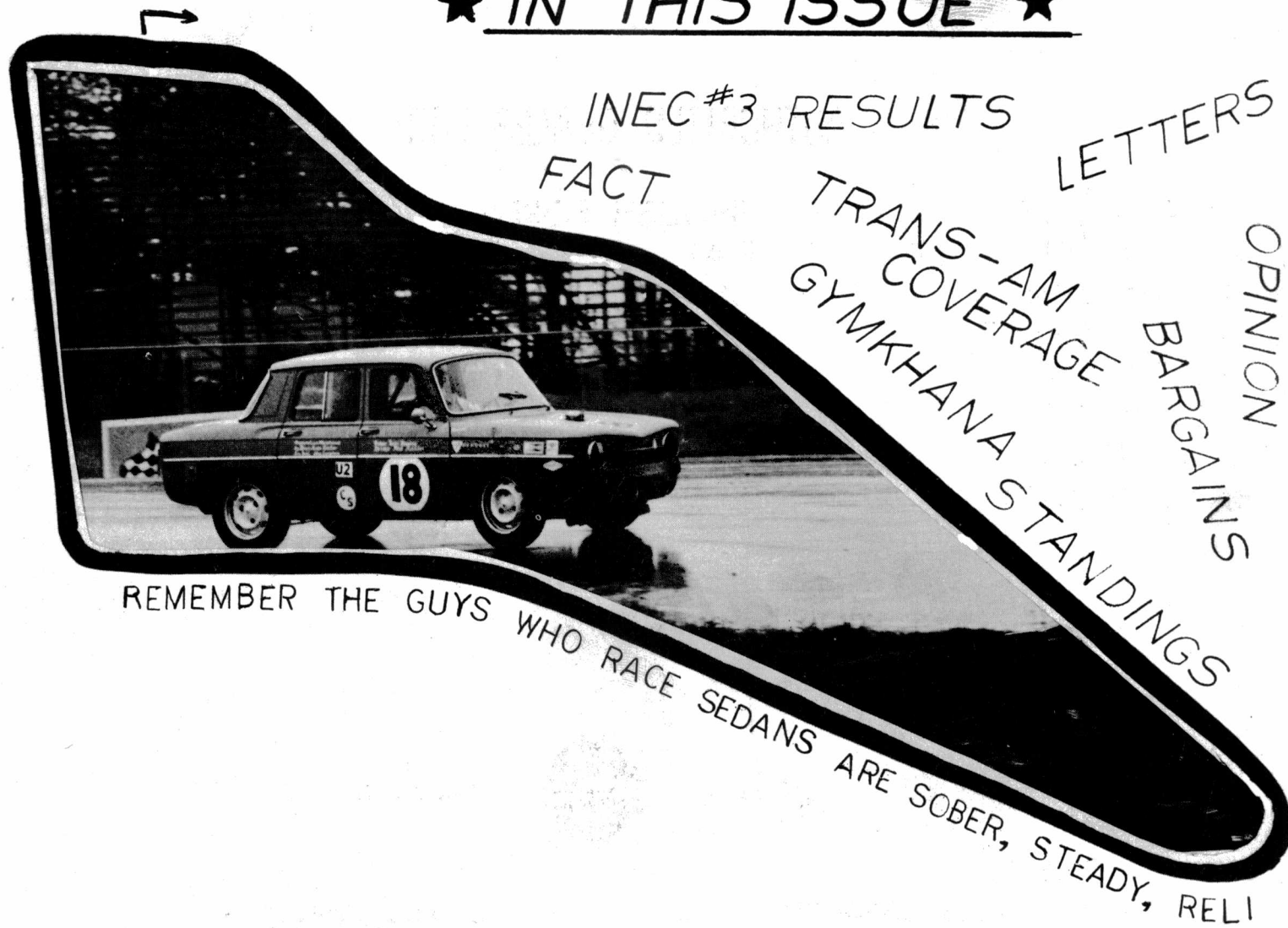


THE



★ IN THIS ISSUE ★



INEC #3 RESULTS

FACT

LETTERS

TRANS-AM
COVERAGE

GYMKHANA
STANDINGS

BARGAINS

OPINION

REMEMBER THE GUYS WHO RACE SEDANS ARE SOBER, STEADY, RELI

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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 AUGUST 7th! Monthly meeting.

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COVER: That's none other than Mohawk-Hudson's Competition Director PHIL RAEDER while in first place in the combined CS, DS, GP, HP race at Watkins Glen recently.

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REGIONAL RAMBLINGS

By the time this issue is delivered OUR NATIONAL RACE will have come and gone. Its success or failure will have depended upon two factors, your participation and the weather. None of us can do anything about the weather and we have a reputation of supporting the "SPORT" so at this time we are confident that the weather permitting, something new and different will have been successful at Lime Rock Park, a Friday and Saturday National held by the five participating Regions of Area 11.

The National dues will increase to \$17.00 in 1969. It is still the best bargain for the person with a real interest in the Sport. This is our third year as a Racing Region ask any member if he has got his moneys worth, that has been participating in these events during these three years.

We now have our first licensed Chief, Jack Collins is a Chief of Race Control. We also have our first licensed Steward, Roly Heacox. We could use a lot more licensed people if you have a log book work at getting your license, if not why not get started.

In spite of the Federal Government, smog control devices, zoning laws, and numerous other restrictions the Sport is better than ever. Bring a new member into the Region, after Sept. 1, 1968 a new members dues entitles him to membership for the balance of this year and all of 1969.

Uncle Gene

JULY TREASURERS REPORT

MAY BALANCE	\$2155.47
JUNE RECEIPTS	+ <u>511.00</u>
	2666.47
JUNE EXPENSES	- <u>1719.36</u>
BALANCE ON HAND	\$ 947.11

BOB VOLANS

We were never especially close, due to many factors; but I counted him as a friend.

I knew Bob for some years through SCCA. And even though my knowledge of his personal life does not extend much past this phase of his life, I would like to think that he also counted me as a friend.

So you won't read here the details of birth, marriage, children, and so on. His son who frequently attended gymkhanas with him I know slightly - a fine boy. His wife I never met. But I'm sure I would have liked her, too.

Still, I feel a sense of loss. Although we lived and worked too far apart to see each other than at meetings and events, I grew to respect Bob as I grew to like him. He was one of the finest competitors that I have known; a difficult man to beat, no matter what he drove; but not one to make excuses when he did not perform as well as he might have. And a willing worker - one who would do a job when it needed doing, whether he was asked or not.

I feel that anything more that I might say would be superfluous, except that all too often it seems to happen to the nicest guys.

Art Frederick

LETTER TO THE EDITOR?

This year I decided to go ahead and try for my competition license in road racing. The decision having been made I needed to choose a vehicle for my attempt. After considering several possibilities and looking at my meager bank book, I decided to use the family sports car, a Lotus Elan.

The Lotus, being a safe, sturdy, predictable and relatively quick sports car, seemed like a good choice. It already had a rollbar so all that was needed was a scatter shield and fire extinguisher. Unfortunately I had to replenish a few of the more marginal parts on the car and that brings us to the reason for this article. I discovered much to my surprise that parts prices varied tremendously, between different outlets. The Elan is a hodgepodge of different components, the majority coming from Ford of Britain and Standard Triumph. Therefore you generally have a choice of either getting parts from a Lotus dealer or going to someone who handles the particular auto from which the part comes. After checking these alternatives I was amazed to find that the local Lotus importer was marking up his parts as much as 80% over standard retail prices on items which were not strictly Lotus but not easily obtainable through other sources either because of discontinuation or limited use.

While I feel that the Elan is perhaps the best sports car on the market for the price in terms of speed, handling and reliability, I don't feel that the practice of milking owners for parts is a good way to do business.

The prospect of maintaining my Lotus for any length of time under these conditions is indeed bleak. However I'm building up a fairly good list of alternative parts outlets and I'd like to suggest that other Lotus owners do the same. Who knows with enough cooperation between owners we might even force a competitive price or two.

FRANK COOLEY

THE NOISY GEER-BOX

Like it's fun time already - the middle of the summer. Rallies, gymkhanas, races - you name it, there must be a dozen every weekend. And would you like to know something - (I'll bet you can't wait) - People are still writing articles for the Knock Off.

Now we heard rumors that in the winter it was easy to get articles but you just wait till summer rolls around - the spring will run dry! What with everyone entering events on weekends and working on the cars in between no one should have time to write - Right? - Wrong!

Anyway what we're trying to say is thanks to everyone who has contributed to the Knock Off. If you haven't tried it you should - it's fun to see your name in print. As editors we receive other clubs publications and none of the ones that we have seen have anywhere near the amount of membership contributions as Knock Off. We have a really good publication - let's keep it up! Remember the deal - 1 beer per 1/3 of a page (could that be why we are doing so well?).

Howard & Nancy



A week or so ago I made a solemn vow to you, Howard (or was it a drunken boast?) to write something for the July KNOCK OFF. Well, as you also know, I told you on the second that I still had written nothing. Now here it is the fourth (should that be Capitalized?), the deadline is a day past, and I've only now gotten around to it. And that's only because I can't stand that Bassett Hound look in Howard's eyes.

This still won't be much. I've been thinking of a lot the past few months that need saying, but somehow they don't all hang together. There's this thing and that thing and some other thing, but I can think of no one theme to use to tie them all together. So this whatever-it-is that I'm writing (pick your own term - I won't be offended) will finally resolve itself into a barely organized potpourri of fact and opinion. Unlike NEWSWEEK, however, both fact and opinion will be signed, so you may not be able to distinguish one from another. But do your best.

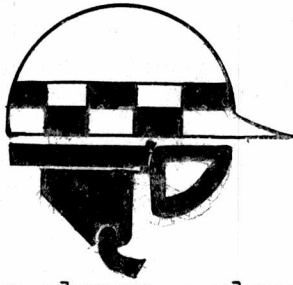
The one thing that has been bugging me the longest, I think, is that matter of information and communication. As you know, there has been a big idea going around that gee, we're lucky to get so many cars at our gymkhanas this year. It's like, man, they're being sent from Heaven because we MoHud types are such great people and this is our reward. Now you know as well as I do that this is plain (pick a word here that you can get sent through the mails - you know the intent). We don't get twice as many as usual because twice as many people drive sporty cars now, and it isn't a manna type thing, either. The plain fact is that you two have been working at a job that no-one has bothered to do for quite a while (as, gee, I didn't mean to embarrass you). And there it is. You both have worked long and hard to get the information on our events out where it counts: to those who have been attending our events, to the sports car concentrations such as the many fraternities in the area, and to other places where it makes the most impact. Not to mention your timely KNOCK OFF coverage of coming events. And the thing that surprises me even more than the great job is that you volunteered to do it. We should have another ten dozen people with so much enthusiasm. And that's why we're getting better attendance. And it's time that more members realized it.

Of course, having our events much more efficiently organized than at many times in the past doesn't hurt a thing, either. Experience is one factor that counts in this phase of our event program. Remember the gymkhana we almost had around the clerks' cars in the Two Guys lot last year? We did learn to avoid that problem, and we've learned how to get along with the Menands Police Department with the least amount of strain by this time, too. And I surely hope we learned that people don't like an event to begin an hour later than planned. Yes, it appears that event organization is as good as it has ever been - probably better. Let's you and I and the rest of them out there in MoHud land see that our local events keep running as smoothly as they have this year.

A thought just occurred to me (Hallelujah): if you named your Corvette "Juggernaut", we could say, "Here comes the Jug."

If any other thoughts occur to me, I may just keep them to myself.

Here's something else I can't understand: how come so few people came to Frank Cooley's excellent gymkhana in Great Barrington last month? It was an INEC event, it was well planned and executed, the scheduling was made known well in advance, and not all of the missing faces could have been at Bridgehampton. There were some legitimate excuses, of course,



HELMETS, ROLLBARS AND BRIGHT SHINY BEADS

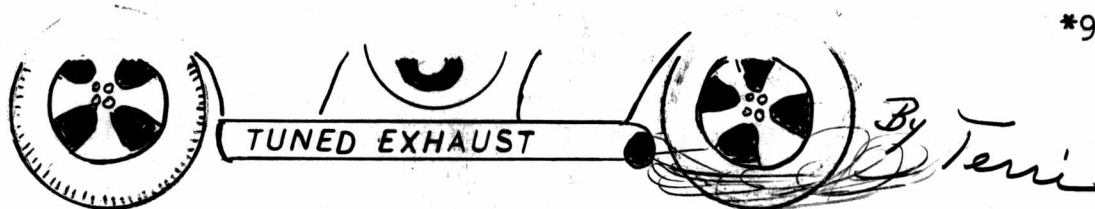
It's always a pleasure to see growth in something you have worked on. I'm happy to report that this Region is really getting to be a force in the road racing world. We are well-known for our excellent driver's schools; indeed, some say our schools are the best. This year, a National race. Mohawk-Hudson Region is making it happen.

Not only does the Region do the thing, but the Region should also be proud of its expanding stable of licensed racing drivers. Take the June 15 races at Lime Rock Park. This event saw no less than eight Mohawk-Hudson drivers start. These included Uncle Gene, Bill Morris, Don Flores, Jim Haworth, Carl Barbegetata, Bruce Cargill, Hap Farnsworth, and yours truly. To make it even more interesting, there were several in-race combinations. Like Morris and Flores in Cp; Jim and Carl in Dp; and Bruce, Hap and myself in Formula, one car in B and two in C. How about that?

Speaking of Formula, Bill Morris observed that it must be some of commentary (probably favorable) on the wisdom of the Mohawk-Hudson Region in that the Region has several Formula drivers (at least 4) but no-one in Formula V. As to that, it was at the June 15 races that I had the first experience in being on the track with the V types, during practice. I can only describe it as unreal! Fun's fun, and all that, but I have never witnessed such a broad spectrum of driving quality, unfortunately most of it was very bad. Not only driving skill, but also adherence to rules, courtesy, etc. was of a very low order. It occurs to me that perhaps the biggest problem Formula V has is that it makes such good sense, especially from an economic point of view. The cars are cheap to buy and cheap to race. I guess this results in an inordinate percentage of novice drivers in the class. A practical problem the class has was demonstrated at the June 15 Lime Rock Races. A total of 69 Formula V entries were received. Of these, 30 were accepted, with an additional 5 as alternates. The rest were just out of luck, and remember, this was a Regional race. One of those who got his entry in too late was the New England V high point driver.

Other interesting observations on these races. Bruce Cargill went very rapidly in his Formula Ford (SCCA Formula B) car. I don't know if the Ford formula will be recognized, but I do know that Bruce's car is a legal one in the Ford Formula, and it is extremely rapid, getting under 1:04. Bruce did have a coolant swirl pot failure, with the result that his bucket seat was filled with boiling water. The end result (no pun intended) was that Bruce had some very painful burns on his bum-bum. I asked him if he was using hot-dog buns for undershorts, but his response is unprintable. In addition to Bruce, I also wound up in the medical shack, to get some sand removed from my eye. Perhaps that's also a new record for Mo-Hud; two drivers at one race in the bone building.

Speaking of Formula racing, it's a blast! Tends to make you careful in traffic, but the SCCA Formula drivers are all pretty good. Emphasizes the driver a lot. For example, the ex-Groggins Formula B Brabham was entered, driven by an ex-Vette driver, his first time out in a Formula car. Many of you will recall that Grog set a course record with this car.



This month's no-commentary report centers once again around tech inspection--this time at the first event at which we ran the Stanguellini.

At this particular event, a "good-thing" was initiated. A separate line was established for formula cars, making a total of three tech lines. I really think this is a good idea, since specialists can function much more effectively and efficiently when concerned only with their particular proficiency. The only problem was--no one had bothered to tell the drivers.

Well, we finally figured it out for ourselves and were much encouraged--except that the first car in line took--by actual measure--a full half hour. It was a talk-your-way-through deal.

The letter in Sports Car about Formula Vee steering columns made this the focal point of the mechanical inspection, during which we also received lectures about fastenings and safety wired nuts etc.

At the safety equipment tech station, each driver received a five minute lecture on flame proof foam goggle cushioning, and an admonition that this item would be a mandatory requirement in future tech inspections.

When we got to the end of the line and executed the brake test, we were informed that there were no tech stickers and we'd have to come back. They had even run out of tech cards. With respect to the brake test itself, with drum brakes, we had it easy. Seems that the brake tech man was intolerant of the erratic action of cold discs and had them go back again and again.

Now, if I were to comment on this tech inspection at all, I would suggest that obvious problem cars be shunted out of line to a hold area to await the attentions of the chief tech inspector, or the chief steward, as warranted. The majority should not be penalized because some ill-prepared yo-yo needs to talk his way through the line.

A word to formula car drivers, if your steering column needs bolting, bolt it. It's a good idea. If it doesn't, epoxy a bolt head and a nut to the connecting place. It will make the tech inspector happy and save you a lecture.

It occurs to me that the function of a tech inspector--the visual inspection of mechanical safety and reliability and conformance to the GCR, as dictated by good judgement, is rather overextended when so much time is spent on administrative conjecture--such as flame proof goggle cushions.

Running out of stickers and tech cards hardly bears mentioning--it's so incomprehensible.

Now, assuming that the function of tech is to weed out those cars or conditions which would be hazardous to the driver or to others we wonder why it was us who told Bruce Cargill that he had 3 half dollar size tears in the side wall of one of his tires--such that the fabric was showing. We noticed this while we were waiting to be entered for practice. Seems that unknown to Bruce, a bolt on his trailer rail had gouged the tire during unloading. He blanched at the thought that he might have attempted a 1:03 on that tire--which had passed tech unnoticed--while the responsible station lectured on goggles.

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TUNED EXHAUST - Con't

Conclusion--the serious racer does not depend on tech to assure that his car is legal and safe. Tech has deteriorated to just another cross a driver has to bear with great patience--because he does want to race.

Is it possible that most tech people have insufficient knowledge of the actual mechanical factors and the GCR and that they cover up by the simple expedient of promulgating personal hang ups?

Something tech inspectors have to realize is that volunteering to do a hard and tedious job for free isn't enough. Competence and qualification, education and enlightened attitude are essential. The application of the GCR to all of the types, kinds, sizes and shapes of cars which race today is excruciatingly difficult. The proper interpretation of the letter, intent, and spirit of the GCR mandates actual road racing experience. Unfortunately, many drivers or ex-drivers don't find their way to the tech line, so it is good that there are others willing to perform this task.

But, it is incumbent on them to take the time to keep up with bulletins, to know the GCR, and to think and to relate their own efforts to the spirit of working together to promote and to support the Sport.

* * * *

The remainder of the day went very well, and we all got sun-burned and tired and dirty.

And we ran our race.

And we finished.

And, after all, that's what it's all about!

Terris

HELMETS, ROLLBARS - Con't

Anyway, the Brabham was behind me on the grid, and it took him 12 laps to catch and pass me. (My car is a front engine C car, and it was my first time out in recent years in a Formula car.)

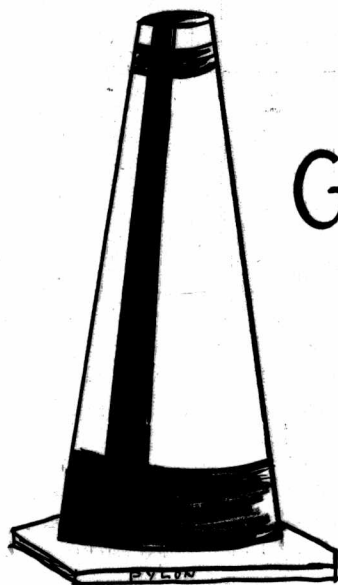
For everyone interested in Category I solo events. The poop sheets are promised by Westport soon. These sheets will refer to the GCR, so you better be prepared to buy a copy. Car preparation will be very close to race car prep per GCR. Scattershields are optional, and so are roll bars in sedans only. Fireproof suits will be needed, and the license will require a physical. I'll keep you posted as news comes in; for now, better get yourself a physical before you venture off to your first Category I event. I have the needed forms, and will have the license forms when they are printed. Looks like a great thing, and something Mohawk-Hudson has fought for a long time--to have drivers be able to run high-speed hill climbs without having to go to a road racing type driving school.

The season is in full swing - let the good times roll.

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

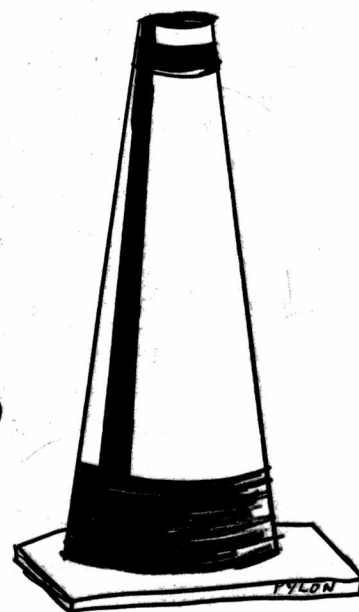
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JULY 28, 1968

SUNDAY



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★ OPENING THE SEASON ★

by Frank Townley

Wonder of wonders. The denizens of our parking lot are alive again, having somehow survived the winter. True, the \$40 VW is unlicensed (unless you want to chance an undated Maryland plate), but it still runs. In fact, the engine is the best feature of the car. The rest? - well... The Mercedes 180 lives, too, and in pretty good shape. Also present is a 219 Mercedes, in passable running condition save for the lack of a starter. The owner tells me he's discovering the few flat places in the world are usually where he leaves the car. Once push-started, it runs fine. The Hillman belonging to the same fellow is alive again, and sounding good. All told, it must not have been too bad a winter.

The participation season opened on May 21 with the SCCA gym school, but that's another story. More important is the spectator season. And let's fact it - studying for exams is a drag. So where else but to Fonda on Saturday night (May 25), when the URC sprint cars joined the modified cars for a flat-out session in the fine art of broadsliding at 60. Weather: clear and cold. A good crowd, and the track's made some improvements in facilities, with a corresponding increase in price. So I mutter, pay the price, and decide it must be inflation.

There's a good crowd here tonight, and they're up for show. URC sprints are a blast to watch, because they negotiate most of the track, straights and all, in a power slide, throwing dirt in all directions. And the modified cars look more hairy than ever. And - it may be my imagination - someone is using fuel that isn't quite what you get at your friendly corner station. The fumes are unmistakable. Whatever it is, it makes them go like the devil himself were after them, and, after all, that's the name of the game. Parked in the infield, a little extra spectator interest, is the Javelin Bill Kane will be co-driving in the Trans-Am. They fire it up - CRACK! RUMpaRUMpaRUMpa-RUMpaRRRAPP!!! Daddy, that is one strong Rambler!

The heats get underway with little fuss. The drivers of the late-model sedans are considerably less professional looking than the modified boys - and some of their cars shouldn't be let out of the junkyard. So some local yuk manages to get hung-out in the pack at the start, and there's a few laps of yellow. Not that I mean to knock these boys - they try damn hard - but not all the cars are up to the same snuff. And it makes for an uneven race to the point of trouble. But enough of comment - shut up and watch the race.

You tend to forget how noisy a race car can be. And a dirt oval is the best place to remember, fast. Scream down the straight, roar through the turns - don't they ever let up? You couldn't tell it by my ears. Maybe that's why some people are scared of the turbines - the whisper - cars can't hit you in the pit of the stomach with sheer noise like these modified cars. The crowd jump up - someone has rolled his late-model on the front straight; slowly, and it gets back to its feet. He's OK. The crowd sits down again.

The feature modified race is a thriller, as was the sprint race before it. A duel all the way, wheel to wheel. The sort of a race the promoter wishes happened every week. But it's over soon, and then comes the long wait to get out of the parking lot. I wind all the way out in first when my turn comes, and snap a fast shift to second right by the rent-a-cop who's "directing" traffic.

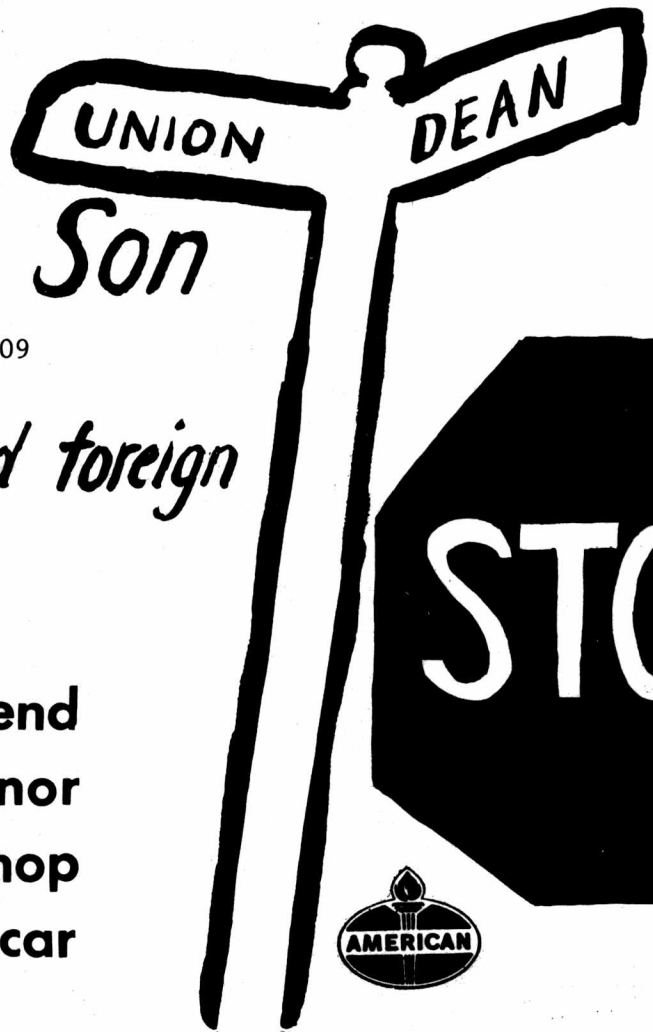
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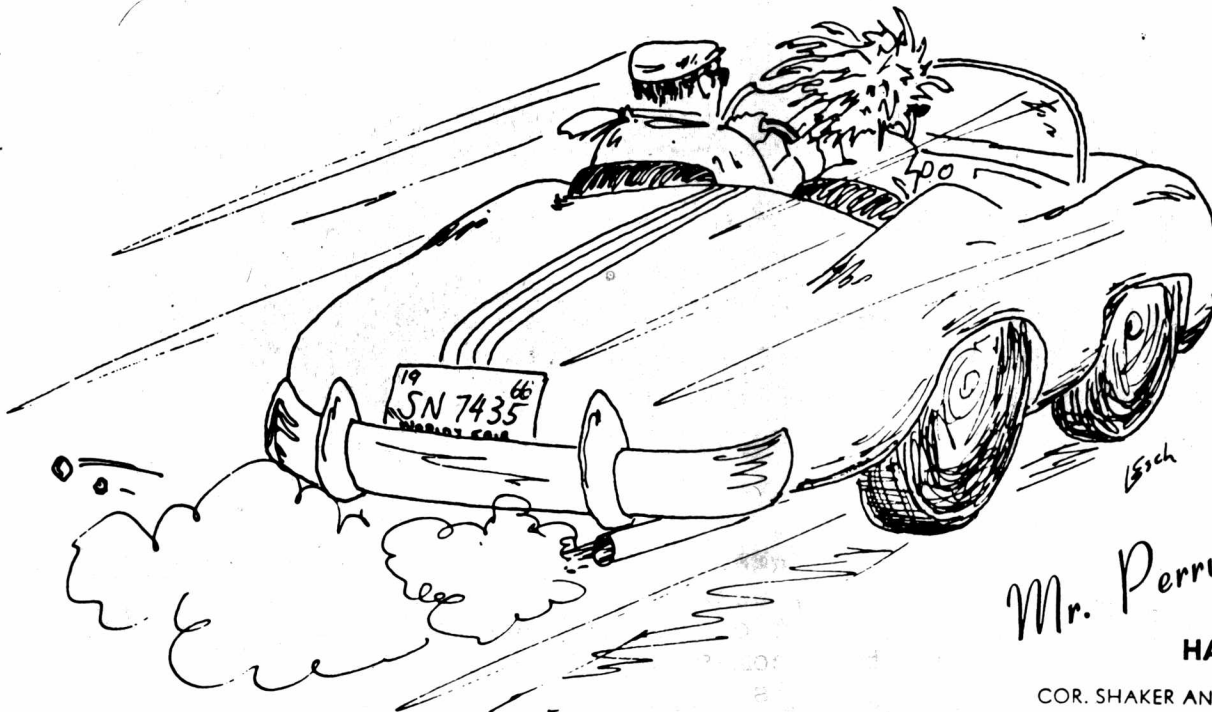
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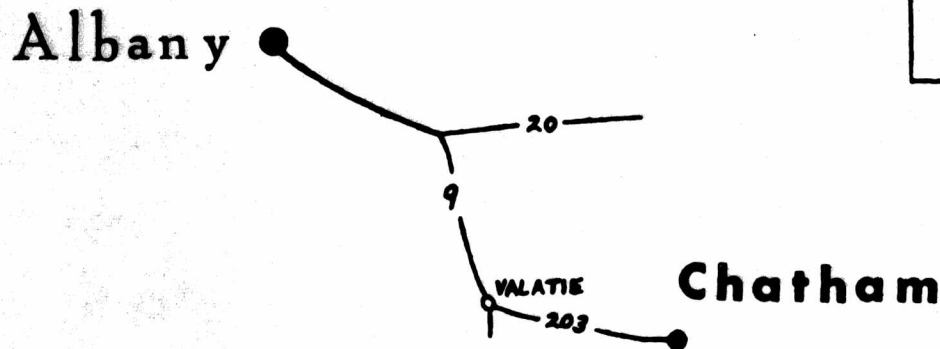
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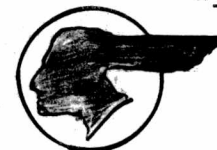
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THE MAGICAL MYSTERY TOUR(ER)

Brethren, one amongst us has forsaken his thoroughbred sports machine (a certain TR-4) for a "plastic" touring car from the wizards of that detested nether world, Detroit. The entire heresy is exposed hereafter...

Mike Gorman has come down with Corvette fever again, so when he tuned us, his disciples, into the fact that he had picked up on some Detroit type wheels we immediately conjured up visions of a brutal Gran Sport-type machine. It was a GS all right, but Buick, not Corvette. Well, not exactly, its really a Pontiac Grand Prix (no, not F-1). A Pontiac Grand Prix, bleah. Why that's the Establishment's sporty type car that all, the poor straight cats think is so, so sporty. With a big engine, bigger interior, aircraft carrier dimensions, Chris-Craft ride and sporty floor mounted two speed slush box. Forget it... It's a stone.

Hey come back, this one's a rolling stone. If Michael pulls up next to you and says "You would care to brag race, mon ami?", you better check the goldfish on the seat next to you, 'cause he's not really putting it into Park when he moves that Hurst all the way forward. And there are three more where that came from. All synchro. What's that you said about first on your Healey.

Raising the hood, you are confronted with a large mass of motivating force. What are those three things up on top of the engines. Mein Godtish dat not der Three Deuces! Ja, dat is der Three Deuces. Three deuces and a four speed, and a 421. That's not a car, that's the son of King Kong.

Considering the exterior dimensions, the car is quite nimble and handles very well indeed, totally lacking that wallowing ride that seems to plague Detroit oriented vehicles.

A gymkhana car its not, but for towing ability its tough to beat. And someone is always looking for a friendly type to tow a racing machine.

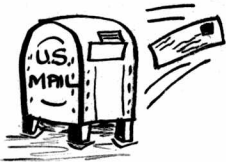
So if street racing is your bag, watch out for a Tin Indian with gold war paint, it's a goer.

GREG RICKES

And now, for the first time, GREG RICKES says something serious.

The Solo Event Program started out with a lot of support. But it seems to be dying. What happened to all the news about licensing, and more importantly events.

And now for my pet peeve. Why limit the Category 1 licenses to those over 21. Area Two Governor Koveleski wants to license drivers at 18. Great, but I could never afford it. These solo events could serve as a good training ground not only for driving, but also for competition preparation in general. Does the SCCA want to drive us under 21ers to drag????? (we agree...eds.)



CLEVELAND CORRESPONDENCE

from STAN BUBAR

A comment by Phil Raeder in the May Knock Off prompts me to suggest that it may be time for SCCA to start acting like a pressure group as regards the current federal safety standards, and various state laws. For instance, the federal standards will require all 1969 and later models to have head rests. The rationale behind this is that there are 4 million cases of whiplash per year in the U.S.

First of all, most insurance investigators would probably agree that 90% of those four million cases are frauds, so the rationale for requiring headrests is somewhat dubious. Secondly, this is an accessory type item that has been available for years to anyone who wanted it. Does the government really have the right to demand equipment to protect someone who may not want to be protected? Thirdly, there is no control over installation of headrests. If one pays attention to the cars equipped with headrests one is struck by the fact that the large majority of them are adjusted to the back of the neck, not the head. They're really more comfortable there. However, when one considers that the center of gravity of a human head is up around eyebrow level, it appears that the low mounted headrest may well be more like a rabbit punch than a protective cushion.

A number of states have recently enacted legislation requiring motorcyclists to wear helmets. At last count two of these, Michigan and Rhode Island, had been taken to court. The score is 1-1. The Michigan courts held that the state cannot protect the individual against himself unless the public safety is involved. Rhode Island Courts felt the state should.

Personally, I fell that anyone who rides a motorcycle without a helmet and leather suit is nuts; however, that is (or should be) their right, as only their own safety is involved. After all, some people think I'm a nut for riding around in a 1300 pound plastic toy, but I damn sure don't want the government to tell me I can't. In contrast, N.Y. state recently enacted legislation requiring face shields and windscreens or goggles for motorcyclists. There has been no controversy over this, and rightly so, as a cyclist who is blinded by a thrown pebble or a bug in the eye is certainly a hazzard to others. Interestingly enough, N.Y.S. law does not require a windshield on a car!!!

There is room for governmental legislation in the automotive field. However, the powers that be seem to deal in the obvious, simple to understand solutions that are often worthless. For instance, we have regulations regarding bumper height, but nothing about bumper strength. There is no regulations specifying minimum tire - road surface adhesion, and, speaking from experience, it's needed. There is no regulation regarding braking systems which fail completely when used hard.

SCCA is in a position to be able to make a definite contribution in this area of automotive safety. SCCA and the other automobile clubs could make a very effective pressure group as regards legislation at both state and federal level. SCCA might start by supporting the motorcyclists in their fight over the helmet laws. Whether you like motorcycles or not keep in mind that if they can require helmets for motorcyclists, they can require them for you in your MGB or Sprite.

CON'T ON PAGE 22

INEC GYMKHANAS 1968

By Bill Morris

Three out of the five of Mohawk-Hudson's INEC gymkhanas have been completed, so this seems like a good time to explain some of the details and post some of the leaders and their scores. All Regions of SCCA that also belong to INEC will be invited to send three of their best drivers in each of 12 classes to a Championship Gymkhana in late September or early October, probably to be held near Syracuse. In order to determine the drivers who will represent Mohawk-Hudson, we are running a series of five regional gymkhanas, and the top three competitors in each class will be invited to the Championship. In some (all?) of our gymkhanas where INEC classes are not strictly followed, the gymkhana is rescored for the purpose of determining points. Points are assigned on a 9-6-4-3-2 basis for first through fifth, respectively; 6th and lower receive 1 point. A competitor must beat at least one other car in his class in order to justify his place, otherwise he receives only one point. In order to attend the INEC Championship Gymkhana, a representative of Mohawk-Hudson must be a member SCCA and this Region. Included in the current standings are several non-members. If they join and pay their dues before the July 28th gymkhana, they will retain their accumulated points and will be eligible to attend the Championship Gymkhana. Additional details will be published in the Knock Off as they become available.

Hope to see you all on July 28th for the next round!

POINT LEADERS IN INEC CLASSES

<u>Class 1</u>		<u>Class 5</u>		<u>Class 9</u>	
*Tom O'Connor	15	Bob Claffie	19	Barry Needalman	9
*Jack Merrill	9	Mike Moore	6	*Richard Shepard	1
Ed Hopkins	6	Gary Baechle	6	Marshall Kennedy	1
Jim Davis	5	*Howard Geer	4	Ralph Perrone	1
*Carl Corrin	4	Bob Baechle	4	<u>Class 10</u>	
*Gunther Schroder	4	<u>Class 6</u>		Wayne Warwick	27
<u>Class 2</u>		*Frank Cooley	19	*Mike Rossi	6
*Bob Volans	18	*Karl Danneil	9	Jene Richart	6
Dick Mills	15	*Bill Morris	6	Richard White	6
Tom Kieran	9	Dave Cowan Sr.	6	*Gil Brookins	4
Dan Egy	8	John Grychak	6	Paul Hacker	4
Karl Hacker	4	Dave Cowan Jr.	5	Ed Davidson	4
Lyn Camin	4	<u>Class 7</u>		<u>Class 11</u>	
<u>Class 3</u>		*Harold Cameron	18	Sharon Gebert	10
*Art Frederick	15	*Butch Sciarra	14	*Marcia Merrill	9
Bob Young	9	*John Hutchison	13	Margaret King	6
Bill Septic	7	Walt Herzog	10	Karinne Young	6
Tim Smith	6	Paul Hacker	9	*Nancy Geer	5
Paul Koval	6	<u>Class 8</u>			
Tom Nolan	3	*Gunther Schroder	18		
<u>Class 4</u>		*Jack Collins	10		
*Roly Heacox	9	*Karl Scharl	6		
B. Schmidt	9	*Don Rexford	3		
R. Drake	9				
Charles Barbaro	6				
*Mike Gorman	4				
Carl Nyman	4				
R. Knopf	4				

NOTE: (*) = Mohawk-Hudson Region SCCA Member
If you are a member and it is not noted,
please contact the Editors.

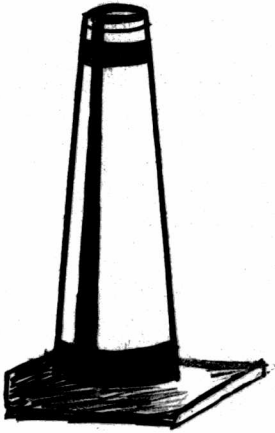
B.M.S.C.--I.N.E.C. GYMKHANA RESULTSZayres-Adams Shopping Ctr., Great Barrington, Mass. June 23, 1968

<u>Place</u>	<u>Name</u>	<u>Club</u>	<u>Make of Car</u>	<u>Trial I</u>	<u>Trial II</u>	<u>Trial III</u>
<u>CLASS I SMALL SPORTS INCLUDING MINI'S</u>						
1	Robert Volans	SCCA	Sprite (1275cc)	45.05	44.55	44.05
2	Art Frederick	SCCA	Mini	47.45	46.45	47.50/1p
3	Paul Hacker	BMSC	Mini	48.06oc	48.95	48.05
4	John Armer	--	Austin Mini	oc	50.45/3p	51.85
<u>CLASS II</u>						
1	Paul Koval	BMSC	Porsche	46.50/1p	46.20/1	47.20
2	Tim Smith	--	Porsche	47.05/1p	48.45	47.25
3	Tom Nolan	BMSC	Porsche	50.70	47.45	47.25
4	Thor Kasianszkn	--	"Homemade"	51.95	48.30	48.30
5	Richard Nelson	--	Spitfire	51.85	50.70/1p	49.90
6	Bill Septic	SCCA	Porsche	52.00	53.10/1p	53.40/1p
7	Daniel Egy	--	MGA 1500cc	55.05	54.45	53.85
<u>CLASS III MEDIUM SPORTS 1601-2500cc</u>						
1	H.J. Chiera	BMSC	Triumph GT6	66.00/2p	65.50oc	60.25
<u>CLASS IV LARGE SPORTS 2200cc - up + LOTUS ELAN</u>						
1	Karl Danneil	BMSC	Elva 1150cc	44.65	44.30	43.70FTD
2	John Grychak	SCCA	Cobra '65	53.00	44.25	43.05/1p
3	Alan Bissell	BMSC	Lotus Elan	45.60/3p	44.45	44.60
4	Bob Claffie	BMSC	Sunbeam Tiger	52.85/1p	44.65	51.80/3p
5	Marc Brossmer	BMSC	Lotus Elan	46.15	46.65	46.45/1p
6	Frank Cooley	BMSC	Lotus Elan	44.10/1p	50.10/1p	45.65/1p
7	Jerry Guarda	--	TVR	49.20/1p	wrong driver	45.75
<u>CLASS V SEDANS 0-1200 + ALL V.W.'S</u>						
1	Butch Sciarra	BMSC	Saab 850cc	51.35	49.05	48.30
2	John Hutchins	SCCA	Saab (3 cyl)	50.50	49.85	50.30
3	David Hathaway	BMSC	Saab 850cc	55.05	52.60	49.90
4	Walt Herzog	--	V.W. 1500cc	67.25	51.11	51.45
5	James E. Harris	--	V.W. 1500cc	54.03	52.60	51.45
6	Bob Romaine	--	V.W. 1500cc	58.10	61.05	58.95/2p
<u>CLASS IV SEDANS 1201-3000</u>						
1	Ralph Perrone	BMSC	Corvaire Spyder	49.00/2p	48.15/1p	48.65
2	Don Rexford	SCCA	Saab 1498cc	50.95/3p	49.85	49.65
<u>CLASS IVV SEDANS 3000 and up</u>						
1	Wayne Warwich	--	Mustang '67	49.40	49.00/1p	48.09/1p
2	Richard White	--	Mustang '67	52.05	56.10/1p	56.40/1p
3	Ed Davidson	--	Plymouth RR'68	62.15oc	55.65	55.05
4	John Cazavelan	BMSC	Plymouth Fury'57-58.00		57.02	53.25/3p
5	Anthony Pothul	--	Pontiac '62	60.70	60.03/2p	DNF
6	Paul Sturgis	BMSC	Chevy S.S. '63	53.80/3p	54.54/4p	56.85/3p

CLASS VIII LADIES

Marilyn Brossmer ran but sneakily did not post her times on the sheet from which I copied these.

GYMKHANA MASTER: VICKI COOLEY



I #3 N E C

The 3rd INEC GYMKHANA was held in Great Barrington, Mass, on June 23 in conjunction with Berkshire Motor Sports Club.

This was my first attempt at setting up a gymkhana, and it turned out to be more work than I had counted on. We decided to try to set up a course which was fast, safe and slightly different than the stop and go courses we've seen this year. As it turned out we had to sacrifice some groovy straightaways in the interest of safety, but the course was fast as one competitor was heard to remark that he hit 75 mph on

the back part. (The Elan was well up in 2nd gear on two parts of the course which is around 60 mph)

About 35 cars showed up for the event. This was something less than we expected and we can only speculate that the long trip from Albany and lack of interest from BMSC were the causes. I still believe that the idea of a joint event is a good one if a few changes are made in the handling of it. First, a more central location should be chosen. Second, there should be joint chairman, one from each club.

Anyway many thanks to all who helped on the event and especially to Alan Bissell who helped me early Sunday morning and who also took a trophy with my car.

FRANK COOLEY

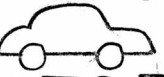
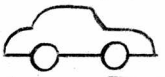
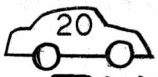
OPENING THE SEASON - Con't

And the drive back is a blast - the Thruway is fun a midnight, when it's empty and there's no wind. How can this even compare with studying?

Well, I've been to the Lime Rock Trans-Am since then - how do Ramblers go that fast? - and the NHRA Springnationals is coming up - now there's real shake-your-guts-noise! But that first time is always the best, and this was no exception. It's going to be a good season.

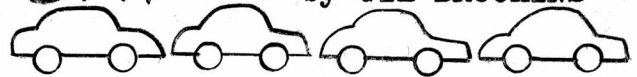
FRANK TOWNLEY

IT'S NOT TOO LATE TO GET ENOUGH INEC POINTS
TO GO TO THE CHAMPIONSHIP GYMKHANA !!!



THE DAY BEFORE THE RACE DAY

by GIL BROOKINS



Those of use who reside here in upstate New York are missing, I have come to realize, some rather astounding realizations of life. How many of you have been, for example, on the worlds longest 6 land divided parking lot? I refer to the Long Island Expressway on Friday evening. Many of you are no doubt familiar with the stop and go traffic around GE and the State Office Bldgs at 5. Would you believe stop and stop?

Another wonderful happening is having a friend in Westbury to stay with, and then finding out Friday night after a long drive that all the planes coming into La Guardia and Kennedy fly right over his house at an elevation that seems about 35 feet!

Well, if you're still with me, you're probably wondering what, if anything this has to do with racing. It's just a little travelogue that some Gloversville people go through to enjoy some spectating at Bridgehampton. After getting to the western end of L.I. Friday evening and finally getting some z's, Saturday morning seemed to come quickly. We packed up some goodies and headed for the far end of the island. Some two hours later we sensed that we were almost there, and for those of you who have never been there but are planning to go, make this one correction in the circular that Bridgehampton sends out: Left on Shuttle-hole road and then LEFT on Millstone Road!

We finally made it to the track as the Trans-Am sedans were beginning qualifications. No surprise to anyone who was at Lime Rock, our Chevy boy "Captain Nice" Mark Donohue ran away with pole position. Donohue is certainly type cast to drive the immaculate Penske-Hilton Camaro. I've seen him drive at Bridgehampton, Watkins Glen, and Lime Rock, and his driving is a flawless as the car. I've never seen him make a mistake, but probably if he ever did, he'd gain a position over the car ahead of him (if ever there was one). Further back in the qualification heap were the numbers 3 and 4 Javelins and the numbers 1 and 2 Mustangs, not exactly in that order.

Another interesting sidelight; Pearson's less than impressive performance at Lime Rock must have stirred up something in the Ford stables since we found Horst Kwech driving the number two Mustang.

In the under two liter division, our own Bob Bailey ripped off the fastest qualifying time Saturday. Talking to Bill Morris later in the pits, he seemed very pleased with the way the car reacted after changes in plugs, tire pressures, etc. Bob's nice new Porsche picked up a little ding in the left rear quarter panel after Bert Everett tried to insist that two things can occupy the same space at the same time. Result, one Porsche taking the great circle route.

Well, after the TA qualifications, some national races were scheduled for Formula cars and C and D sports racing class. They were $\frac{1}{2}$ hour sprint races, and some of them were quite interesting. The Formula Vee's put on a good show; starting with a rather large field, they finished the race with the first three cars coming across the finish line abreast. Oddly enough, all three were from the Washington D.C. Region.

Well, that about completed our race weekend before the race even started. We had previous commitments on Sunday and couldn't make the big show. But then, you can always read about the race in the newspapers but where else can you read about qualifications and other little goodies?

THE RETURN OF "OLD 66"

(A REAL SAAB STORY)

Well after that first INEC gymkhana it was painfully obvious that the good old Chevelle was just plain too big for really competitive motoring, so we began a search for a smaller set of wheels. Only one problem, we got not much bread, 'cause with the college bit coming up next year we can't afford no shiny new (or even old) sporty type car. But we looked anyway, and looked and looked, but no go. About this time Michael and Karl are moving to their new abode, and being a helpful sort (my Dodge has a mammoth trunk) we naturally enough offer our services. While clearing out the old homestead I happen to stumble across this yellow thing, and Karl informs me that this is his ice car, only it doesn't run so well (not at all really). Now my mind is in high gear: maybe if we can fix up this machine, they'll let us use it for summer type events, then we can give it back for winter fun.

We finally coerced Karl and Mike to let us "borrow" it. Now all we had to do was get it home. The fateful day was April 28. Equipped with one very strong '61 Dodge and one very long chain we began the trek, and aside from the fact that we had to go right past the Troop G barracks and the Colonie Police headquarters the trip was made without incident. The car was pushed into the garage where it lay in repose for the night (as we prepared for a night of merry-making at the Snake-Ranch house warming, remember?)

Next morning the teardown started (with help from Mr. Scharl, who informed us that he diagnosed the trouble as a burned piston.) Things began smoothly enough, except for the crowd of little ones hindering us. The fateful moment came quickly as I prepared to remove the head. Okay we've got the head bolts loose, now take off that hose and she'll lift right off. Oooops, hey Larry I thought you drained the radiator, not I thought you did, no my father was supposed to do it, no Greg you were supposed to do it. Oh well, anyone for a pair of Prestone Levi's. Karl was righter than he knew, we needed three new pistons.

Now we have to get the mill out. No sweat you say, just loosen the bolts and get a hoist and yank it right out. HaHaHa, we're poor remember. We got the bolts off alright, but to get it out I braced myself against the front bumper and grunted and groaned, and finally the engine pulled loose from the transmission. Now how do we get it out of the car? Right, muscle. Mustering all the strenght my 98 pound weakling type physique had, I lifted the whole engine assembly out and carried it across the garage to the bench. It was the longest 5 feet I ever walked. Of such things hernias are made. Really getting down to it now, we had the engine completely apart in a matter of hours. And there it sits as this is written, July 5, not yet driven in anger, (not driven at all as a matter of fact). Please Michael, get those pistons for me so next month I can give you part two of the return of Old 66, "The Rebuild"

GREG RICKES and LARRY GUERTIN

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Dear Geers...Con't

such as the Non-return of the Deerslayer and the Togetherness problem of our other partner in the Columbia G.P. But I'll bet a lot of them said to themselves, "Well, it's just another of those silly Berkshire events, so I won't bother." I suppose that's a reasonable attitude for misanthropes and nose-cutting face-spitters, but it's not very realistic in my view. I've seen many Berkshire events, and the good far outweigh the bad. In fact, considering the size of BMSC, they're doing proportionately much more than MoHud- and we're not perfect, either.

Did you hear about the two guys at the Pebble Beach Concours? One pointed to a car and said, "Isotta Fraschini?" The other answered, "No, ottsa Bugatti."

If you ever have any excess space in the KNOCK OFF, why not run a public opinion poll? I'd like to know how many different ideas there are on how to classify a Mini 1275 S for gymkhanas. So far, there seems to be a wide divergence of opinion, and I think it ought to be resolved soon. Perhaps if a sizeable segment of the membership can agree on one classification - and if I like it - we can establish a firm category. But that would take away some of the mystery and glamour, wouldn't it?

Well, it's almost 1:30 A.M., and I won't stay up all night even for you two. So good night, all.

ART FREDERICK

MORE FROM STAN BUBAR...

The next step is roll bars, and then the banishment of "open" cars. Would you believe that only GM and Ford are allowed to make automobiles and that all automobiles are designed in Washington? (or is it the Watervliet Arsenal?)

Sorry I can't give a first hand account of the Mid-Ohio Trans-Am, but since Bob Bailey and Bill Morris didn't make it out, I didn't bother going. After all - I can watch Camaros and Mustangs at any stoplite.

We've gone to two more gymkhanas since my last report, and my opinion of Cleveland area gymkhanas is still low. Would you believe that gymkhanas are run in first gear only, without ever getting over 4000 rpm? You always get three runs around here - never longer than 40 seconds each!! I've done a little asking around and this is pretty standard. There has never been a gymkhana school and much of the driving I've seen shows it. Would you believe that I'm going to overhaul Cleveland area clubs? On second thought, maybe I won't have time. I understand my chief competitor in Mo-Hud, Bill Morris, ran off and got himself a competition license. I guess I'll have to get to work.

I've never really thought very highly of N.Y. states compulsory insurance and compulsory inspection laws. But in all honesty I suddenly find myself taking greater pains to stay away from other cars. Ohio has neither of these laws and you wouldn't believe some of the junk on the road.

HAVE YOU HEARD . . .

Ben Chi is looking for a rollbar for his SPITFIRE & LOTUS. Call 355-9039

There is absolutely no truth to the rumor that Lotus cars are actually built in Canada by Rambler...

What makes Mohawk-Hudson Region so good? More than 10% of our membership hold competition licenses, and none of them drive a Formula Vee...

Berkeley, Calif. Mac Townsend reports that the Moretti is progressing well, perhaps in time for Driver's School next Dec. (yes, school during the "winter" and race in spring, summer and fall) Ford 1600 crossflow head engine is the hoped for power plant...

John Hutchison reports that he will not be at the INEC Gymkhana on August 25th due to a previous commitment. He is getting married on August 24th in Claremont, California. The lucky (?) girl is Janet Rogers. A BIG CONGRATULATIONS to them both!

Duluth, Georgia, June 25, 1968: From the company that cut 30% off the cost of NOMEX drivers' suits comes an announcement of an extremely light-weight cockpit liner. Company officials say that the new liner will eliminate a great deal of heat which now fatigues most drivers. It is highly flame retardent and installs easily. Temperatures of 700 degrees have little or no effect on the liner. The Whitmarsh Co., Box 327, Duluth, Georgia also specializes in safety equipment and sells the popular NOMEX 2-piece drivers suit kit (\$49.50) which offers NOMEX VELCRO fasteners instead of metal-on-cotton zippers. The kit is guaranteed complete and may be sewn together in less than 3 hours...

Wednesday, July 3, 1968...The July Fourth weekend will officially open a New York State Department of Motor Vehicles program for the use of color coded balloons as distress signals by stranded motorists. The balloon plan was announced today by Motor Vehicle Commissioner Vincent L. Tofany, who said it is part of a program to explain practical procedures for highway emergencies. The standardized balloon code calls for a stranded motorist to indicate his problem by using one of three colors: Red for emergency medical aid; Green for police assistance; and Blue for mechanical help or fuel. Commissioner Tofany said an ordinary balloon displayed from a driver's window or radio aerial could be easily spotted by an airborne traffic monitor or by any bypasser, who could then report the nature of the emergency to proper authorities at the first opportunity. "This convenience for any traveler unable or unwilling to leave his vehicle," he said. "Balloons also have the advantage of being highly visible, simple to use, inexpensive, and readily available at neighborhood stores."

CONGRATULATIONS to...Karl Scharl and former Kitty Tanski on their marriage this month. Sincere best wishes for a long and happy wedded life!

SOLO EVENT REGULATIONS AND APPLICATIONS ARE NOW AVAILABLE THROUGH THE REGION. COME TO THE AUGUST 7th MONTHLY MEMBERSHIP MEETING FOR IMPORTANT DETAILS

* * * * *

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THIS IS WHERE IT REALLY

SWINGS

DURING JULY AND AUGUST

- JULY 19 & 20 NATIONAL RACE - Mohawk-Hudson Region, Lime Rock, Conn.
- 21 Sun. Tri-City Mustang Club GYMKHANA - Almarts, Colonie.
- 21 Sun. HILLCLIMB - Hobo Hill - NYC
- 25 Thur. Empire RALLY
- 27 & 28 New England Regional RACE - Thompson, Conn.
- 28 Sun. SCCA INEC 4th GYMKHANA - Two-Guys, Menands.

- AUGUST 4 Sun. BMSC GYMKHANA
- 11 Sun. Tri-City Mustang Club RALLY
- 18 Sun. AMEC TRIALS Hagadon Mills
- 25 Sun. SCCA INEC 5th GYMKHANA - Two Guys, Menands

MOHAWK-HUDSON MEMBERSHIP MEETING, Circle Inn, AUGUST 7th at 8:30 pm Latham NY
KNOCK OFF DEADLINE



1963 CHEVY PICK-UP, custom cab, WSW tires, V-8, 3 speed w/Hurst shifter, full tarp. Real sharp. Would make excellent tow vehicle. Don and Nancy Rexford - office phone 474-7848.

1966 MALIBU still for sale - check your May Knock Off for details.

1959 TR-3 Transmission - needs 3rd gear synchronizer - make an offer.

Also: 1964 Olds F-85 Convertible \$1050. Contact: Gil Brookins
17 So. Hollywood Avenue
Gloversville, NY
GL 5-1256

1967 SPITFIRE needs tune up + tires. Make reasonable offer.
Contact: Art Phillips
9 Second St.
Waterford, N.Y.
235-7009

1967 CORVAIR SPRINT by Fitch. 4 speed, AM-FM radio, fastback, Pirelli tires, many other extras.
Contact: Bob Levy
(518) 272-5189

1967 MCLAREN MK 6B with TRACO CHEVY will not be found for sale in this publication but if you have something to sell let us know by the Aug. meeting to be in the next issue.
Contact: the editors

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 AUSTIN HEALEY SPRITE — AUSTIN 1300 SPORT SEDAN
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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.

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

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