, if you are broke, a button. That's all you need! And the best part of this whole deal is that you can race at home, in a bar, at parties, with your girl friend, anywhere. Check course regulations before you begin.

REGULATIONS

Section I. DETERMINATION OF GRID POSITIONS

- A. Flip a coin to see who flips a coin to determine grid positions.
1. If heads comes up, assume #1 or POLE position and be first off the grid.
 2. If tails appear, see a surgeon, or assume #2 position which will be next to the pole.

Section II.

- A. Driver in #1 (or POLE) position will be first off by throwing a DOUSE (one-half of a set of dice), advancing the amount of squares indicated by the number appearing on the topmost face of the cube.
1. Driver in #2 position will go second.
 2. Throws will be alternated unless otherwise specified by the rules that appear on the course.
 3. Proceed in this manner for the number of laps that are to be determined by mutual consent prior to the start of the race.

Section III. RULES OF THE ROAD:

- A. Explanation of road directions:
1. Just do what they say!
 2. If a driver is involved in an incident where he must lose one or two turns, opponent will throw douse twice (for one lost turn) or thrice (for two lost turns).
 3. If both drivers wind up in the same situation (where both lose one turn) then disregard instructions or race will be over. Just carry on as before.
 4. If one driver is to lose two turns and the other one, then, and follow this closely, one of the two lost turns is cancelled out and the other driver with one lost turn will proceed without losing a turn.
- B. Explanation of the GREAT EQUALIZER:
1. If a driver lands in the Great Equalizer he must move to ONE square in front of his opponent. If opponent is ahead but in the same lap, that's great! If opponent is behind, but in the same lap, then the one in the Great Equalizer must go back to ONE square ahead.
 2. If opponent is not in the same lap, then the driver in the Equalizer must move to the START/FINISH line, ahead if opponent is a lap ahead or behind, if opponent is a lap behind.

Section IV. CLASSES:

- A. Production category:
1. Class A a. All pennies, zinc & copper.
 2. Class B a. All nickels.
 3. Class C a. Buttons of plastic composition (Plastic Pigs) (1) Buttons must be of same size to compete.
 4. Class D. a. All dimes.
 5. You can make up your own classes from here on.
- B. Modified category. 1. There will be NO modified racing permitted.

Now Go to the Races----->

JUNE AND JULY EVENTS

- JUNE 23 - Sunday, Tri-City Mustang Rally
23 - Sunday, BMSC/SCCA 3rd INEC GYMKHANA - Zayres-Adams Parking Lot
(see details in this issue) Great Barrington, Mass.
29/30 - Sat/Sun New England Region SCCA BERKSHIRE NAT'L RALLY
Four-60 Motor Lodge, West Springfield, Mass. Exit 4
from Mass. Turnpike. Advanced registration only.
Contact: Mrs. Radigan, Sherman Hgts. Rd., Woodbury, Conn.
25/26 - Sat/Sun BMSC Weekend Rally - Gymkhana
- JULY 3 - Mo-Hud SCCA monthly Membership Meeting-Circle Inn, K-O DEADLINE
7 - Sunday, Mustang Event
11 - Wed. Empire Night Rally - 7pm - GEX, Latham, NY
14 - Sunday, AMEC Trials
14 - Sunday, BMSC Rally
19/20 - Fri/Sat MO-HUD SCCA NAT'L RACE - Lime Rock, Conn. HELP NEEDED!
21 - Sunday, Tri-City Mustang Gymkhana, Almarts, Colonie.
28 - Sunday, Mo-Hud SCCA 4th INEC Gymkhana

CLASSIFIEDS—

.....Mohawk-Hudson Competition Team Patches \$1.00 each, Ash Trays \$3.00 each. See Jack Fenn, Treasurer at meetings.

.....5 DUNLOP RG GREEN SPOT TIRES, 5/50 x 14. Suitable racing and gymkhanas and, with reasonable care, street use. Great racing rain tire. Excellent condition. Terri - office phone GR 4-3165.

.....1962 Chevrolet, 2 dr. sedan, 348 cu. in. engine, 3 speed standard shift, bucket seats, radio, excellent exterior condition, interior needs rugs and finishing work. Originally bought for a tow car but cannot afford insurance. \$500.00.

4 135-13 Pirelli Centuratos & tubes mounted on Sprite rims almost new \$80.00 complete.

2 almost new 5.50 x 13 Dunlop R-6 Racing tires \$35.00

2 new 6.00 x 13 Dunlop R-6 Racing Tires \$45.00

Excellent Corvair set up for gymkhanas.

1966 Ford Galaxie 500 convertable. 6 cylinder std. Excellent condition. 22 m.p.g. \$1600.00

Contact: Donald Flores, 4 Liberty Place, Hudson Falls, NY 12839
747-5512

A BIG HELLO FROM ...

BILL TURNER whose current address is:

R.F.D. #1 - Pine Valley, NY 14872

KAYE'S

IMPORTED CARS

NEW CARS

USED CARS

MGB — MGB-GT — MGC — MG MIDGET
 AUSTIN HEALEY SPRITE — AUSTIN 1300 SPORT SEDAN
 JAGUAR — RENAULT — PEUGEOT
 TRIUMPH SPITFIRE — TRIUMPH TR-250

Authorized Sales & Service
Factory

Trained Technicians

Complete Collision Service

OVERSEAS

DELIVERY

ARRANGED

1033 CENTRAL AVE., ALBANY

PHONE IV 24413

SPECIAL DISCOUNTS TO SCCA MEMBERS

for Your Banquet



DIAL State 5-8940

It faces weather other small cars shouldn't face.



Rain slicked roads and high winds are enough to make the driver of an ordinary small car wonder what he's doing behind the wheel.

But not in a SAAB, the out-of-the-ordinary small car from Sweden.

SAAB is out of the ordinary because of front-wheel drive.

Because SAAB has front-wheel drive it doesn't push you around the way other small cars do. It pulls you around curves. Corners. Out of skids. And out of trouble.

Front-wheel drive coupled with SAAB's dual diagonal

braking system (safest on any car) gives incredible control and traction in any weather.

And SAAB's 4-cycle, V-4 engine lets you go from zero to 50 in ten seconds. Hit 90 flat out. Cylinder disp., 1,498 cc. Compression, 9.0:1. Max. output, 73 HP (SAE) at 5,000 rpm.

As an optional extra, our new and powerful V-4 engine has a LIFETIME GUARANTEE.

So don't let the weather get you down. Remember that you can't drive a better built small car **SAAB** to save your life. You can drive it like a big car.



KINDERHOOK SALES

ROUTE 9-H

KINDERHOOK, N.Y.

PHONE 684-2211