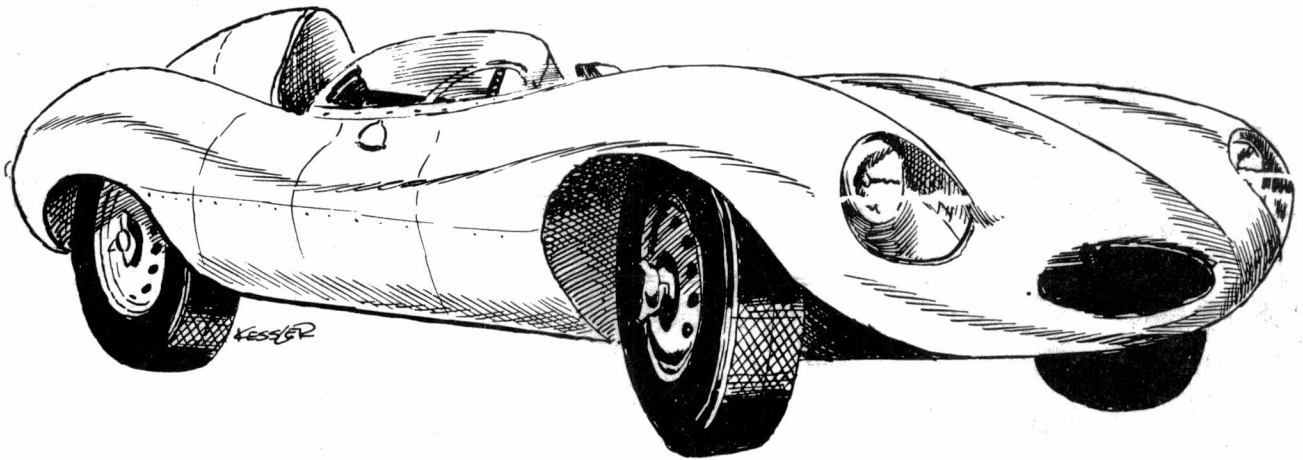


KNOCK OFF

DECEMBER 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 the monthly membership 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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THE NOISY GEER - BOX

December 1968 - the finale!

Well, like it's been fun but . . .

This will be the last issue of Knock Off with Geer's as editors. No, Bill, you see we weren't kidding. We are going to join Mohawk-Hudson's great fraternity of ex-editors of the Knock Off. There are several reasons for our making this decision. The first and probably the least important is time. It was tough some times on warm summer afternoons and evenings having to stay in and work on good ol' K-O, when there was the house to paint, grass to be mowed, oil to be changed, etc. etc. And sometimes we cheated and abandoned our responsibilities for a while, but the show had to go on! A homeless Sprite has found sanctuary at our house and this little car is just dying to go racing next year . . . well you know the story. The other season is that you just start getting stale. You run out of ideas and enthusiasm after a year and we have enjoyed the Knock Off so much we don't want to see it fall into disrepair. So we have decided to pass the cartons of paper that we inherited with this job onto someone new, someone who will take care of it.

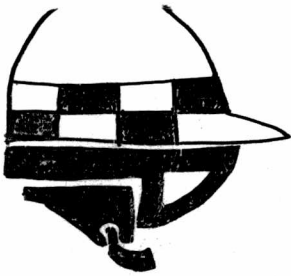
But we have enjoyed this past year. It was a new experience and we met a lot of nice people and we had a lot of fun. We hope you enjoyed the Knock Off in 1968. Our policy has been to put out the best publication we could while keeping costs to a minimum. The new regime might care to take a look at cutting costs even more.

We can't begin to thank everyone who has helped us out during 1968. From writing, to getting ads and last but not least collating. Yes, there really is a Columbia County Collating Company - basically the same people who form the Columbia County Grand Prix Association. (ask sometime about the infamous 15 lap Grand Prix de le Dunne Bridge)

After this issue we will not be editors anymore but we will continue to help out - write articles, etc, - as long as the new people in charge don't stop having collating parties.

And so - that's it for 1968. We hope you all have very happy holidays. See you down in the pits in 1969!

DON'T FORGET: RALLYE OF THE SNOWFLAKE - February 1st, 1969!



HELMETS, ROLLBARS AND BRIGHT SHINY BEADS

It really is the end of the year. A good time. Time to look back, time to look ahead. Things to learn from last season, things to do for next season. I dig it a bunch.

A while ago I chronicled for you the unfortunately long list of dum-dums the Region drivers had managed this past season. Some bent cars, and some bent people. On the brighter side . . .

Area 11 Championships - that august list of potentially fame-ridden drivers; the names that strike fear into the likes of Dan Gurney (DG, to the IN crowd) and the rest. Seriously, Area 11 has a championship, and each year some guys win some prizes for getting the most points in a given class, points they had to race for and earn. Mohawk-Hudson strikes again! We got a chunk of the action, fellows and girls, like this:

Gene Birdsey	third	Ep	Elva Courier
Don Flores	second	Cp	Lotus Elan
Bill Morris	third	Cp	Lotus Elan
Dave McClumpha	third (tie)	For C	Alexis/BMC
Phil Raeder	second	Sed C	Renault Gordini

Please note that some of the above are relatively new drivers. I'm even more pleased to say that all the above drivers are also either officers of the club, or regular event workers, or both. That is, all the above, in addition to their racing efforts, also find the time (and money) to do some work for the sport, do some work for Mohawk-Hudson, and reflect credit on our Region. Let's remember that the sport needs people who not only participate but also identify with the local Region, support it and its goals, and boost it every chance they get. Though it may come as a shock to some, it is my view that fielding and operating a race car is simply not enough - there has to be a greater contribution to the sport than just running. This may seem harsh, especially to those who know of the incredible effort (burden) that preparing and running a racing car can be. But, it is the racing driver that takes the most from our sport, so it follows that he is the one with the greatest obligation to contribute.

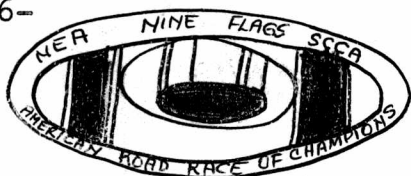
!!! A DILEMMA REARS ITS HEAD !!!

How do you earn trophies? There are two schools of thought on this one. One, One, exemplified by the GCR, says that in order for a driver to qualify for trophies/points he must beat someone in his class. This assures that he has in fact run a race. The other view is that a driver is entitled to trophies/points based on his finishing position in the class, regardless of the situation of other starters/finishers.

The first school of thought has obvious merit. The driver in question did have to finish ahead of at least one other driver in his class in order to qualify for trophies/points. (the fact that the one other driver might have been a DNF is not considered)

However, many argue that this approach discriminates (now, now, our Club is rich enough to use that word) against drivers who have cars in classes where there aren't many cars. Put another way, a Formula V driver has to face a field of maybe over 20 competitors to win trophies/points. But, the driver of, say, a C production car may have only one or two opponents, so his is a game of strategy and hope that the other guy blows.

(Con't page 7)



A R R C

by MAC TOWNSEND

The season is over. Normally you would have the car half torn down, just waiting till after Christmas bills to begin the annual rebuild. This year, however, you towed a little further and the engine ran a little stronger and you wound up in the top 3 in the divisions. So you decided that the kids didn't need all the stuff you were going to cram under the tree, you badgered boss out of a couple weeks, took a big gulp, and starting in early October you tore the thing down and put it all back together better than ever before.

This is the race of races . . . RIVERSIDE '68.

Tech lines were long and dusty while 6 suspicious men poured over every one of about 400 cars: this driving suit is badly torn, that fire bottle is empty, this roll bar is braced on fiberglass, that Lotus' fenders are an inch too wide. Despite the mixture of New England and Texas accents, this could be any meet. The overall tone is relaxed.

The Grand Marshall is Dick Smothers and he is out tearing around in his #9 Chevron FB while a Camaro film car shoots, his exploits for an upcoming LA TV program. The PA announces that the official Riverside Raceway wax is Classic Car Wax and that competitors should pick up a free can and put a sticker on their car so that they can pocket a hundred bucks should they win their class. STP passes out bags of blue and white and red cans filled with the mystic goo plus tee shirts ("small, medium, or large"?) and stickers. Sign the paper and all these treasures are yours, Free! Valvoline walks up to the Burnett special, but turns off when he sees the Bardahl spoiler. More cars through tech.

Some of these cars are beautiful! Others are so dirty that one lingers for a moment on the GCR's definition of neat and clean before signing the slip and suggesting a 2-bit car wash. Practice for two days.

The garages are full . . . about 40 bays complete with concrete floors, electricity, and benches. Riverside is fast. Drivers used to using 5500 on the straights are sorely tempted to try 75-- but fearful of crank life at the speed. The closing rate of FA cars on FC cars runs from 65 MPH on up. Vee drivers have time for bridge on the back chute.

Tension builds, Randy Canfield lunches a crank and the engine is out in 15 minutes. Everyone is looking for Charlie Gates, the man in charge of garage assignments. Hal Keck unleashes a stream of invectives at some malady, Ritchie Ginther's smile begins to wane. Staccato laughter, forced, not real, rings from the garages.

A FA sprays oil on a downhill blind left hander and formula cars take off like puppies on a frozen pond. A BP Mustang kisses the wall at nine, a banked right hander at the end of the back straight that isn't as fast as it looks and which could be named "forgive me-not". The emergency truck lunges out on the track while white flags blossom.

It is warm, but nice. The Tulie-Fog which caused a 150+ car stack up on the Riverside Freeway Tuesday morning has vanished only to return for Sunday's racing although diluted by the sun. The PA calls for the Lamborghini to be removed from the pits or it will be towed away. A gaggle of Vees venting all the sound that they can to an indifferent paddock pass on their way to the pit gate for practice. It is strangely quiet for a few seconds after their passing.

CON'T ON PAGE 7

HELMETS, ROLLBARS ... Con't

Indeed, if the other guy who is your opposition does blow, you can win your race in the pits. Another consideration is that a competitor who tows to a race, runs, and finishes, has run a race. And he has spent the same money in towing, motels, meals, tires, repairs, etc etc, whether his class has two cars or twenty cars. Put another way, why should a given driver be penalized just because no-one has a car in his class, at that particular race?

There are many arguments on both sides of the issue. In my view, I simply don't believe that a driver is all that much concerned with classes during a race. Sure, when a pass is inevitable, you move over (I haven't balked Mark Donohue, Bob Brown, Fred Stevenson, Bill Gubelman, Ed Spreen or Al Cosentino yet, but I've had plenty of chances) and the fact that the passing car is of another (higher) class is a very convenient rationalization. But. Any driver worthy of the name gives it a go to the best of his ability. There is an instinctive selection of "competition" that takes place in a race. For example, I'll move over for Mark and his Camaro just as fast as I can get the hell out of the way, but when Frank Grant and his Lancia HF try to get by that is another matter completely. And, of equal importance, the same is true if it's a mixed race and its Lothar and his Datsun who is trying to pass.

Which way to go, troops? I am personally in favor of the set-up which gives points/trophies without regard to the number of finishers, that is, I think a driver is entitled if he runs and finishes, without regard to others. I take this position for a number of reasons - first and foremost, I drive in a class where there are not all that many cars, and I'm damned if I like to finish second overall in a race (about 20 cars, as I recall) for Gp, Hp, Csed, Dsed, Dsr, and then get told that, in effect, I didn't best anybody. Also, and probably more compelling, it seems to me that to give trophies/points without regard to finishers will inevitably encourage participation in the sparser classes. Finally, I think you can make a hell of a good argument that only the guy who finishes dead last has not beaten anyone, and even then, what about the DNF's? How thin do you want to slice the baloney?

I would like to hear some views on this question, whatever they might be. The issue has implications of equal importance for the Club's gymkhana and/or Solo events. Should the Region take a position? Should the GCR be changed? Should I use a Crane cam in a French car? Tune in at the annual meeting, and beyond . . .

It's been a score year for me, fellows and girls. I have enjoyed being an officer in this here Region. See you at the races, and supporting the sport.

Usual close (OK . . .eds)

PHIL RAEDER, COMPETITION DIRECTOR

A R R C - Con't

Sound, warmth, cocktail parties, skirt hunting, dust, curses, laughter, and the STP man walking around with a sign proclaiming no prize money without a sticker on your car; these are, were, all a part of Riverside -'68. The racing was almost anticlimatic.

MAC TOWNSEND

- COPY -

November 7, 1968

Major J.E. Nichols
United States Marine Corps
Company H, 2nd Battalion, 25th Marines
4th Marine Division FMF, USMCR
Naval & Marine Corps Reserve Training Center
Washington and North Main Avenue
Albany, New York 12203

Dear Major Nichols:

On behalf of Mohawk-Hudson Region, Sports Car Club of America, we are pleased to enclose a money order in the amount of \$92.00 to be used for the "Toys for Tots" program.

We hope this small amount will help make Christmas a bit brighter for some children this year. It is a pleasure to participate in this wonderful program.

Sincerely,

Howard Geer

NEWS RELEASE & CALENDER OF EVENTS INFORMATION
from Harrah's Automobile Collection, Reno, Nevada

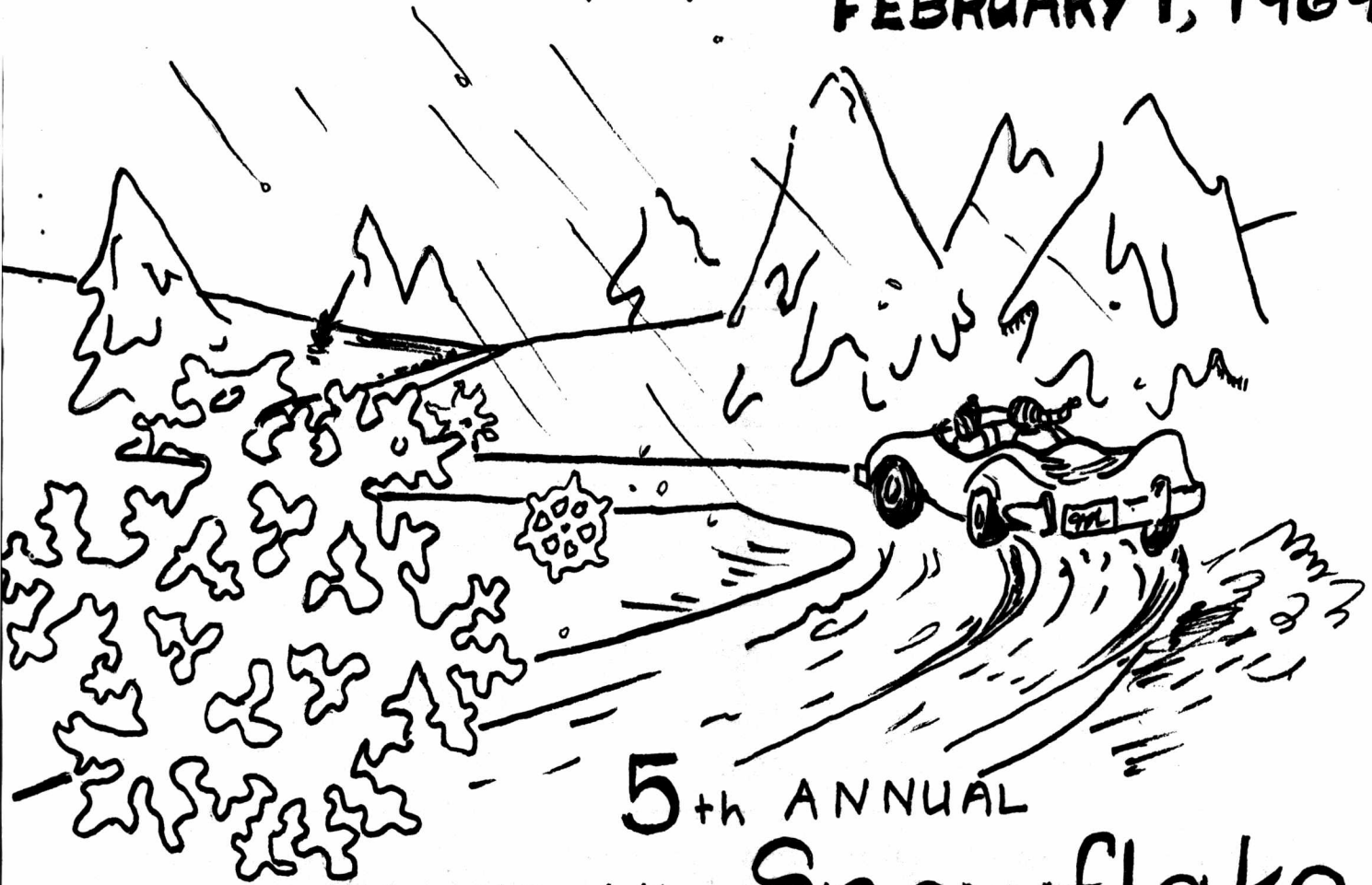
Friday and Saturday, August 1-2, 1969 were announced by Harrah's Automobile Collection as dates for the 5th Annual Reno Swap Meet & Car Show. Swap Meet activities will be conducted both days while the Car Show competition is a one-day event scheduled for August 2.

SCCA NEWS - Board of Governors Election Results

In the upstate New York Area 11, J. Robert Henderson, Rochester, N.Y., was reelected and won a three-year term on the Board.

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FEBRUARY 1, 1969



5th ANNUAL
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FINISH: Colonial Inn, Galway, N.Y. **REGISTRATION:** 3:00 to 4:15 P.M.
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Karl W. Scharl
222 Jackson Avenue
Schenectady, N.Y. 12304
(518) 393-2459

FIRST CAR OFF----4:30 P.M.

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presented by

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&
MOHAWK-HUDSON REGION OF SCCA

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Address _____ Club _____

Navigator's Name _____ Tel. No. _____

Address _____ Club _____

Make of Car _____ Year _____ Model _____

C.C. Displacement _____ Color _____

Registration No. and State where registered _____

Do you carry Liability Insurance? _____ Collision? _____

Is your car equipped with special Rallye equipment? If so, what type: _____

If you wish a special number, write it here _____. Note however, that numbers will be assigned on a first come, first served basis. Starting time will be 4:30 P.M. plus your car number.

START: State Rambler FINISH: Colonial Inn, Galway, NY

REGISTRATION: 3:00 to 4:15 P.M. TECH INSPECTION: 3:30 to 4:15 P.M.

FEBRUARY 1, 1969

Send pre-registration to: Karl W. Scharl
For more information: 222 Jackson Avenue
Schenectady, N.Y. 12304
(518) 393-2459



CLEVELAND CORRESPONDENCE

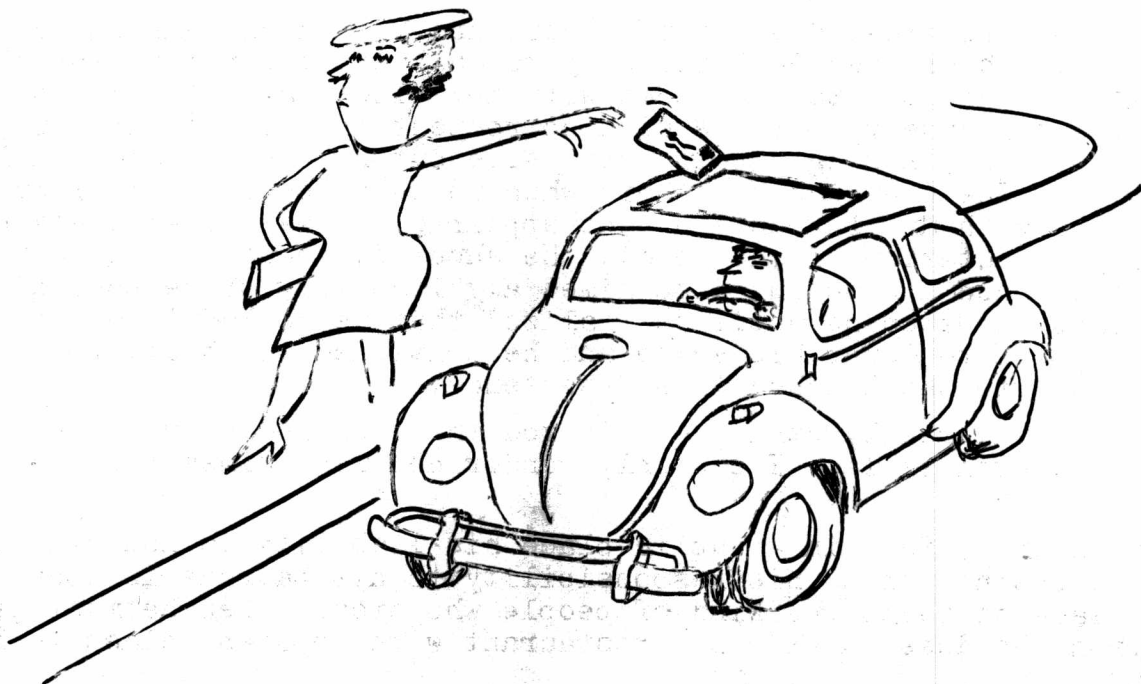
From STAN BUBAR

Cleveland is about the fifth largest city in the U.S. This presents a few problems to the sports car enthusiast. We actually live in Mayfield Heights, a suburb on the east side of the city, and the laboratory is in East Cleveland, about 20-25 minutes drive - all of it residential area. Consequently it's difficult to get over 40 mph - speed limit is 35 mph. When I first started these daily trips in the Elan I just loafed along in 4th, about 2500 rpm. After a while I found that on those rare occasions when I could wind up to 5-6 thousand baby was bucking badly. Finally I started doing most of my driving in 3rd. This helped a little but not much. Now I make about 1/3 of the trip in second, and this has helped unload the engine considerably. I'm waiting for a ticket, however, as the Elan exhaust raps loudly as you back off from five grand in second gear.

You may recall I mentioned that there were 23 clubs in the area including an ICK club and an Olds 4-4-2 Club. Well now we have 24, a Chevy dealer has started a Camaro Sports Car Club.

I just reread the October Knock Off and Greg Rickes' Night Ride. That's a real neat description of one of those all too rare moments. Recently heard Bill Cosby's new record "200 mph". WILD!!

While I don't think much of the Nader-inspired federal safety standards, there has been some good resulting from all the garbage. There is now available at your local tire store - free - the "Consumer Guide to Tire Care and Safety" published by the Rubber Manufacturers Association. Approximately half the booklet consists of the ordinary tire information that is only common sense, however, the rest of the booklet lists virtually all automobile tire sizes and gives the load rating as a function of pressure, and the pressure limits for all these tires. They've probably has this data tabulated for years, but it's been remarkably unavailable until now. Naturally, one wouldn't expect a salesman to have knowledge of anything more technical than whether he has white walls or not!

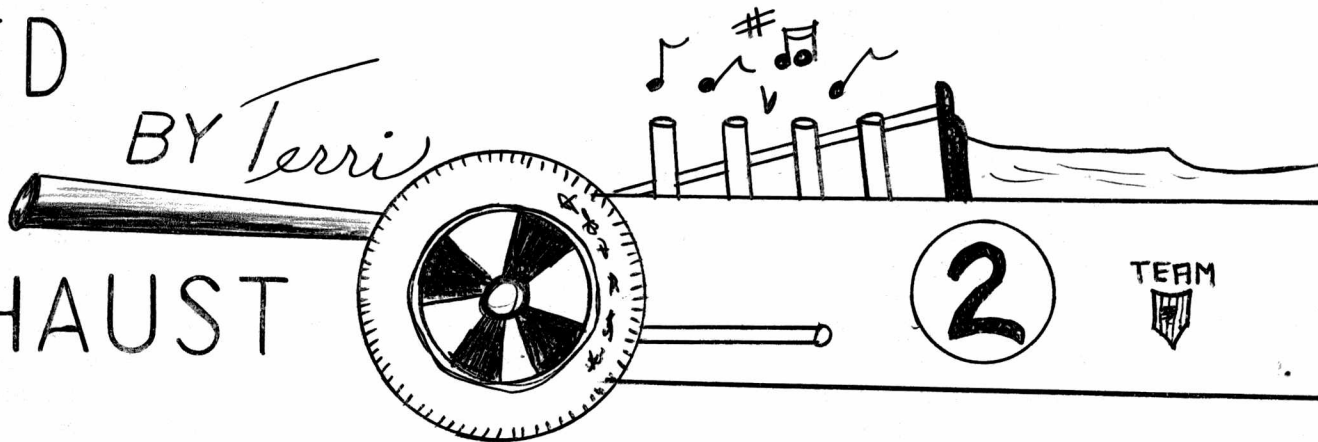


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TUNED

BY Terri

EXHAUST



Despite the fact that the road racing season is over, there are a lot of things to comment on this month. And one is a horror story--which should be of interest to the ice racing fans who are planning to visit Lake Placid this winter. We made our annual "get away from-it-all" Thanksgiving pilgrimage to the North Country and were delighted to find snow--and a more rational attitude on the part of the motels towards out of season rates. Irrational, however, was the treatment we received at what we had previously considered one of the better restaurants in the area, the Steak 'n Stinger. We shall never go back there, and we suggest that unless Moses LaFountain mends his ways--and/or his management--that anyone with class (or an expensive coat) stay far, far away. The food is good--but when the cost of a \$200 one-of-a-kind sheepskin coat is added to the tab, it gets a bit expensive. Then to be abusively insulted by the proprietor--but, I'm getting ahead of my story.

Last year, while motoring about the Lake Placid environs, we were attracted by the restaurant, an attraction fed by the camaraderie inherent to motoring enthusiasts--after all, a restaurant managed by the owner of a Shelby GT 500 just had to be good. And it was. This year, at feeding time, we motored directly to the place to find a Corvette coupe in our favorite car-color, McLaren Orange, parked where the Shelby used to live. Marvelous, we thought. Truly a man of class and distinction. Boy, were we all wet.

The hostess greeted us at the door, and helped us hang up our coats. As I recall, she handed Phil the hangars and directed him to the rack. She did not suggest I take my coat with me. The coat is, I suppose, an attractive nuisance to persons with no respect for other's property--it is that special. A single pelt, skin side out sheepskin, made in France. At any rate, the coat was not there when we were leaving. We requested an audience with Mr. LaFountain, who appeared and was immediately offensive (in every connotation of the word). He shouted, accused me of not having such a coat when I came in, disclaimed any liability or responsibility and was in fact threatening until he realized that we wouldn't be intimidated. Phil asked him to lower his voice and he continued to shout, finally stalking off to the kitchen in mid-sentence.

It's funny really, that we suffered the loss and he was the one being abusive and exciteable. I can only wonder how many times this has happened before.

It is true, that in a public place his liability is non-existent. But, as a business man, his responsibility to his patrons is considerable. If his place attracts the kind of people who steal, then he must protect the patron who doesn't expect a restaurant with apparent class to have that problem.

It is his responsibility (ethically and morally) to instruct the hostesses to ask patrons with nice coats to keep them on. It is his responsibility to provide controlled check room facilities. It is his responsibility to put up a sign warning that pilferage is commonplace in his restaurant. Only then can he legitimately disclaim his liability--without raising his voice.

Anyway, we went and got a policeman and filed a report and reported the loss to my insurance company. But there will never again be another sheepskin coat and the Steak 'n Stinger is another matter. I hope that whichever of Mr. LaFountain's patrons or employees is wearing my coat enjoys it as much as I did in the short time I had it. If they'll send me a stamped, self-addressed envelope I'll send along the booklet on how to take care of the pelt.

We should have been suspicious when the 'vette didn't have side pipes and when we found out that he doesn't like the color now that he has it and is going to have it repainted. That is NO CLASS--as is the Steak 'n Stinger in Lake Placid.

Sports car buffs--be not deceived. Stay away. Goodness knows if you'll ever see your ice-racing machine again if you should per chance leave it unattended, outside.

* * * * *

Can there be radio announcers so non-technical, so unaware of the space age, that they call the new Mustang effort a "MATCH one?". Heard it this week on a local station.

* * * * *

The following paragraph was left out of my column in the previous issue. (not intentionally, we assure you...eds) The story doesn't make as much sense without it. So re-read, insert this paragraph at the top of the second page, and you're all set.

On a trailer. With dignity, and success. Once again she stormed the ramparts and did her thing. And at the end of the season she had won several trophies and INEC points in D Sedan. And made a lot of friends. And willingly, she still took Phil back and forth to work.

Then winter came and Daphne was put away, in a sheltered place, until one spring day, Thom O'Connor thought she was charming and took her home. I don't know much about her life with Thom and his family, but she was faithful and loyal and happy.

Thom's ever-increasing stable became too crowded for her, and a certain young man with aspirations to do well competitively took her to his heart.

Tessi

Make your reservations for the Rallye of the Snowflake
TODAY !

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SCCA NEWS

FROM SPORTS CAR CLUB OF AMERICA, INC.

FROM: CLUB OFFICE
P.O. BOX 791
WESTPORT, CONN.
06880
203-227-1266

WESTPORT, Conn., Nov. 18, 1968 -- A new racing class for single seaters and the classification of 26 new model sports cars for racing highlighted competition news developments from the regular meeting of the SCCA board of governors in Chicago, Nov. 16-17.

For 1969 a new racing class to be known as Formula F, based on the internationally successful Formula Ford, will be established as an SCCA national championship class. The class is for single-seaters using an English Ford Cortina 1600cc engine under strict engine preparation rules. Chassis construction is relatively unrestricted. Great interest has developed internationally in the new class in the past two years and an estimated 75 to 100 cars conforming to the new Formula F are already being raced by SCCA members in this country.

In SCCA production sports car competition, 1969 will find just two models moved from their 1968 classification and a total of 26 new models recognized by the SCCA car classification committee. For 1969, the Datsun SRL 311U moves from class C to class D; and the Fiat 125 Sport Spyder moves from class G to F.

Minor changes were made in production category preparation rules. Any flywheel will be permitted in 1969 provided the diameter is unchanged. Separate radiator header tanks and air ducts for oil coolers will also be permitted.

In Formula Vee, the only major change is that exhaust systems will be free in 1969. Clarifications established that so-called 'Transporter' clutches and any camber controlling device may be used. The prohibition of stressed-skin or monocoque construction was reaffirmed.

In Formula SCCA's class B, an inconsistency was eliminated by establishing the legality of any induction system and intake manifold. In addition, any crankshaft of the same stroke as the homologated crankshaft may be used in class B.

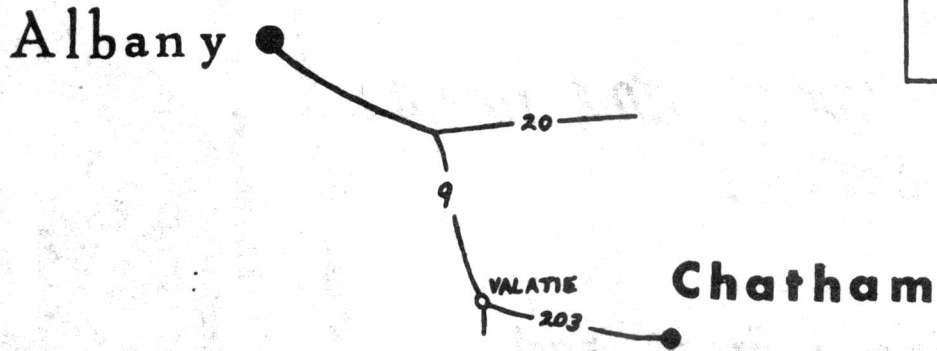
In Sedan Category, a major change is that class A cars will be recognized by SCCA rather than the FIA. FIA recognition of classes B, C and D cars will continue. A complete revision of Appendix J-derived preparation rules has been approved. This Americanization of the rules makes them far more comprehensible and, wherever possible, wording is identical to that used in the Production Category. While a number of changes have been incorporated in the revision, the basic concept is unchanged and permits sedans legal in 1968 to compete in 1969.

Roll bar standards as published in the SCCA general competition rules have been made mandatory. Previously, they have been considered minimum recommendations. Drivers seeking to change divisions for the accumulation of national points must do so in 1969 prior to the running of the third national race in their original division.

#

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Horse Power	60	53
Radio	Included in Delivery Price	Optional
Undercoating	Standard	"
Fully Reclining Seats	"	"
Rear Opening Windows	"	"
Manual Choke	"	"
Lubrication	NEVER	Every 3,000 Miles
Gas Mileage	TRUE 32 Miles 1 Gal.	27-28 Miles 1 Gal.
Alternator	Standard	Not Available
Trunk Capacity	8.6 Cubic Feet	5.0 Cubic Feet
Whitewalls	Standard	Optional
Nylon Carpeting	Standard	Not Available
Turning Diameter	30 Feet	36 Feet



FULLY DELIVERED PRICE

\$1890 (2-dr. Sedan) No Additional Charges

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MONEY WON'T CHANGE YOU

Those of you who attended the November meeting are aware of the rather heated discussion which ensued when the question of INEC gymkhana runoffs, classes, definition et al was brought up. Having deposited my two cents in the proper slot, I should now like to voice my humble opinion.

The question which concerns me the most is that which involves the amount of "allowable" preparation which may be taken when entering a car in what we have come to know as a gymkhana. Basically it concerns what is or should be allowed so far as tires, engine, and competition tuning in general. A rather loud voice has been heard calling for these events to be limited to showroom stock, street driven vehicles. In my opinion this action would serve only to retard the growth of the sport and stifle enthusiasm on the part of all. Strange you say?? I don't think so.

The trend towards "professional" type preparation was, I feel inevitable, just as it was in the more advanced states of sports car racing. So long as people have participated enthusiastically there has been a desire to win, and if "preparation" is what it takes, then preparation is what it will be. I think if someone wants to spend money on a car in order to win, he should not be hindered. If his interest in the sport is great enough that he is willing to spend hard earned greenback dollars for some extra speed, then certainly the desire is there, so why shouldn't it be regarded. As a final point on this issue, there is no guarantee that these modifications are going to guarantee victory.

The concern of those who call for "stock" machines say they do so in the hope that the newcomer has a chance and will not be discouraged when he is beaten by an obviously competition prepared car. This is, I fear, a rather misconstrued attitude. Why should the newcomer be placed on an equal footing with veteran? Very rarely does this occur in any other sport, why should it be so in ours.

After being beaten by a prepared car, if an individual goes off and is never seen again then personally I'm just as glad. Casual competitors are by all means welcomed, we don't demand total involvement, but at the same time those who are involved and give and take with the sport should be rewarded. If someone wants to win, and gets psyched on this game we play, he'll be willing to spend money on options he thinks he needs, if he just likes to come out every once and awhile and fling his car around thats okay by us. But no crying, please, if you happen to get beat. To paraphrase in a rather oblique way, many are called, but only one guys is going to win.

And now I'd like to come through loud and clear on one point that Terri stated earlier this year. There is no such thing as "can't afford" a competitive car. This is plain, uncut rot. One less beer a night, a few less cigarettes every month, and before you know it you've got enough for some small things (Fred Opert has used racing tires starting at \$7.00). Look if a first semester freshmen can afford to do a little preparation, I think almost anybody can.

MONEY WON'T CHANGE YOU - Con't

No more garf on the fact that you can't (or shouldn't) use racing tires on the street, nobody does anyway, they are too valuable. We all either put them on when we get there (those who drive down) or tow in so they don't really matter.

Show Room Stock will, I'm afraid, go no where. Two reasons. First, it will require a teardown for any protest, just like the NHRA "stock" classes. Secondly, those who want to win are going to find out which car is most competitive in class, and zap, before you know, one car domination of that class.

You can't beat cubic money, its a fact, but if someone goes out and prodifies with all sorts of demon mods for three times the horsepower, and twice the handling, and then doesn't know how to drive the extra horsepower, he still won't win.

And then there are INEC classes, and my argument must certainly center around Class 7 (sedans to 1000 cc and all VW's) which is okay with one exception, and I hope all of the "crazy SAAB drivers" and most of the VW people will concur with: giving away almost 600 cc away to the VW is okay, if its stock. But modified VW are another story. Like two-barrel Holleys. Let's decide where modified bugs go. Are we running group 2 or group 5, I'm ready for either one, but lets decide. Suggestion, if any of "them" show up, how about bumping them to the rather sparsley attended class 8.

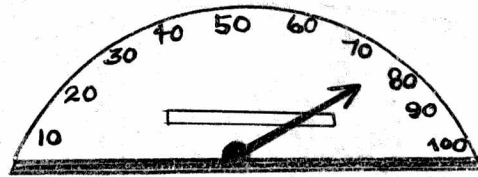
Well, I hope you get the point of my argument. We can't force people to be apathetic towards the sport. The floor is open for debate. Its going to be an interesting winter, but I really have to get back to Daphne now, there is much to be done.

GREG RICKES

\$	<u>TREASURER'S REPORT</u>	\$
¢	October balance	\$ 2436.98
	November receipts	+ 81.75
\$		<u>\$ 2518.73</u>
¢	November expenses	-221.14
		<u>\$ 2297.59</u>
\$		\$
¢	Jack Fenn,	\$
	Treasurer	¢
\$		\$
\$ ¢ \$ ¢ \$ ¢ \$ ¢ \$ ¢ \$ ¢ \$ ¢ \$ ¢ \$ ¢ \$ ¢ \$		\$

SPEED NOT WORTH THE RISK

by Don Oakley
of NEA



Reprinted from the
Schenectady Union-
Star

A tire maker and precision instrument manufacturer in West Germany carried out an interesting experiment recently.

They took two identical cars, reports the Ontario Department of Transport, and fitted them with instruments which registered every driving detail during a trip of almost 1,000 miles from Hamburg to Rimini on the Italian coast. More than half the distance was over expressway-type routes.

One driver was told to make the best time he could, to pass when it was safe and to take bends at the maximum possible speed. The second driver was told to take it easy, to avoid any risk and to move as the traffic flow permitted.

Result: After almost 1,000 miles, the speed demon finished only 31 minutes ahead of the relaxed driver. Taking every advantage, he averaged less than 50 m.p.h. He was behind the wheel 20 hours and 12 minutes and used his brakes 1,339 times, including four emergency stops. He passed 2,004 other cars and was passed by only 13.

The slow driver braked 652 times (with no emergency stops), passed 645 times and was passed 142 times. His driving time was 20 hours, 42 minutes.

Experienced drivers from West Germany's biggest motoring club were skeptical and tried a test of their own - an 880-mile run from Cologne to the Brenner Pass.

In this test, the fast car took 16 hours, 52 minutes; the slow took 21 minutes longer.

In both tests, besides risking his life, the fast driver paid a penalty of about 10 more gallons of gasoline, plus obvious wear on his brakes, tires, suspension and engine.

Need a moral be stated?

CONGRATULATION TO: Miss Ingrid Bubar
FOR: Making the cover of the Glen Region paper
"The Spark Plug"

Miss Bubar, now 20 months old, was busy romping through the paddock at the Glen dressed in her stunning driving suit with "BUBAR RACING TEAM" embroidered on the back. Naturally a Lotus patch accompanied it! That's bringing her up in the right direction Stan & Judy!



CLEARANCE SALE !!!!!

For a Volvo 544 w/Bl6 engine -

- | | |
|-----------------------|---------------------------|
| 4- Oil Filters | Front Bumper Override Bar |
| 2- Pressure Plates | 2- Standard Steel Rims |
| 2- Rear Bumper Guards | Complete Mechanics Manual |

For a Triumph TR

- | | |
|-----------------------------------|----------------------------------|
| 1- Pair Front Brake Calipers | Intake-Exhaust Manifold for TR4A |
| 1- New Steel Generator End Plates | Std. Steel Rim - slight bend |
| 1- New Rear Engine Mount for TR4 | 1- Spoked Wheel Adaptor |

For a MGA

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|-----------------|-----------------------------------|
| 1- Radiator | 1- New Goodyear 3T Nylon Tubeless |
| 1- Rear Axle | 5.90-15 |
| 1- Transmission | |

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Semperit winter tires, Goodyear winters for front, wide ovals
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\$40 for first pair - ready to bolt on -
\$30 for second pair - need minor machining to accept
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COME TO THE AMEC ICE RACES

See dates in this issue!!!!!!

WINTERS COMING EVENTS FOR 1969

January 8th Wednesday - Mohawk-Hudson Region
Membership Meeting - Circle Inn,
Latham, New York 8:30 pm.

11th--12th Berkshire Motor Sports Club Annual
Winter Carnival-Ice Trials-Pontoosic
Lake, Lakeview Restaurant-advanced
registration only-Chairman, Vern Emerson
Cheshire, Mass. #743-3316.

February 1st Mohawk-Hudson & State Rambler presents
RALLYE OF THE SNOWFLAKE - see details
in this issue. Advanced registration.

AMEC ICE RACING SCHEDULE:

January 25-26 Lake Placid February 8-9 Lake George

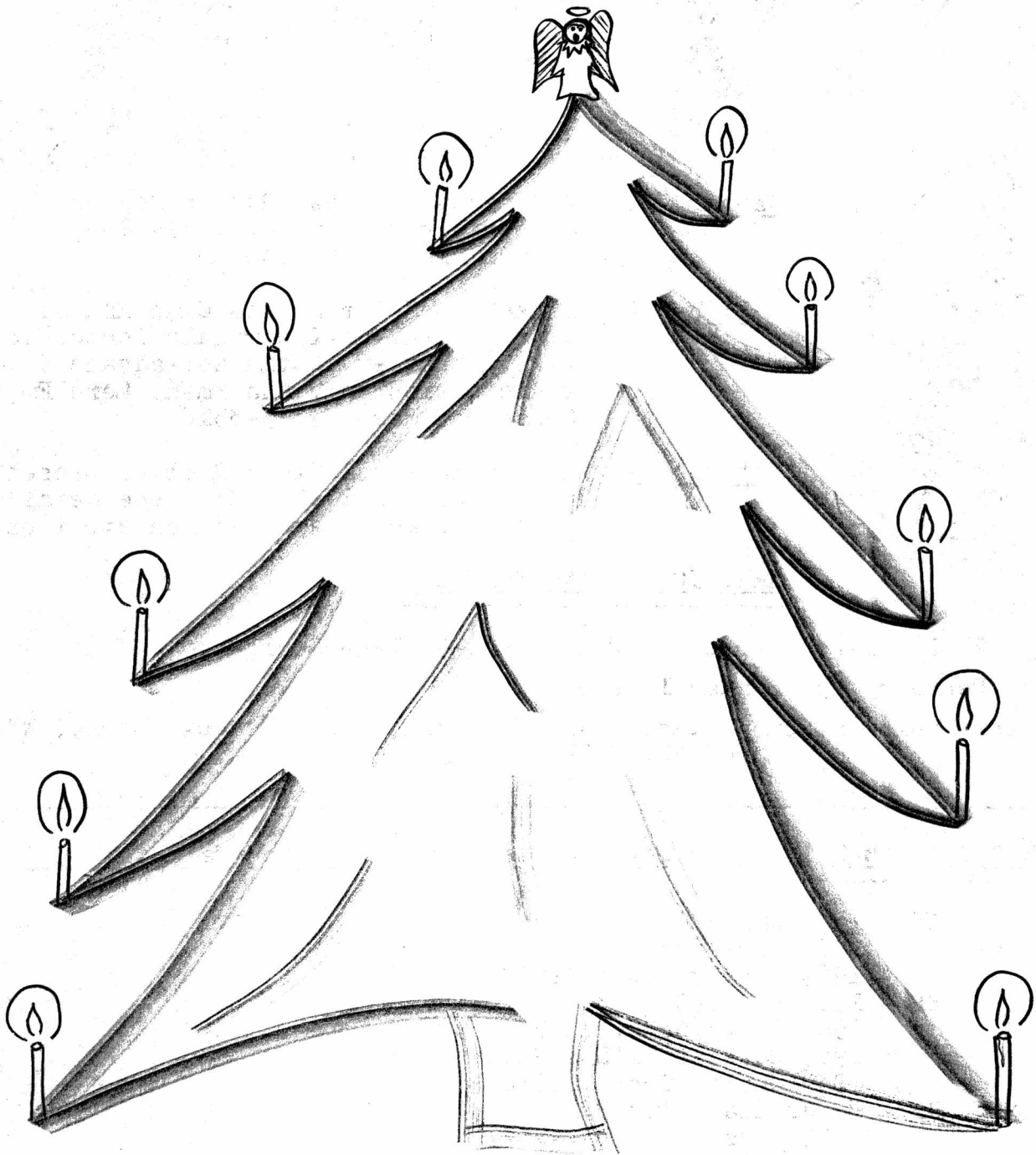
February 23, Sunday Lake George

For further information contact: Race Chairman, Roly Heacox, Berne, NY
WORKERS NEEDED!

MORE S.C.C.A. NEWS!!

Newly Classified Production Cars for 1969

- AP - 1969 AMX 390
1969 Corvette Sting Ray 427
1969 Shelby Cobra GT500
- BP - 1969 AMX 290 & 343
1969 Corvette Sting Ray 350
1969 Porsche 911E & 911S
1969 Shelby Cobra GT350
- CP - Lotus Elan Plus Two
1969 Porsche 911T
Triumph TR6, F.I. & Stromberg
- DP - Alfa Romeo Duetto 1750
Lotus 46 Europa
Mercedes-Benz 280SL
Saab Sonnet V4
- EP - 1969 Porsche 912
1969 Triumph GT6 Plus
1969 Volvo 1800 (1990 cc)
- FP - Alfa Romeo Spider 1300 Junior



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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

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

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