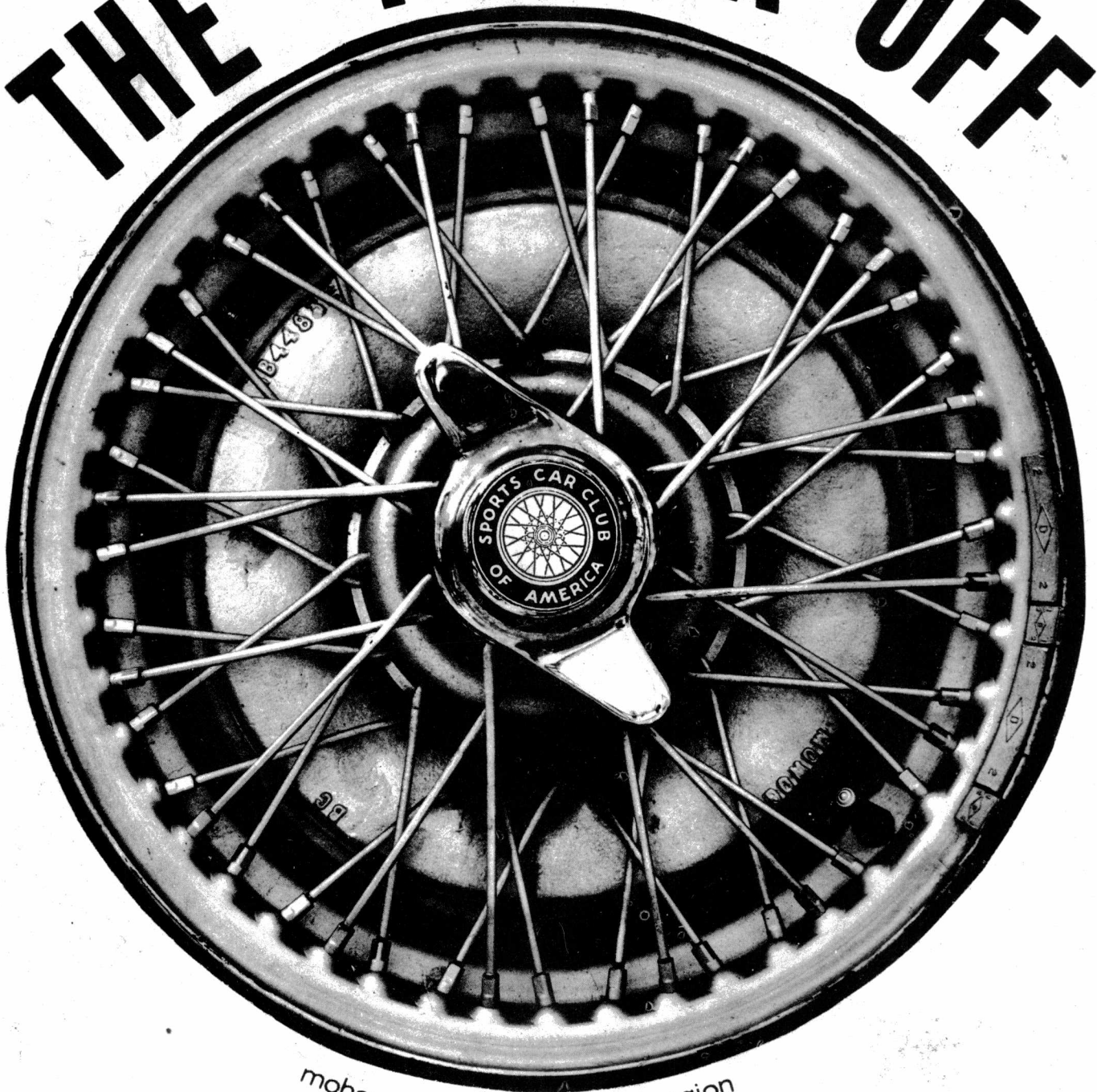


THE KNOCK OFF



mohawk hudson region

SEPT. 1968

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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 OCTOBER 2nd, 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.

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REGIONAL RAMBLINGS

Bob Henderson has consented to run for Area 11 Governor again. Bob has been an excellent Governor and given this Region as well as the Area good representation. He has acted in the best interest of the "Sport" and has been a tribute to Area 11. He is as much at home on the race track as he is at a National Rallye or Championship Gymkhana having competed in all three categories very successfully. Bob deserves our support. Mail your ballot early. DON'T FORGET.

The Race Season is not over. One of the finest Race Week-ends if not the finest will be held on October 19 and 20 at Watkins Glen. This event captures all of the atmosphere that made Road Racing the great "Sport" that it is. If you have any idea that amateur racing isn't what it use to be, come and see. The Finger Lakes Region puts on the finest Race Weekend anywhere. If you have been there you know. If not be sure to go. This is a closed event open to S.C.C.A. members and their guests only.

I extend my heartiest congratulations to our Regional Gymkhana Champions. I wish you success at the I.N.E.C. Championship event.

If you plan to go Racing in 1969 now is the time to prepare. This means both worker and driver. "Be Prepared" its "The Name of The Game". Know the rules, whats expected of you, whats expected of others, etc., its all in "The General Competition Rules." You can have a copy for \$1.00. Most of the disappointments in racing stemmed from poor preparation. You can't get race prepared in a couple of days so start now, it will make the winter a lot shorter.

Uncle Gene

TREASURERS REPORT

JULY BALANCE	\$ 1395.94
AUGUST RECEIPTS	1170.06
AUGUST EXPENSES	12.20

BALANCE ON HAND	\$ 2553.80

HAVE YOU CHANGED YOUR ADDRESS RECENTLY? PLEASE LET THE

EDITORS KNOW - WE ARE SURE YOU DON'T WANT TO MISS ONE

EXCITING ISSUE OF KNOCK OFF!!!!

ELECTION NOTICE ! ! ! ELECTION NOTICE ! ! ! ELECTION NOTICE ! ! ! ELECTION NOTICE !

The procedure for nominating a candidate for office in the Mohawk-Hudson Region is excerpted from the Constitution and By-Laws below. Please note, NO special or official form is necessary for nominating an officer.

"Any ten members in good standing may nominate a member in good standing as a candidate for office. Such nomination must be made in writing signed by the members making the nomination, countersigned by the member so nominated signifying his willingness to accept the candidacy, and delivered to the Secretary no later than the regular November meeting."

Elective offices are :

- | | |
|---------------------|------------------------------|
| Regional Executive | Assistant Regional Executive |
| Treasurer | Secretary |
| Activities Director | Directors at Large (2) |

Nominees for the office of Director at Large must have held an elective office in the region previously.

SO HERE'S YOUR CHOICE ! DON'T WAIT - DO IT NOW !

Handy Nominating Form

We hereby nominate _____
for the office of _____.

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

(members signatures)

DATE

SIGNATURE OF NOMINEE



HEMETS, ROLLBARS AND BRIGHT SHINY BEADS

The season is drawing to a close.

Too bad.

It's been a good year for Mohawk-Hudson. More drivers than ever, and much more participation.

Interesting thing. A study of seat belt usage by the Highway Safety Research Center (North Carolina) shows that seat belt usage in the general population-at-risk is about 26%, while in accident involved cars it is only 18%. A possible explanation is that people who regularly use seat belts have a more safety conscious attitude and are therefore involved in fewer accidents.

Who says racing doesn't sell cars? AMC (the Javelin people) report a 10% gain in sales in 1968, and that the company will step up its racing activities in 1969.

Funny story about tech inspection. The first time the Stanguellini was presented for tech inspection, the car was rejected for lack of a battery cover. (for those unfamiliar, the revolutionary design concept of the car - front engine rear drive - puts the battery in the cockpit, next to the driver) The attitude of the tech man was so obnoxious that I decided to make an issue of it, and when the GCR was consulted and found silent on the subject of battery covers (they are not required) the car was passed. At the next race, the question of a battery cover came up again. This time, the tech man was nice, so I asked him what I should do. He went to great lengths to explain how I could tape some stout plastic over the battery, under the hold-down, etc etc. This I did, and the car was passed. Next comes the National at the Glen. Determined to be prepared, I did a proper job of taping the right kind of plastic sheet over the battery - really a super-neat job. After tech at the Glen, which was without incident, the Chief Tech came over to me and said, "It's really a pleasure to check out a car that is so immaculate and obviously ready for competition. Just tell me one thing, though - what the hell is that plastic pasted all over your battery for?"

What's fair is fair department. Recently a Jewish friend of mine asked me how I could bring myself to race a French car, what with all the political problems with France. (my friend drives a Mercedes, and his wife has a VW) Now, some of you may know that I'm of German decent, served in the American armed forces, and work for the State of New York. I have never given any thought to the socio-political implication of racing a French car.

Consider the following facts provided by the US Department of Commerce: in 1967 US sales to France were slightly over 1 billion dollars, while French sales to the US amounted to 690 million dollars. During the past seven years, France has not converted any more of their reserves into gold than Switzerland, though I haven't heard anyone accuse the Swiss of trying to undermine the US dollar. I guess we have to conclude that "dreadful Charlie" has got to be the world's worst public relations man.

Noted without comment - the US Government has announced it will subject French imports, including cars, to an additional 2.5% import duty. The extra duty will apply only to French products. No other nation will be so treated.

Recently, Secretary of Transportation Alan S. Boyd, commenting on the subject of used car safety, noted, "Although the public is presumably willing to pay for safety it must also be given assurance that it is getting value for its money in the form of increased safety. The most difficult decision is to determine the point at which repairs should be made mandatory - to arrive at a proper balance between cost and risk." Think about that "proper balance" bit. This is the kind of stuff I like - rational and scientific - none of the old "if-it-only-saves-one-life" crap.

Along this line, I was doing some research the other day and had occasion to again read a legal decision that has been a favorite of mine for many years. In Olmstead v. United States, 277 U.S. 438, commenting on the right of individuals in a free society to be left alone, the famous Mr. Justice Louis Brandeis said, "Experience should teach us to be most on our guard to protect liberty when the government's purposes are beneficent. Men born to freedom are naturally alert to repel invasion of their liberty by evil-minded rulers. The greatest dangers to liberty lurk in insidious encroachment by men of zeal, well-meaning but without understanding."

That deal I mentioned recently - where Volkswagen Australia would build Datsuns on contract in an effort to salvage VW's Australian investment - has been consummated. VWA has lost money heavily in Australia; the highest was nearly 4 million dollars in 1966. VWA will build 15,000 Datsuns per year.

I hope you will read with care the reprint of an editorial "Can Small Cars Make It?" from Automotive News, reprinted below.

On the lighter side, the reprint of the Motor Vehicles Department "Red Guide List", appearing in this issue offers a source of reflection. I'm sure the Region could come up with some additions.

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

Can Small Cars Make It?

Merit on the U.S. Roads

If an analyst looks at the small car from a price standpoint alone, it is difficult to see how the U.S. makers can be tempted to enter the competitive arena with the imported economy sedan.

The labor cost that goes into a U.S. car, large or small, has to be well above that which goes into a car from Europe or Japan.

There are other considerations, however.

Price is certainly an important consideration in the sale of the economy imports. But the issue may well be determined on the basis of the product offered - how it meets the buyer's concept of a product of merit, combining economy with sound design, sound construction, a feeling of quality and a nimbleness in traffic.

DEPARTMENT OF MOTOR VEHICLES - ALBANY DISTRICT OFFICE
SPECIAL REGISTRATION SECTION
Plate Series Not Available

8803.1

8/20/68

Page 1

I. Red Guide List

The "Red Guide" is a list of combinations of letters which have an unpleasant, obscene, or derogatory meaning in any one of several languages. Plates bearing these combinations are not manufactured. If an applicant requests one of these series, send him General Information (Form MV-1540), checking the appropriate box.

AAS	CAD	EGG	GAB	KAD	MAD	OAF	SAP	UAK	WAC
ADA	CAN	EGO	GAL	KET	MES	ODD	SAS	UDP	WAG
AFL	CAT	END	GAM	KKK	MEX	OFF	SEK	UHS	WAK
APA	CIO	ENO	GAS	KOB	MOC	ONE	SEX	UOO	WAP
APE	COC	EVE	GOD	KOC	MOE	OOO	SHT	UOX	WED
ARS	COK	EWE	GOM	KOK	MOK	OOU	SLB	UPE	WET
ASB	COM	EZP	GOO	KOM	MOL	OPU	SOB	UPN	WOO
ASE	CON		GOP	KOP	MOM		SOP	UPP	WOP
ASS	COO	FAG	GUT	KOT	MOO	PEA	SOT	UPU	WOW
	COP	FAN	GYP	KOW	MOP	PEE	SCW	UPY	WPA
BAB	COT	FAT		KOX	MOX	PET	SPY	URP	WRT
BAD	COW	FCK	HAG	KRO	MUC	PEU	STY	USA	WUM
BAG	COX	FEM	HAM	KUM	MUD	FEW	SUC	USB	
BAT	COY	FEY	HEL	KUN	MUG	PFU	SUK	USN	XPD
BED	GRO	FKU	HEN	KUR	MUK	FMP	SUX	USO	
BIN	CUN	FLU	HEX		MUT	PNS	SYN	USR	
BLA	CUR	FOC	HMO	LAE	MVD	POO		USS	YAC
BLO		FOD	HMP	LAY		POT	TAN	UUP	YAK
BOP	DAF	FOE	HOG	LAX	NAG	POX	TAX	UVD	YAP
BOR	DAM	FOG	HOR	LEG	NAM	PRK	TEN	UWE	YAW
BOX	DDT	FOK	HUN	LEY	NEC	PRO	TTY		YAX
BRA	DEM	FOO		LOV	NEK	PSS	TUB	VAG	YEG
BRP	DMV	FOP	JAG	LOW	NGR	PUE	TUM	VET	YEL
BUB	DOG	FOX	JAP	LOX	NUN	PUG	TWO	VPE	YEP
BUG	DOX	FRT	JEW	LUG	NUT	PUP	TYE	VPP	YES
BUM	DRP	FRU	JOC	LYE	NYG	PUU		VPU	YPE
BUN	DRY	FUC	JUE		NYS	FWE		VUC	YPP
BUS	DTS	FUD	JEU			PYG		VUK	
BVD	DUC	FUK	JUU			PYS		VUX	
	DUD	FUX	JYP			PYU			ZOO
	DUF	FUG							
	DUK					4Q			
	DUM								
	DUX					RAT			
	DYK					RAW			
						RED			
						RFD			
						ROB			
						ROT			
						RUM			
						RYE			

PROLOGO

by Greg Rickes

Money is IN, especially if you are a formula car driver, thanks to the creation of the SCCA Grand Prix Championship (spelled c-a-s-h).

Lime Rock Park hosted the go-for-dough boys on Labor Day. The field was a sterline one, featuring such luminaries as Lou Sell, Sam Posey, Peter Revson, George Alderman, George Wintersteen, Fred Stevenson and oh yes, some personage with a funny name like Smathers or something. Anyway, the big boys were running big 302 cubic inch stock block Chevies, the B's were running the high rev English Fords, and the question everyone was asking was "who will win". Up to this point Dr. Sell and his Eagle have dominated, but the smaller B cars are really at home on tight courses like Lime Rock. The race would by (to quote a well-known TV personality) "very interesting".

Aside from confirming that people to watch were Sell, Bob Brown, Wintersteen, Dietrich, Stevenson and Posey, practice also marked the demise of Peter Revsons LeGrand (suspension) and John Heyer (rolled umpity times on the back straight, fortunately emerging unscathed).

The Vee's also had a race (prior to the English Leather Lime Grand Prix) and after some opening laps of eleven tenths driving the boys settled down to the serious business of racing (for money). Bill Scott demonstrated the form which enabled him to set fast time at the Nurburgring and drove to an impressive victory.

The Grand Prix used a paced start (with an Iso as pace car) and as the cars thundered by on the pace lap, I think everyone knew that this was going to be one jolly good go. The second circuit of the course got them launched for real and Lou Sell stayed right where he had started from - first. Wintersteen was second, Brown third, amongst the B's it was Stevenson, Gubelman and Dietrich in a friendly little group. The way these cars get up the hill is fantastic, they go up to full lift at the crest, and it seemed that Bob Brown was even getting off the ground, by the way his engine surged. It was a sight to behold.

Just past midway Wintersteen passed Sell, as the latter started to have engine difficulties which would eventually be traced to the oil cooler. Anyhow, Wintersteen then dominated the contest, but these two fine drivers put on a sterling (like in Moss?...ed.) display of motor racing form for quite a while. Give me those big hairy American engines everytime, you can't beat cubic inches. Among the B cars it was still Stevenson and Dietrich. In the only serious incident of the day, Mike Hiss has suspension failure on the main straight, spun around and clouted the pit rail a healthy whack. Fortunately the rail held, there was no traffic around him, and he emerged shaken but unhurt. Jim Haynes pact with the weatherman held out 'till the very end, and it was only in the closing laps that the precip fell, but by this time the tide of the contest had been decided. The final outcome was Wintersteen (Eagle-Chevy) first and Bob Brown (Lola-Chev) second. Fred Stevenson was first among the Formula B cars, and finishing a very commendable eight overall, and third in B was Dick Smothers. Opinion time: Dick Smothers is an excellent race driver (comparable in ability to the drivers who make it to the ARRC) but more importantly he is sensitive to the aesthetics of motor racing, and he is articulate enough to convey the spirit of motor racing to the American public. Even if he was not Dick Smothers of the Smothers Brothers, he would be one of the finest ambassadors of good will our sport has, as exemplified by his ability to put up with all the TV personality, hero worship lavished upon him by certain parties

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TUNED *by Terri*
EXHAUST

Lime Rock Park is closed.

No Final Fall Fender Bender, no more Tuesdays, no more club races, No nuthin.

The dedication and persistence of that worthy group known as the Lime Rock Protective Society has reaped its harvest. After many years of what amounts to persecution and harassment, they finally uncovered an obscure Connecticut State law which requires that all motor vehicles be operated muffled and brought a complaint against the track. The judicial interpretation of the law was such that a decision was issued against the track, requiring that it close immediately. Legal stays made it possible to hold the Labor Day event, but that's the end.

Details of the law and the complaint are necessarily scant here, but Jim Haynes indicated that he would come to our November meeting and talk to us about it. By that time the dust will have settled and perhaps Jim will have some idea of what we...you and I...can do. The problem apparently must be solved in the Connecticut legislature, since this particular law is a state law and a similar complaint brought by anyone against any drag strip, oval, or road course anywhere in the state can cause its demise, as well.

I'm sure that our legal system provides the means to protect individuals from capricious and malicious mis-use of the law and I'm equally certain that it was never the intent of the writers of this law to influence activities on private property. They just forgot to SAY so, and so, LRP is closed and must undergo the expense and aggravation to fix a legislative oversight.

We hope that the Lime Rock Protective Society is sleeping well these nights.

Ironically, the last event at LRP was its finest ever. The proper combination of promoter, sponsoring region, event program, weather, advertising and good luck produced what had to be one of the track's most exciting and profitable events. Anyone who had anything to do with making it happen well deserves a round of thanks and approbation from the racing enthusiast.

Where to start to tell about it?

The weather. Early fallish and the rain only rained on the last two laps but it wouldn't be a race at LRP if that didn't happen. Jim Haynes was terrified as to the success of his promotional efforts, until, that is, both the infield and outfield started to look like Coney Island on a hot Sunday. Grass? What grass... them's people. Easily 18 to 20 thousand of them.

The crowd was attentive, involved and interested, leaping to its feet and cheering for particularly magnificent demonstrations of driving skill...both offensive and defensive. Never have spectators gone away from a race satisfied with getting their money's worth so completely. In the one day there was qualifying. Very competitive. And the consolation races. Very competitive. The Formula Vee forty lap you-better-believe-it - was-a-RACE. The second lap spin out in the esses involved ten or more cars, moved Steve Burtis from second to twenty second place and removed his nose cone. Steve managed to move up through hotly contseted positions to finish in second place. It's a wonder the world didn't tip over when all those spectators jumped up cheering every time he won another place.

The Grand Prix feature was more of the same, with science-type driving and lap time of 0:56 more the rule than the exception. Those Formula A cars are unreal... you could almost bathe in the sound.

TUNED EXHAUST - Continued

Dick Smothers is REAL. He understands the sport and believes in it. He qualified for about the middle of the grid in his FB Brabham of about average neatness. He didn't get the number that was painted on his car and so modified it with...would you believe...black tape! Tch Tch. He improved his position during the race by racing for it and finished 3rd in FB. For a first year National lisenche holder he is a good driver and figured out the correct line through big bend in very short order. He's not a grand stander and behaves in the pits just like any other race driver...just a little mad.

Car and Driver is running a monthly column by Dick Smothers, and while his writing style is not that of the polished professional word merchant like Brock Yates, Smothers tells it like it is, sensitively and introspectively. Good stuff. (Terri, don't tell us that you and Car and Driver have made up?...ed.)

Dick Smothers races because he's hung up on cars and digs the scene (his words). Any commercial promotion he does of an event and/or of a road course is strictly business and arranged through his agent for a fee. Which is as it should be, even though you might think he should promote, emote, convert and proseletize for free. Not so. Racing is his sport, his outside interest is separate from the entertainment world in which he earns his living...and makes his racing possible.

And you know, he probably enjoys being just another driver in the pits, rather than a famous TV star. Because when he's wearing his Brabham, he IS a race driver. And nobody asks for his autograph. How about that!

Terri

CAN SMALL CARS MAKE IT - Con't

It may be determined, too, on how those who deal in the product support it with good preparation, sound merchandising practices and sound service.

The degree of dedication of those who build it and sell it will have a lot to do with its success. It will take an organization of those who believe in and sell the merits of the small car.

Size and weight aren't selling points in themselves. Performance and roadability may be more important.

The importers who are successful in selling small economy sedans do an excellent job of constructing a well performing, maneuverable vehicle with a feeling of quality.

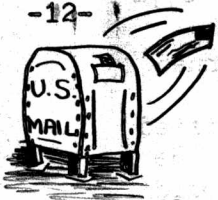
These vehicles give American customers economical and often interesting transportation.

U.S. makers once relied on used cars to fill the needs of those with limited budgets. Millions of such customers apparently have found that the economy sedans provide more dependable transportation.

Can the U.S. makers provide a vehicle which will capture the imagination of U.S. buyers and convince them that it has merit for the U.S. road as compared with the imported economy cars?

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CLEVELAND CORRESPONDENCE

FROM STAN BUBAR

We went to bed early Friday nite so as to be able to get an early start for the Glen to be pit crew for Bob Bailey. Bill Morris woke us up about 11 p.m. when he phoned to tell us they'd spun a bearing in practice and were out already. Since we were all programmed to go, and Bill was staying anyway, we proceeded as scheduled. We arrived at the pits and couldn't find Bill anyplace. It seems good old considerate Bill pulled the no - run Porsche and ran out of the pits to make more room, however we finally got together.

Since the opportunity for getting the engine to someone in Conn. who could fix it had meantime presented itself, Bill informed me that we were pulling a Porsche engine that nite. I'd never worked on a Porsche, but I'm always willing to take things apart. It turned out to be a fairly simple job. While we worked on the Porsche, Judy and Ingrid wandered around looking at all the other cars in the Kendall Tech. building. Would you believe that even ruff, tuff, racey car drivers can look silly when a 16 month old girl walks up, rattles off a line of gibberish, and looks at them expectantly, awaiting a reply?

John Kelly in a Group 44 Tr 250 drove into the paddock with a green victory wreath on the cowl. He's probably still wondering who in hell the girl was who asked him if he'd run off the road into the trees.

It turned out that a friend of Bill's, Jim Netterstrom, was also running a Porsche 911 in the Trans-Am but only had one man for a pit crew. We volunteered our services and were put to work next day. Bob Tullius drove Jim's car for the first 1 1/4 hours, or tried to. On the first lap, the gas pedal linkage fell apart and he pitted. Bob pitted 3 - 4 times all told before we got it straightened out, and by then he was 7 laps behind. From then on, all went smoothly, but one just can't make up seven laps in that kind of competition.

Herb Swann, BMW dealer here in Cleveland, entered a 2002TI. He was doing very well early in the race, turning times comparable to the 911's however he broke a rear motor mount about half way thru the race, which slowed him down.

I think the "Persistence Award" should go to the Robert Huber-Dick Bauer Volvo. They blew a head gasket early in the race and had to pit for water every 4-5 laps after that. They were still running at the end.

Judy was in the Ford area of the paddock when Dan Gurney brought his Mustang in with a bad rear end (?). Judy says there was an unholy silence in the area and all the mechanics were afraid to speak to him.

Well it was a fun weekend even if it is a six hour drive. Nice seeing Bill Kane, Hap Farnsworth, Bruce Cargill, and Phil Raeder again. Hey Phil, how in hell did you get your sedan in the formula SCCA race?

Jim Locke, Bob Bailey's co-driver, also brought his Porsche 904 (?) to run in Saturday's Nationals. Bill Ashplant decided he liked Jim's practice times, so he brought the car on the spot for 8 - 9 grand. Oh well, some of us have it and some don't.

With wishes for your happiness Today...tomorrow...and always to

HAP AND HELEN FARNSWORTH - married on August 24, 1968



Chatham Hudson Region SCCA

GIANT CONTEST

DESIGN AN OFFICIAL CLUB EMBLEM

ALAS, ALAS !! ALL THESE YEARS MOHAWK-HUDSON REGION HAS NOT HAD AN OFFICIAL CLUB EMBLEM. IT'S TIME NOW TO GET ONE.

ELIGIBILITY : Anyone may enter the contest - member or non-member!

PRIZE : A years dues (National and Regional) paid by the club for the selected entry. Here's a real good way to join SCCA for you outsiders. With the increase in dues for next year this prize is worth more than \$22.00.

HOW TO ENTER : Contest entries may be any size. They should be drawn in the colors that the emblem will be. Keep in mind that the emblem will be made up into patches approx. 3-4 inches in diameter so the detail probably cannot be too fine. Entries should be drawn on a white sheet of paper. Please write down the scale of the drawing to the intended size (e.g. 1-1, 2-1, 4-1, etc.)

SEND ENTRIES TO : EMBLEM CONTEST
C/O THE GEERS
138 HUDSON AVE.
CHATHAM, NEW YORK 12037

THE WINNING EMBLEM WILL BE ANNOUNCED AT THE ANNUAL AWARDS BANQUET

OVER
DON'T TRUST ANYBODY TWENTY-FIVE

I'm sorry all you wonderful sports car type adults (who are exempted from the above, because you're still kids at heart) but your cohorts in the older generation really blew their cool when they tried to get good guy Jim Haynes busted because he was running those absolutely horrid, lewd, sensual suggestive, immoral, perverse, salacious, unchaste, obscene, indecent, scandalizing UNMUFFLED RACING CARS. For shame, sayest they who are without sin, thou has violated a commandment of Society (Theirs, not ours) "Thou shalt not make noise". Go directly to Hell (reputed to be Hartford) do not pass go, do not collect two hundred dollars. Never mind that the law was so vaguely worded as to encompass not only racing cars, but construction equipment and lawn mowers. Its a bad scene, they have already forced Jim Haynes to close for the season, and theoretically could force every other race track in Connecticut to do like wise.

Seriously, it is a serious problem, as you probably realize. You are probably wondering what you can do. Write. Write to everybody. First, write to the Congressman of your own legislative district, to make sure no legislation like this is on the docket for your home state, be it Vermont, Mass., or New York. Then, write to the Speaker of the House (or whatever he is called, it might even be the Reich-meister) of the Connecticut legislature (if they have one) and tell him you are against vaguely worded noise abatement laws, and that you would encourage that action be taken to alleviate the unfortunate situation which exists. Do not be obscene, do not threaten - merely state your case and be exact. Everybody. You have read this, don't read anymore, pick up pen and paper and write - Now! There is danger in delay. Remember the sport you save may be your own.

GREG RICKES

NEWS FROM WESTPORT...

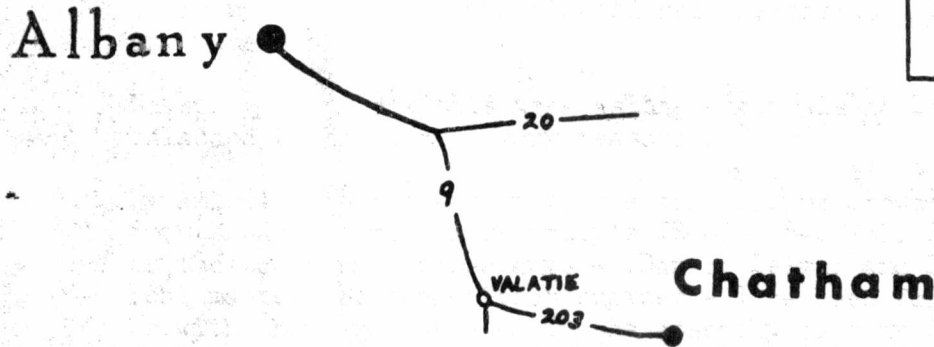
HOW TO SCRATCH

One of the commonest aggravations is the entrant who fails to scratch his entry properly -- see GCR 3.2.3. Please impress upon the membership that stopping payment on entry fee checks is NOT the way; we'll publish the work from this end too.

It is cumbersome, wasteful of our time and yours, and it leaves a bad taste all around when the Club office is called upon to take membership suspension action for an entrant's/driver's indebtedness to a region, particularly when the present rules are so reasonable. The Club will of course continue to follow up in such matters per the bylaws, but your help is asked to keep such cases to a minimum by urging competitors to do the right thing.

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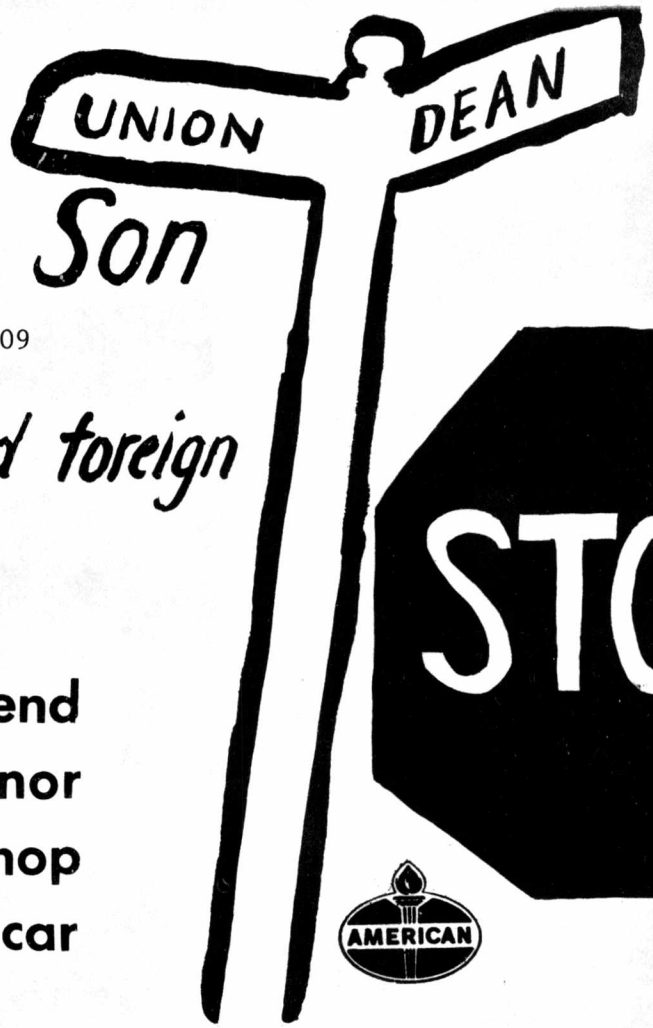
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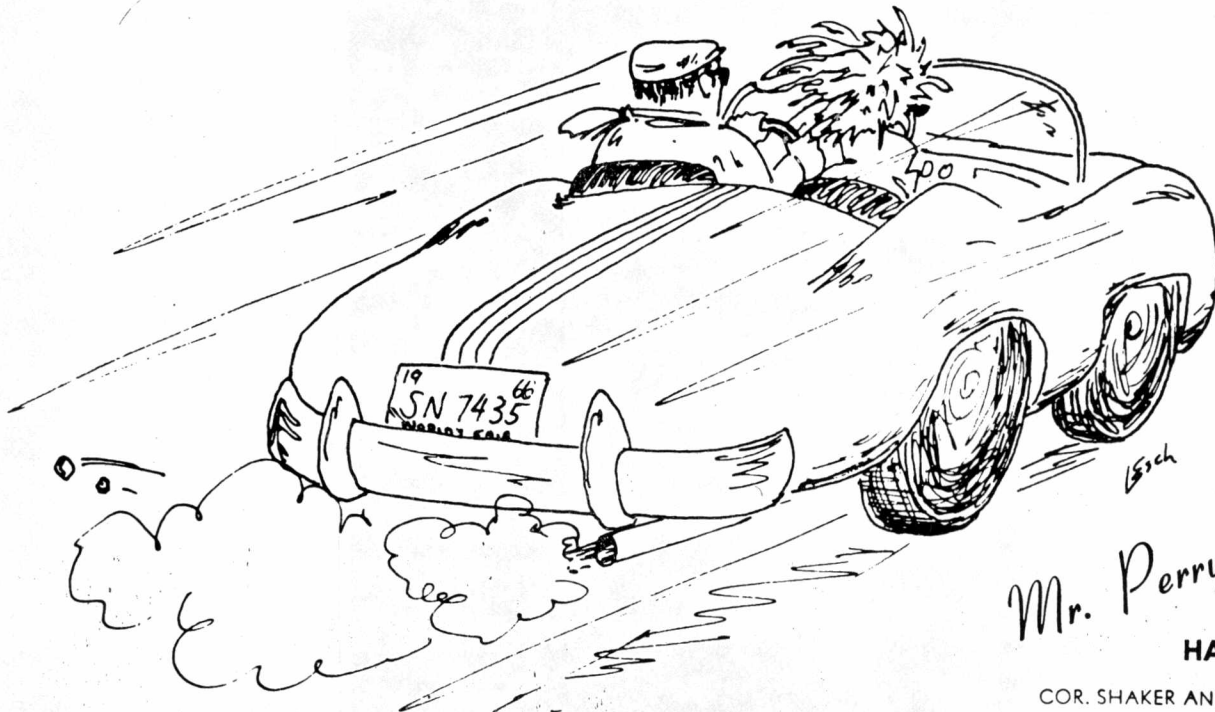
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-17-

INEC #4 RESULTS

"THE BIRDSEY BASH"

JULY 28, 1968

TWO-GUYS PARKING LOT

<u>CLASS</u>	<u>POSITION</u>	<u>NAME</u>	<u>CAR</u>	<u>SCORE</u>
Class 1 INEC 1 & 2	1	J. Richard Mills	Sprite	115.7
	2	Del Gebert	Sprite	118.3
	3	Jack Merrill	Sprite	118.75
	4	Ihor Kasiaczuk	"IHOR" Spec.	118.9
	5	Louis A. Caron	Midget	121.95
	6	Carl Corrin	Sprite	124.0
	7	Daniel Egy	MGA	132.5
	8	Thomas Kiernan	MGA	135.0
Class 2 INEC 3	1	Art Frederick	Mini "S"	111.15
	2	Peter Callaghan	Porsche	120.0
	3	Tim Smith	Porsche	122.9
	4	Mike Meyer	Europa	126.0
	5	Ed Allyn	Porsche	127.0
	6	Howard Preuss	Porsche	133.7
	7	John Mercer	Alpine	135.45
	8	Dale Danish	Porsche	145.3
	9	William Septic	Porsche	148.1
Class 3 INEC 4,5, & 6	1	Bob Rogers	Ghia Corvair	<u>106.6 FTD</u>
	2	Bill Morris	Elan	113.35
	3	Stuart Bain	Lotus S7	116.95
	4	Bob Claffie	Tiger	126.95
	5	Sandy Fisher	Austin Healey	130.9
	6	Karl Scharl	Austin Healey	134.65
	7	John Kiltz	TR 4	135.05
	8	Edward Haven	Special	145.9
Class 4 INEC 7	1	Paul Hacker	Mini 1100	117.05
	2	Ed Holeva	Saab 850	119.35
	3	Hans Flebbe	Saab 850	120.85
	4	Jack Fenn	Saab 850	122.15
	5	Butch Sciarra	Saab 850	124.0
	6	Peter Callaghan	V.W.	126.6
	7	John Hutchison	Saab 850	128.65
	8	Ralph De Sorbo	V.W.	129.1
	9	Edgar Shaw	Ghia	137.6
	10	Rob Romaine	V.W.	140.55
	11	Glenn White	V.W.	142.1
	12	Tim Smith	V.W.	151.75
	13	Mike Meyer	V.W.	158.45
Class 5 INEC 8 & 9	1	Gunther Schroeder	BMW	115.05
	2	Don Rexford	Saab V4	130.6
	3	William Van Alstine	Corvair	140.9
	4	Ronald Kent	Volvo	146.0
	5	Carl Barbagelata	BMW	161.7

GYMKHANAMASTERS: GENE & CONNIE BIRDSEY

Continued on page 19

I.N.E.C. #5

RESULTS

AUGUST 25, 1968

TWO-GUYS PARKING LOT

<u>PLACE</u>	<u>NAME</u>	<u>CAR</u>	<u>RUN 1</u>	<u>RUN 2</u>
<u>Class 1</u>				
1	Ed Hopkins	Midget	<u>79.6</u>	83.9
2	Thom O'Connor	Sprite	<u>83.65</u>	DNR
3	Carl Corrin	Sprite	<u>85.5</u>	<u>83.9</u>
4	Del Gebert	Sprite	<u>86.9</u>	<u>87.2</u>
5	John Koeper	Spitfire	<u>87.05</u>	104.15
6	Edgar Shaw	Sprite	<u>91.0</u>	96.0
<u>Class 2</u>				
1	Paul Hacker	Mini	79.0	<u>77.5</u>
2	Jack Merrill	Sprite	<u>78.85</u>	81.6
3	Tom Kieran	MGA	<u>88.3</u>	<u>85.65</u>
4	Daniel Egy	MGA	88.15	<u>86.85</u>
5	Walt Farmer	Midget	<u>92.55</u>	<u>88.65</u>
6	Dale Darick	Porsche 912	99.55	<u>91.65</u>
<u>Class 3</u>				
(5) 1	Howard Geer	Corvette	<u>73.65</u> *	79.8
(5) 2	Bob Claffie	Tiger	<u>75.55</u>	<u>75.55</u>
3	Art Frederick	Mini	<u>77.4</u>	<u>76.5</u>
4	Tim Smith	Porsche 1600	<u>77.65</u>	<u>80.65</u>
5	Michael Mirsky	Porsche 1600	<u>88.55</u>	98.85
<u>Class 4</u>				
1	Karl Scharl	A-H 3000	DNF	<u>80.0</u>
2	Ron Waddell	TR 4	84.15	<u>81.4</u>
3	John Hiltz	TR 4	86.55	<u>84.8</u>
4	Barry Schmidt	TR 4	96.3	<u>87.6</u>
5	Sandy Fisher	A-H 3000	114.75	<u>90.5</u>
<u>Class 7</u>				
1	Jack Fenn	Saab	<u>81.4</u>	91.5
2	Butch Sciarra	Saab	<u>86.9</u>	<u>83.2</u>
3	Walter Herzog	V.W.	88.65	<u>83.7</u>
4	Ed Holeva	Saab	98.6	<u>85.1</u>
5	Ned Briggs	V.W.	94.95	<u>87.4</u>
6	Thom O'Connor	Renault	91.1	<u>88.0</u>
7	Bob Romaine	V.W.	90.9	<u>88.2</u>
8	Pete Chester	V.W.	93.55	<u>91.4</u>
9	Hans Flebbe	Saab	<u>114.5</u>	DNR
<u>Class 8</u>				
1	Gunther Schroder	BMW	88.5	<u>80.3</u>
2	Jack Collins	Saab	<u>83.05</u>	93.0
3	Don Rexford	Saab	102.5	<u>87.8</u>
4	Dan Crosby	Minx	92.7	<u>91.95</u>
(9) 5	Michael Seeger	Volvo	DNF	<u>93.6</u>
6	Jerry Swingle	Minx	101.95	<u>95.9</u>
(9) 7	E. Curtis Johnson	Corvair	109.9	<u>86.05</u>

GYMKHANAMASTER: ROLY HEACOX

Con't on page 19

(0) - Switched from class

* - Best time of day

I.N.E.C. # 4

Continued

<u>Class 6</u>	<u>Position</u>	<u>Name</u>	<u>Car</u>	<u>Score</u>
<u>INEC 10</u>	1	Mike Rossi	Cougar	147.0
	2	Daniel Canton	Pontiac	150.45
	3	Dick Haskell	Pontiac	162.3
	4	Gil Brookins	Chevelle	163.0
	5	James Meek	Ford	173.4
	6	Jim Velardi	Mustang	180.35
	7	Dick Tansky	Falcon	198.2

Class 7
LADIES

				<u>Score</u>	<u>Index</u>
1	Donna Deans	Cougar	163.7	-05.05	
2	Gale Venturi	Barracuda	163.9	-05.25	
3	Elaine Bain	Lotus S7	128.35	-09.27	
4	Sharon Gebert	Sprite	132.9	-14.25	
5	Nancy Mercer	Alpine	145.7	-22.7	

I.N.E.C. # 5

Continued

<u>Class 10</u>	<u>NAME</u>	<u>CAR</u>	<u>RUN 1</u>	<u>RUN 2</u>
1	Barney Galinsky	Mustang	89.85	<u>82.9</u>
2	Michael Rossi	Cougar	88.85	<u>83.65</u>
3	Wayne Warwick	Mustang	87.55	<u>83.9</u>
4	Peter Keitel	Fairlane	99.25	<u>93.9</u>
5	Larry Hopeck	Mustang	108.65	<u>96.4</u>
6	Gil Brookins	Chevelle	<u>104.1</u>	116.7
7	George Kearney	Mercury	118.8	<u>106.9</u>
8	James Velardi	Mustang	<u>109.9</u>	<u>118.55</u>

Class 11LADIES

				<u>INDEX</u>
1	Marcia Merrill	Sprite	102.95	84.0 +.22
2	Sharon Gebert	Sprite	89.05	<u>87.4</u> +.2.58
3	Ansley Wallace	Sprite	101.5	<u>96.8</u> +11.98
4	Nancy Geer	Corvette	107.65	<u>105.5</u> +28.94

Class 12

1	Thor Kasianczuk	Homemade	82.0	88.6
2	Sherm Haven	Special	<u>83.5</u>	93.2
3	William Fugman	Fiat - Corvair	<u>84.5</u>	88.2
4	Phil Austin	Cooper 500	93.7	<u>85.65</u>
5	John Canon	Fiat - Corvair	<u>91.15</u>	DNR

ETC...ETC...ETC...ETC...ETC...ETC...ETC...ETC...

Hap Farnsworth was involved in a serious accident while leading in the FC race at the Glen Sept. 8. As we go to press he is in Elmira hospital but is expected out in a few days so by the time you receive this he should be home. We all hope for a speedy recovery, Hap!

Thanks to Bill Morris for providing entertainment at the last few meetings in the form of his "home movies".

Mo-Hud may well be represented in Group 7 racing next year as Tom Dutton has sold the 'Vette and is looking around for something hairy!

PAST OFFICERS OF MOHAWK HUDSON REGION

AS COMPILED BY STAN BUBAR

1957
R.E. Ken Gypson
ASST. R.E. none
SECRETARY Wendell Collins
TREASURER Keith Witter
ACT. DIR. John Trach

1958
Mac McClumpha
Ken Gypson
Bill Buchanan
Al Giguere (?)
Bill Hoover

1959
Bob Fertig
Roly Heacox
Art Flatley
Irma McClumpha
Gordon Morris

1960
R.E. Bob Fertig
ASST. R.E. Roly Heacox
SECRETARY Phylliss Heywood
TREASURER Irma McClumpha
ACT. DIR. Dick Leary
DIR.at LG.

1961
Roly Heacox
Gene Birdsey
Ann Lee
Gladys Gaul
Dick Barton
G. Morris, Mac McClumpha
Bob Fertig

1962
Art Frederick
Hank Van Duesen
Irma McClumpha
Gladys Gaul
Bob Wallace
Mac McClumpha
Bill Ackner

1963
R.E. Ray Gaul
ASST. R.E. Mac McClumpha
SECRETARY Sondra Jacobsen
TREASURER Carol McMillan
ACT. DIR. Dick Leonard
DIR.at LG. Art Frederick
Hank Van Duesen

1964
Mickey Levan
Hank Van Duesen (?)
Sondra Jacobsen
Bernie Burns
Dick Leonard

1965
Mickey Levan
Ray Gaul (?)
Sharon Leonard
Bernie Burns
Dick Leonard

1966
R.E. Gene Birdsey
ASST. R.E. Harry Palmer
SECRETARY Marcia Schatz
TREASURER Bernie Burns
ACT. DIR. Hans Flebbe
DIR.at LG. Dick Leonard
Mac McClumpha

1967
Gene Birdsey
Dave McClumpha
Judy Bubar
Bernie Burns
Bill Morris
Art Frederick
Phil Raeder

1968
Gene Birdsey
Bill Morris
Bill Saar
Jack Fenn
Joe Corbett
Art Frederick
Dave McClumpha

MORE etc...etc...etc...etc...etc...etc...etc...etc...etc...

We hear that Don Flores has skipped the country with a certain Porsche towbar belonging to Art Frederick.

Speaking of Mr. Frederick, did anyone know that Mini's are built with the engine already in the car. I think the factory forgot that silly people would like to take them out.

Speaking of people leaving, Ken Jochim left for California with some of Phil Raeder's tires.

HI SPORTS FANS -

Fly American Airlines - I'll keep my TR-4 in the garage - have traveled several thousand miles in the past few weeks - attended an S.C.C.A. meeting in SFO (that's airline talk for San Francisco). Really great people - my next target is the Hawaiian Region S.C.C.A. Hey all you non-members - join Mo-Hud Region fast - as our Region's membership is open - a lot of sophisticated regions are not (I'm not mentioning any names) -

No sporty car work this week as the engine is at Don Green's being balanced (Great work - very reasonable).

Dynamic Automotive (known to the drag racing crowd) is going into Sports Car racing (yours truly's TR-4) - 840 Wolf Road in Colonie is the location - these guys - (Dan of Delmar and Dyno - Dick) are real masters of competition engines - I've been fortunate enough to be with them and assisted in the assembly of many Corvettes, Z-28's, Shelby's and would you believe - an old McLaren Chevrolet Sports/Racing class car - unbelievable!!

John Peckham looks most forelone - alas the dictatorship of the state of Connecticut - has done the deed - closed Lime Rock. Have you ever tried to muffle a 727 while it's on the ground? - nuff said. I saw Bill Morris, Bob Bailey and friends on a flight to Colorado Springs with bag, baggage and a big box of Porsche parts - kowabunga, kemosabi!

Well all you new faces - HI THERE - join our region, have fun, after all where do you have a region putting a National Races and you can go to a party and see all the drivers (would you believe some of the drivers) Well people, don't do anything to blow your cool or loose your chicken fat and remember ---- the youth of today is tomorrow's race drivers?

MIKE GORMAN

PRO GO - Continued

present, especially right before the race, when he and his car were absolutely mobbed by all forms of spectators. Throughout he remained, to the knowledgable people, Dick Smothers, racer. Thank you, Dick, for being just one of the guys. The man just plain old digs racing.

And then the rains came.

Plans are already in the formative stages for the second English Leather Lime Trophy Race, so if you missed it this year you'll get another chance, but even so, if you weren't at Lime Rock on September 2, 1968, you really missed it.

GREG RICKES

THIS IS WHERE IT REALLY

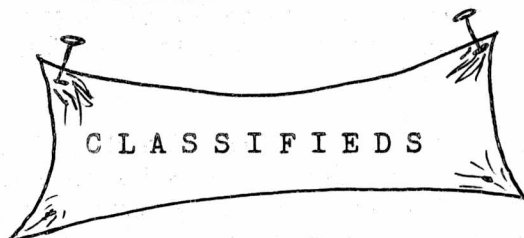


SEPTEMBER - - -

- 29 TRI-CITIES MUSTANG CLUB GYMKHANA Almarts, Colonie
- 29 FUNKHANA Roly Heacox, Berne, New York

OCTOBER - - -

- 6 UNITED STATES GRAND PRIX Watkins Glen, New York
- 12 - 13 I.N.E.C. CHAMPIONSHIP GYMKHANA - Greene
- 19 - 20 Closed REGIONAL - Watkins Glen, New York - Finger Lakes Region
- 26 BMSC RALLY (Halloween) Bob Claffie
- 26 WITCHES BREW RALLY New England Region S.C.C.A. Rally
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