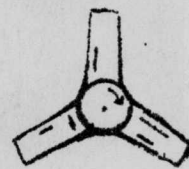




Kennel Coff



Jan 69

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Anyone wishing information on membership or events may attend our meetings or contact any of the Officers. Membership in the Mohawk-Hudson Region SCCA- is open to anyone residing in the counties of Albany, Clinton Columbia, Essex, Franklin, Fulton, Greene, Hamilton, Montgomery, Rensselaer Saratoga, Schenectady, Warren, and Washington.

AS WE SEE IT. . . .

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...MOVIE REVIEW OF THE MONTH... The movie to see this month is "Bullitt." It stars Steve McQueen, one of my favorites, so I guess that's why I enjoyed the flick so much. It's about a San Fran Police Detective named Frank Bullitt (oddly enough) who must track down some murderers to keep his own good name clean. No more about the plot, but there is one good chase scene that makes the whole movie; up and down the streets of SF and Flat out, Steve pushes his Mustang over 100 mph--yes he does his own driving... which makes the movie more enjoyable to watch...

...Congratulations to DIANE McCLUMPHA for her winning contribution in the Mohawk-Hudson Design-an-Emblem-Contest. The McClumpha name is by no means new to our region, but the Emblem is, and we hail both the design and the designer,--It was long overdue. The new Emblem will be featured on the Cover of the Knock Off each month, and shortly we will probably have patches, stickers, badges, etc....

...We are your new Editors. As time goes on, I'm sure you will get to know us better, as we hope to know you. We are very new to the Region; actually members for only a little over a year. This is the first of the New Knock Off's. As most of you probably know, Howard Geer's house was destroyed by fire on New Year's Day, resulting in the loss of all their possessions, including ALL previous Knock Off materials. Including All historical copies...so if you have any back issues, save them, they will be worth fortunes someday....

... Speaking of the Geer's fire,,, also included in the loss were many checks, and membership information. It would help greatly if you could attend the February meeting to help us to find out who has paid what. If that sounds vague, you've got a pretty good idea where Howard's at.

REGIONAL

RAMBLINGS

A little research revealed that the title of this column is traditional, and in general, is written only after the Knock Off deadline, and after much arm twisting by the Editors. So we'll continue--same title but new author.

I am quite pleased with the enthusiasm of the new Executive Board, and you'll start seeing the results of their efforts very soon. Most of the major appointive (or volunteer) positions have been filled; the remaining ones are concerned with race specialities and will be announced next month.

Even though we're in the midst of winter, there seems to be no slump in sports car activities. We will be putting a winter rallye and a gymkhana ib ice during February. AMEC has three big weekends of ice racing, and the other local clubs have their share of activites-- see the calendar. If you want to play in the big leagues, there is the Daytona Continental (24-hour endurance race) on Feb. 1,2; and the Canadian International Winter Rallye Feb. 7-9, also known as the North American Monte Carlo, or the 48 hour Ice Race. There are members of this region planning to compete in both of these events.

Guest Night at Mohawk-Hudson will be held at the regular monthly membership meeting on February 5. There will be a special program to describe the many facets of our sports car activities and introduce the newcomer to SCCA.

A very special welcome to the new Knock Off Editors. Theirs is one of the more difficult jobs in the Region, but the burden can be eased considerably if our members contribute articles. Even if you have never written anything for it before, try your hand at it. I would like to see the name of every member in the list if 1969 contributors.

Just so you won't know who I am, I'll sign the column as:

Will
Bill

THE RETURN OF TRIVIA CONTEST

from the warped pen, and mind, of h. manley iv

Questions, to be answered, are numbered neatly from 1 - 10 as follows:

1. Define Pupilidy.
2. What do the initials PBX stand for?
3. What was the engine used in the original Brooks Stevens' Excaliburs?
4. Mark Donahue and Phil Groggins gained their early racing experience in the same make car. What was it?
5. Hey! Who, in what, won the Vero Beach inaugural in 1952?
6. What engine powered Archie Butterworth's FWD special?
7. What current driver uses number 18 on his race cars?
8. What cars did the following people race?

Dave Garroway
Skitch Henderson
Jackie Cooper
Walter Cronkite

9. Who won the G&H Production race, in what car, at the Elkhart Lake Nationals in June 1961?
10. Remember when Stirling Moss crashed to end his racing career? It's that far back.

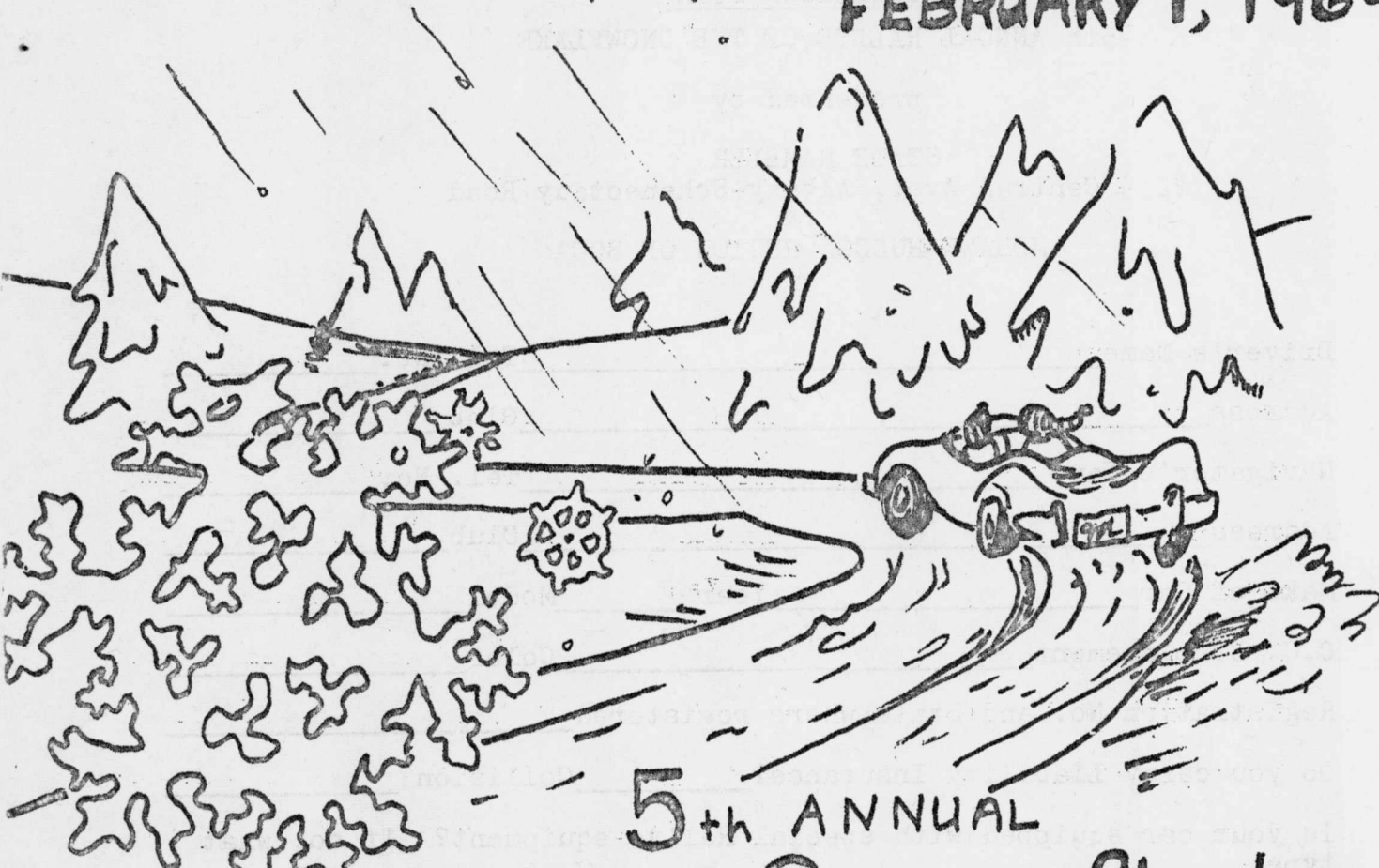
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FEBRUARY 1, 1969



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START: State Rambler, 2239 Central Ave--Stop 5, Schenectady, N.Y.
FINISH: Colonial Inn, Galway, N.Y. **REGISTRATION:** 3:00 to 4:15 P.M.
TECH INSPECTION: 3:30 to 4:15 P.M. **ENTRY FEE:** \$9.00 per car (includes smorgasbord and beer party) **LENGTH:** Approximately 165 miles (6 hours duration) **TROPHIES:** 1st thru 3rd plus best Husband & Wife Team, Best Volkswagen, Best Toyota and many more! **TYPE:** Straight TSD---no gimmicks!

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Navigator's Name _____ Tel. No. _____

Address _____ Club _____

Make of Car _____ Year _____ Model _____

C.C. Displacement _____ Color _____

Registration No. and State where registered _____

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

If you wish a special number, write it here _____. Note however,
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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

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For more information: 222 Jackson Avenue
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TUNED EXHAUST by terri

Promises to be a busy year for yours truly. Not only will there be a race car to manage, but I seem also to have been elected as Recording Secretary of this here Region. I think one of the first things which will be coming up will be a constitutional revision... so all members would be well advised to pay attention, put on their thinking caps and come to more meetings. The Knock Off regulars will do their best to keep the membership informed, but... remember, it could be a sales pitch, too. The officers can't hear you if you don't speak up. Exec. meetings are open...and if you want wider coverage, a Knock Off article will get it for you.

Congratulations to Phil Raeder are in order. Seems Phil was recently elevated to the position of Director of Research and Development in the New York State Department of Motor Vehicles. This means that in addition to the research work in highway safety that he did before, he now becomes responsible for the development of the entire substantive program of highway safety in New York State, including implementation. It raises to about 70 the number of hapless wretches who labor under his tender loving command (TLC). What other state in the Union can boast of having someone at this level a regular SCCA racing driver and competitor, and Region official too? (I can tell you--none--I peeked)

Our new Activities Chairman has some good ideas, as expressed at the exec meeting and I would like to see some of them developed even further. One thing Ed Holeva mentioned was his notion of cutting down the number of classes when attendance at an event is low, and of classing the cars differently. I really have to go along with Ed on that, because I have been watching, with some horror, the increasing trophy requirements and the inevitable "watering down" of classes so that, based on the concept of "having to beat at least one car in your class" many fine competitors don't get trophies and in other classes trophies are awarded almost by default. If the intention of more and more classes is to stimulate competition by providing more opportunities to win, I'm afraid it has backfired. The expense to the regions for trophy quantities you can't predict, the inevitable "after the fact" purchase and award, the impossibility of engraving... not to mention the reduced...yes, reduced competition when trophies are automatic, are all spoiling the fun of gymkhanas. Competition is the name of the game...remember? Not a guaranteed win.

It is my contention that more attention should be given to providing a challenging and interesting course, and an efficiently run event with multiple runs. We should have shorter courses and less memory courses. Competitors would get to run three times...not just once. That's the fun of it, as much as trying to beat everyone else, trying to improve your own time...and being out there in front of all those people two and three times. At least that's what I liked about gymkhanas. Maybe there could be several basic classes and a car that meets the general requirements of two classes could elect where it wanted to run...you know, like a Porsche is either a sedan or a sports car.

Another thing to think about is the Driver of the Year award. Frankly, I am so disappointed at the inability of this region to come up with a rational and equitable procedure for the selection of the recipient that I'm about to recommend that the award be discontinued and solve the controversy once and for all. In the past, the selection committee didn't know who the committee was until the end of the year. This is probably a mistake, because it is not possible to correlate the important subjective values in such a judgement on a moments notice. The resolution for the award stipulates that the drivers, who wish to be considered, shall be responsible for providing the committee whatever racing related information the committee needs to make its decision. Many of our drivers fell, or have expressed, a shyness towards this. I personally feel that they've just plain forgotten all they've done by the end of the year and visions of next season are dancing through their heads. The selection committee should be provided with a continuing list of the drivers and their status...novice, regional, national, FIA. Progress of newcomers should be watched and the development of the patriarchs as they change marque's must be a consideration. And I question whether non-drivers are equal to the task of determining what "progress" might be. Absolute results are not necessarily a clue to this, anymore than participation in pro races with factory support can be considered as a "contribution to the sport"...or, in fact, is a factor whereby "his racing activity reflects credit on Mohawk Hudson Region...". Selection committee members have been notoriously reluctant to venture into the realm of subjectivity and yet, I feel, those qualities are equally important. Among the real racing people, the best known drivers in Mohawk Hudson... and known to be associated with the region, hence giving credit to it...are the guys who go racing a lot, run good races, and make a lot of friends...come to meetings regularly, serve as officers, organize and administer the racing program...and find time to give advice and comfort and do favors for the guys you never see, but who are inevitably the "Driver of the Year" based on raw numbers alone. I say "phooey," and if a committee with the courage of its convictions can't be found, I say, drop the award.

Further thought...should there be two awards...for pro and amatour? If yes, does running Canadian races for money make you pro or do you count just factory or sponsor money? How about those couple of drivers in our region with "hidden angels"?

Well, you can see, it's a problem. Any ideas?

Terri

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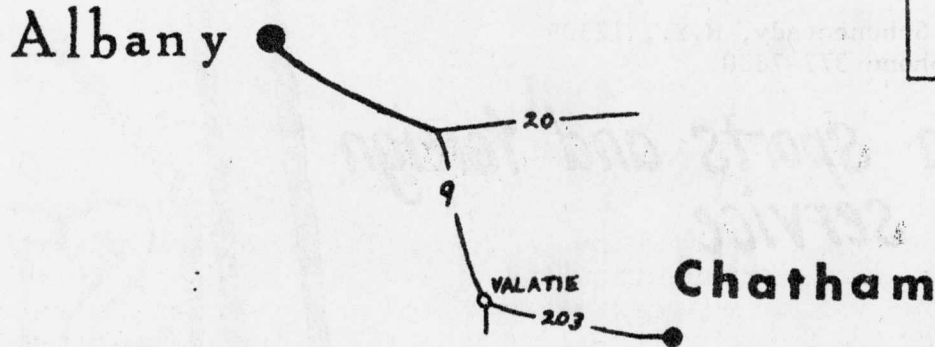
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HELMETS, ROLLBARS



bright, shiny beads

by Phil Raeder
Competition
Director

It is the beginning of 1969, and it surely looks to be a good year for this here region. We seem to have survived the annual election flail without apparent damage, and as a result have a real powerhouse slate of elected and appointed officials, and even some new Knock Off editors-- a singular demonstration of what our new Regional Executive can do. The officers and editors deserve your support--let 'em have it!

In Terms of competition, which is my bag, things look very good for '69. Only a few changes in production car classifications, only a slight liberalization of the production car preparation rules--changes that will most likely mean greater reliability--so those who own and run production cars that were ready and competitive in 1968 will not be in much difficulty to get ready for 1969.

The new year will see a new Formula class, Formula F; based on England's Formula Ford--with only a few changes to make the class more suitable for the United States racing scene. The new formula makes sense, and sounds like a good one, though I'm not sure how the organizers are going to handle one more race. I'm sure they will manage somehow. As to Formula racing, I tried it--sort of--in 1968, and it's a great way to go. Formula racing is something else again, not only faster, but also quicker, if you follow my meaning. Formula is the pure goods, troops, no jerking around with fenders and things--just lay down and go! And when you do, you better pay attention.

It looks like Solo Events will get sorted out during 1969; the program was operational in 1968, but left much to be desired in the way of organization. For 1969 we hope to have the paperwork sorted out, so licensing procedures can be followed. The 1969 GCR will include a section on Solo Events, so those who plan to go this route had better plan on buying a copy of the rules--I'll have them as soon as they are printed; \$1.00 a copy. The Region has appointed a Solo Events Marshall who will be responsible for this program, and I'm happy to see that Roly Heacox has been appointed. I couldn't imagine a better qualified man to handle the job. As most of you know, Roly is a licensed SCCA steward, and has just bags of road racing and hill climb experience. I'm sure the program can't do anything but prosper.

All the licensed drivers should have received the necessary renewal forms by direct mail by now. For those who have problems of any sort, please check with me. The proper route to go to handle problems is to go to your Region first, and thence to the Area License Chairman--for us That is the respectable Charlie Raingod. Be sure you use a 1969 Medical form when you renew--it is changed some from 1968 and asks for an even greater variety of personal and non-race related information.

Winter pet peeve department--how amny of you have been stuck at a stop light because the guy at the head of the line has not got snow tires with studs? Much spinning of wheels and other commotion, and finally the clod gets under way. Quite frustrating, especially if you have gone to the trouble and expense to equip your own car properly. The capper comes, though, when you ask the schwanz who holds everyone up why he doesn't

Continued--

have proper winter tires and he tells you he can't afford it--while you note that he is driving a new \$5000 car.

Driving is a synchronous thing--as apposed to asynchronous. Thinking about it would lead you to believe that race car driving is asynchronous, but it's not, really. I came to this conclusion the other day when I was listening carefully to a recording recently released by Dusty Springfield, name of "Son of a Preacher Man" (those who haven't heard it should make a practice of tuning in to WTRY, the greatest station in the area--or WDKC, if you're an FM type.) Anyway, it suddenly came to me that the song has sort of an insistant rythmn, and it is the tempo of driving a race car, a tempo that is unrelated to the over-the-road speed--hence the notion that race driving is synchronous in nature. Miss Springfield has captured the tempo, the frantic deliberation of action and thought that is the essence of race driving. Another tune that comes to mind is "Under Paris Skies"--one that displays this subtle nuance of tempo that I'm talking about. I don't hear it in other tunes, though there are bags-full I really dig.

I'd be pleased to hear of the racing plans of the Region's drivers--who is buying what for the next season, and like that.

Finally, remember that guys who race cars are sober, steady, reliable, clean cut, fearless, rational, well-adjusted and handsome, but guys who drive formula cars are something esle, and sexy too.

Phil Raeder, Competition Director

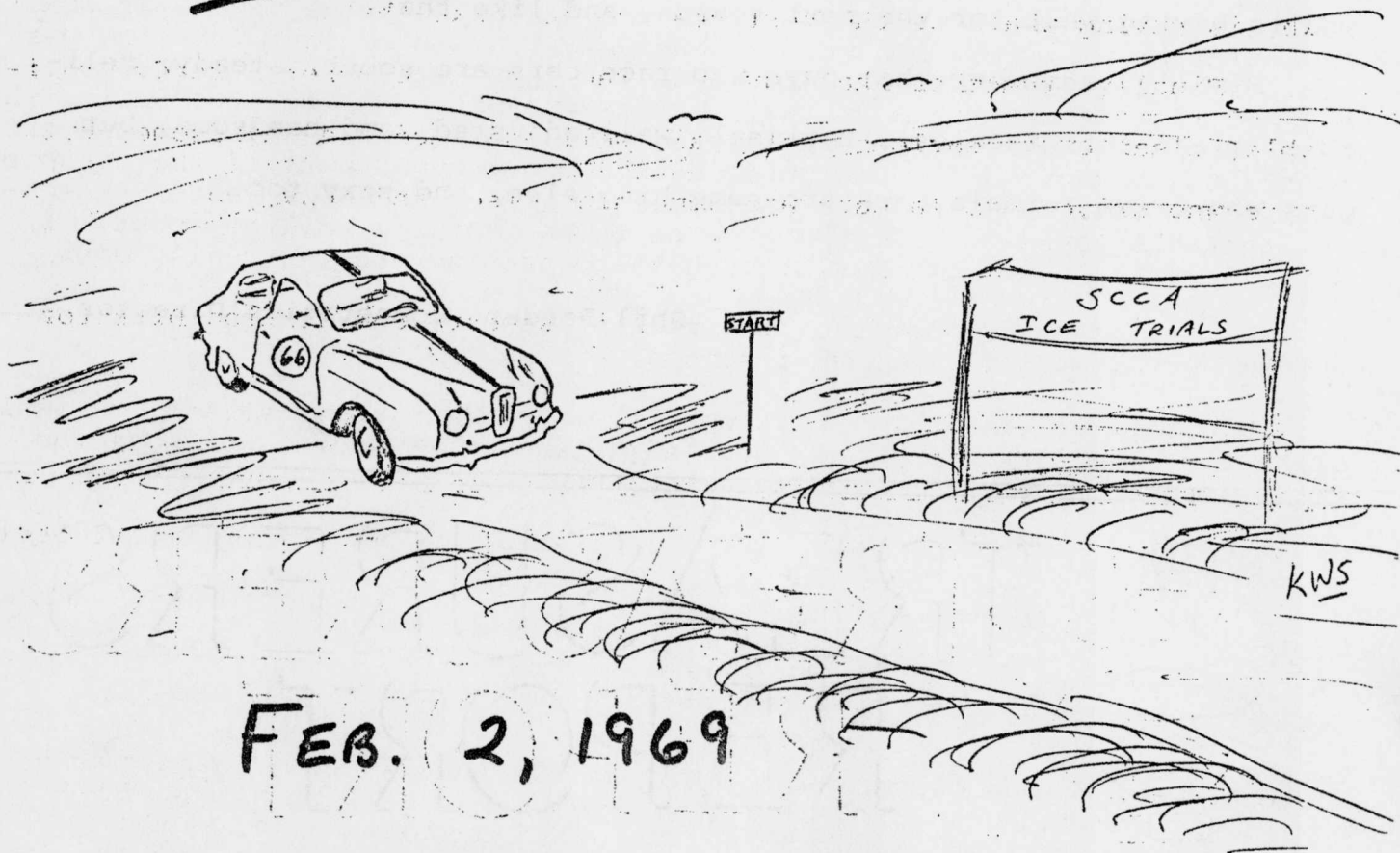
Jim Vezzi, former Gloversville resident and Mohawk-Hudson Region member, and his wife of two months, Sharon, are playing the Newlywed game in Seattle, Washington. Jim and Sharon got married the week before Thanksgiving and proceeded to Honeymoon cross country in the TR-4. Jim is working for Boeing Aircraft. I'm sure the Region joins us in extending our best wishes to the Vezzi's.

FEBRUARY 2--GUEST NIGHT AT MOHAWK-HUDSON-----

Bring some of your friends who are interested in sports cars so we can them about this regions activities, and explain the various opportunities for them to participate in SCCA. Rallies, gymkhanas, racing, hill climbs, flagging, technical inspection of competition cars, timing, scoring,--all these and other topics will be covered.

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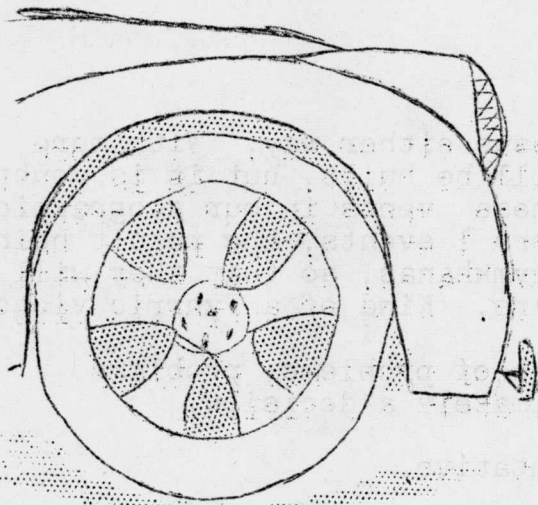
Phil Raeder Competition Director

\$ TREASURERS REPORT

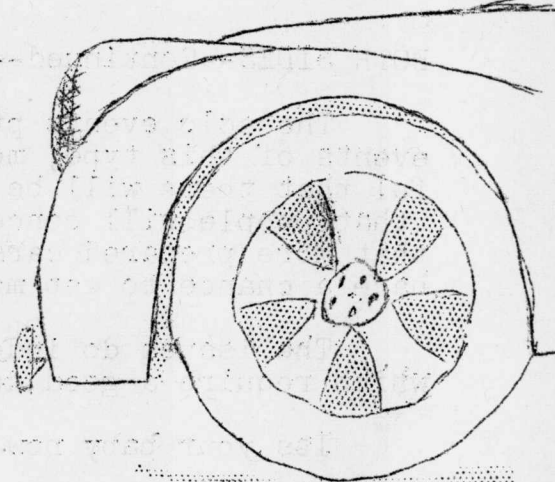
December Balance	\$ 2250.31
January Income	<u>10.00</u>
	2260.00
January Expenses	<u>211.15</u>
Balance on Hand Jan. 10	2049.16

TO THOSE WHO ATTENDED THE ANNUAL BANQUET:

The checks which the Region accepted from members as payment for the Annual Banquet were lost in the fire at Howard Geer's home. We are asking those people to notify their banks to stop payment on the old checks and write new ones payable to MOHAWK-HUDSON REGION, and mail to Howard Geer, Treasurer, c/o Pessetto Home, Valatie Road, lte 203 Chatham, New York--



BOTH SIDES NOW



After last month's emotionally charged plea for complete freedom for gymkhanists, I did some serious thinking and decided it might not be a bad idea to examine the questions from both viewpoints (which I really do hold, there is no black or white, just a lot of shades of gray). I haven't changed my viewpoint, mind you, just tempered it a bit.

Fundamentally, the problem stems from the inter-action of two polarized groups, who differ in the following manner: some are people who like to race their SPORTS CARS, others are of the genre who like to RACE their sports cars. What I am trying to illustrate is the fact that those of the latter group are interested primarily in automotive competition, and though their particular interest might be stock cars or dragsters, it is in this case, sports cars. The former group, on the other hand, enjoys the pride of ownership, responsiveness, etc, of owning and driving a sports car. And it just happens that instead of driving to the golf course, they would rather play automotive games. So we have interaction, and naturally conflict. I think this is inevitable. The problem then is to find a solution. No easy task this.

To limit the events to street driven cars does little good, because someone will slip in a ringer, a Q-ship. Case in point being the NHRA street roadster classes, technically street legal, in practically not quite the same as the "spirit of the rules". So is it better to be beaten by a car that arrives by trailer and is obviously a competition car, or to be beaten by a car that looks stock, but just seems so much faster????

Well then how about moving competition cars up in class? But where, in many cases competition cars (like Sprites, etc) are overall the quickest cars present, so it becomes a question of just who is going to be beaten. Well then how about a separate class for "them". Fine but how many of "them" usually show up. We generally don't fill out all of the INEC classes as it is, much less add more.

Maybe the folks who don't come back after their first time out aren't worth having, but what happened to all of those people who performed so earnestly and enthusiastically at the Gymschool, what ever happened to them? Take a look at the Gymschool results, and then the INEC (pick a number from 1 to 5) results, and you won't find too many of the same names. WHY????????????

BOTH SIDES--Continued--

The solo events program can throw the issue either way. With more events of this type, more specialized cars will be built, but it is doubtful that there will be such a profusion of these vents in our geographical area that people will concentrate solely on Category 1 events, the result being that more 'prepared' cars will show up at our gymkhanas, so that they will have a chance to get more use out of their cars. Kind of a Pyrrhic victory.

The issues do indeed create a tangled web of problems; problems which require a good deal of thought and ultimately a decision.

Its your baby now INEC gymkhana representative.

greg rickes

Pontiac's new super car in the pony league is based on the Firebird chassis and will soon be unveiled. The name of this new Detroit Iron has got to be an inspiration straight from Mad, Mod, Madison Avenue-- Where else with a handle like "The Judge". I can see it now-- a band of lunatic hippies, complete with beards, beads (no offense, Phil) & long hair, screaming... yea, you guessed it! Now stuff like this shouldn't really bother us, since all of us still go out and buy for rational-- or at least pseudo-rational-- reasons, but I often wonder what the advertising world is steering us into. This soliloquy has been brought to you by one who still remembers names like Custom, Delux, Super, and what they represented..... ah the good old days....

COME TO THE

FEB. MEETING

AND BRING A FRIEND

Mohawk-Hudson Region SCCA

I.N.E.C. Area 11 Council Road Racing Championship 1968

Overall point Champion Charlene Seavey 59 points
 Champion Region Finger Lakes

Class	Pos.	Name	Region	Points
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	2	Gary Morgan	FL	30
	3	Peter Schwartzott	WNY	22
	4	Jack Cartino	CNY	2
BS	1	Dave Meyer	WNY	26
	2	R.A. Christiansen	SNY	17
	3	Donald Girven	FL	10
	4	S.H. Sharkey	FL	7
CS	1	Kenper Miller	FL	17
	2	Phil Raeder	M-H	1
DS	1	John Davies	CNY	12
	2	Ali Lugo	CNY	7
	3	L.R. Picton	WNY	4
	4	Doug Jones	SNY	2
AP	1	Mike Summers	CNY	10
	2	Fred Kepler	Glen	7
	3	Raymond Schey	FL	3
BP	1	John Orr	CNY	37
	2	George Perrin	FL	7
CP	1	Bob Spear	CNY	12
	2	Don Flores	M-H	2
	3	Bill Morris	M-H	1
DP	1	O.P. Sniedze	FL	39
	2	Bruce Walters	WNY	26
	3	Russell Rung	WNY	18
	4	Larry Luke	WNY	14
	5	Robert Guerin	WNY	12
	6	Jim Haworth	M-H	4
	6	A. Falck	Glen	4
	8	William Crosby	FL	2
	8	W. Sears	CNY	2
	10	P.O. Schulte	CNY	1
EP	1	George Morris	FL	47
	2	Herbert Naumann	CNY	40
	3	Gene Birdsey	M-H	15
	4	Jim Ehinger	WNY	14
	5	Mike Wiernicki	Glen	4
	5	K. Lindsey	SNY	4
	7	H.S. Schumaker	FL	3
	8	D.M. Deleo	FL	1
	8	C.E. Knight	WNY	1
	8	Bill Kane	M-H	1
8	Joe Pierce	M-H	1	

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Mohawk-Hudson Region SCCA

Class	Pos.	Name	Region	Points	
Fp	1	Herm Schlenker	WNY	40	
	2	Bish Hines	WNY	25	
	3	Bing Sherer	WNY	19	
	4	Robert Burns	FL	15	
	4	Fran Larkin	SNY	15	
	6	William Wing	CNY	13	
	7	W.C. Austin	CNY	11	
	8	Davic Nicholas	SNY	10	
	9	A. Karr	M-H	2	
	10	C.R. Gilbert	WNY	1	
GP	10	P.C. Maryanski	WNY	1	
	10	David Smigel	CNY	1	
	1	Lothar Stahlberg	CNY	55	
	2	Scott Pembroke	FL	25	
	3	Raymond Baldwin	FL	16	
	4	Steve Ross	FL	13	
	5	William Gard	FL	3	
	HP	1	Charlene Seavey	FL	59
		2	Ted O'Neil	FL	51
		3	Mchael Croll	SNY	13
4		John Williams	FL	12	
5		S. Schulman	FL	10	
6		Sylvan Barlow	FL	9	
6		Paul Bellinger	Glen	9	
8		J.L. Wilson	FL	6	
9		Deke Morrison	CNY	4	
9		Cal Gardiner	FL	4	
11		Peter Dehmler	FL	1	
A/SR	11	H. Long	FL	1	
	11	H. Kreighbaum	CNY	1	
	11	Gunther Schröder	M-H	1	
	1	Fran Larkin	SNY	1	
	C/SR	1	John Lawrence	WNY	30
		1	H.A. Lindsay	SNY	21
	D/SR	2	Roger Clouser	FL	16
		FB	1	V. Franzese	Glen
	2		R. Schey	FL	15
	3		Chuck Krueger	FL	2
3	P. Hotchkiss		FL	2	
FC	1	Larry Wright	FL	21	
	2	Dale Camfield	SNY	12	
	3	Wesley Glantz	FL	10	
	3	David McClumpha	M-H	10	
	5	C.E. Wright	FL	6	
	6	Donald J. Baker	WNY	4	
	7	"Hap" Farnsworth	M-H	1	

Mohawk-Hudson Region SCCA

I.N.E.C. Area 11 Road Racing Championship 1968

Class	Pos.	Name	Region	Points
FV	1	Sherman Smith	FL	30
	2	John Magee	FL	27
	3	J.E. Diamond	FL	17
	4	J. Swank	FL	13
	5	Eddy Whitmore	CNY	12
	6	F. Spedding	FL	3
	6	R.C. Schell	FL	3
	8	Akos Kuhl	WNY	2
	8	Robert Lurz	FL	2
	8	Doug March	SNY	2
	8	Roy Whitaker	FL	2
	8	F.J. Shimera	FL	2
	13	Weseley Glantz	FL	1
	13	Robert Weber	WNY	1
	13	R.E. Jansen	FL	1
	13	B. Anderson	FL	1
13	W. Brogan	FL	1	
13	H.R. Thompson	FL	1	
13	Alton Phillips	WNY	1	

Pos.	Region	Points
1	Finger Lakes	568
2	Central New York	267
3	Western New York	261
4	Southern New York	85
5	Glen	51
6	Mohawk*Hudson	39



UNITED STATES MARINE CORPS
COMPANY H, 2ND BATTALION, 25TH MARINES
4TH MARINE DIVISION, FMC, USMCR
NAVAL & MARINE CORPS RESERVE TRAINING CENTER
WASHINGTON AND NORTH MAIN AVENUE
ALBANY, NEW YORK

12203

IN REPLY REFER TO

RS:rs

6 Jan 1969

Mr. Bill MORRIS
MOHAWK-HUDSON REGION Sports Car Club of America
1466 Van Curler Avenue
Schenectady, New York 12308

Dear Mr. MORRIS:

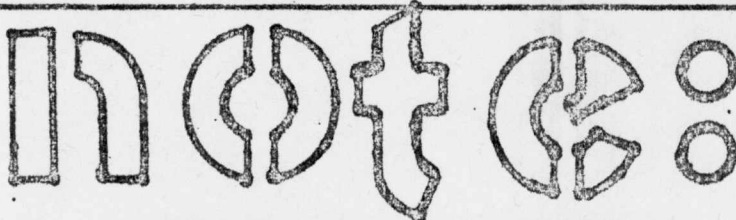
I would like to take this opportunity of awarding the enclosed Certificate of Appreciation to you and your organization for your very generous assistance and donations to the 1968 Marine Corps "TOYS for TOTS" program.

Our endeavors met with outstanding success, and we know it is all due to the unhesitating and compassionate interest shown by real American citizens, such as yourself.

Thanks again for sharing and making possible our success, we hope to be in contact with you for our 1969 "TOYS for TOTS".

Sincerely,

J.E. Nichols
J.E. NICHOLS
Major, U.S. Marine Corps
Inspector-Instructor



address on the mailing envelope. If there are any errors, -
Please notify the Editors.

To assist us in mailing,
and to make delivery of
your Knock Off more eff-
icient, Please check the

International World Championships

CALENDAR

Feb. 1-2—Daytona 24-hours, Daytona Beach, Fla. (SP, S, GT, T)
 Mar. 22—Sebring 12-hours, Sebring, Fla. (SP, S, GT, T)

July 12—Watkins Glen Championship of Makes, Watkins
 Glen, N. Y. (SP, S, GT)
 Oct. 5—Grand Prix of the United States, Watkins Glen, N. Y. (F/1)

SCCA Canadian-American Challenge Cup (partial)

June 1—Mosport Park, Bowmanville, Ont., Canada (SR)
 June 29—Mt. Tremblant, St. Jovite, Que., Canada (SR)
 July 13—Watkins Glen GP Course, Watkins Glen, N. Y. (SR)
 July 27—Speedway Park, Edmonton, Alberta, Can. (SR)
 Aug. 17—Mid-Ohio SC Course, Lexington, O. (SR)

Aug. 31—Road America, Elkhart Lake, isc. (SR)
 Sept. 14—Bridgehampton Race Circuit, Bridgehampton, N. Y. (SR)
 Oct. 12—Laguna Seca, Monterey, Calif. (SR)
 Oct. 26—Los Angeles Times GP, Riverside, Calif. (SR)
 Nov. 9—Stardust Int'l Raceway, Las Vegas, Nev. (SR)

SCCA Trans-American Championship (partial)

May 11—Michigan International Speedway, Irish Hills, Michigan
 May 30—Lime Rock Park, Lime Rock Conn.
 June 8—Mid-Ohio Sports Car Course, Lexington, Ohio
 June 22—Bridgehampton Race Circuit, Bridgehampton, N. Y.
 July 20—Bryar Motorsport Park, Loudon, New Hampshire
 Aug. 3—Mt. Tremblant, St. Jovite, Quebec, Canada

Aug. 10—Watkins Glen GP Course, Watkins Glen, N. Y.
 Aug. 24—Continental Divide Raceway, Castle Rock, Colorado
 Sept. 7—Riverside International Raceway, Riverside, Calif.
 Sept. 21—Sears Point International Raceway, Sonoma, Calif.
 Oct. 5—Pacific Raceway, Kent, Wash.

SCCA Formula Car Championship (partial)

April 20-27—Riverside International Raceway, Riverside, Calif.
 June 8—Continental Divide Raceway, Castle Rock, Colorado
 June 22—Sears Point International Raceway, Sonoma, Calif.
 July 6—Pacific Raceways, Kent, Wash.
 July 20—Road America, Elkhart Lake, Wisc.

Aug. 10—New Thompson Speedways, Thompson, Conn.
 Aug. 24—Mosport Park, Bowmanville, Ontario, Canada
 Sept. 1—Lime Rock Park, Lime Rock, Conn.
 Sept. 21—Donnybrooke Speedway, Brainerd, Minn.

National Championship Races

NORTHEAST DIVISION

April 5-6—Washington, D.C.—Marlboro
 May 17-18—Steel Cities—Cumberland
 June 7-8—New England—Thompson
 July 4-5—No. New Jersey—Lime Rock
 July 26-27—Mohawk-Hudson—Lime Rock
 August 9-10—Glen—Watkins Glen
 August 30-31—New England—Bryar
 September 20-21—Washington, D.C.—Marlboro

June 28-29—Milwaukee—State Fair Park
 July 12-13—Indiana N.W.—Blackhawk Farms (N.S.)
 July 19-20—Cincinnati—Mid-Ohio
 August 2-3—Western Michigan—Michigan
 International Speedway
 August 23-24—Blackhawk Valley—Blackhawk
 Farms (N.S.)
 September 6-7—N.E. Ohio—Mid-Ohio (N.S.)
 September 20-21—Detroit—Michigan
 International Speedway
 October 4-5—Indianapolis—IRP

SOUTHWEST DIVISION

February 8-9—Texas—GVR
 April 12-13—Red River—Mansfield, La.
 May 31-June 1—S.W. Louisiana—Lake Charles
 July 5-6—San Jacinto—Galveston
 August 2-3—Lone Star—ARP
 August 30-31—Alamo—Clear Springs
 September 20-21—W. Texas—Penwell

SOUTHEAST DIVISION

April 26-27—North Carolina—VIR
 May 10-11—Savannah—SIR
 May 24-25—Tennessee Valley—Huntsville
 July 4-6—Atlanta—Road Atlanta
 August 2-3—Central Florida—Daytona Beach
 September 13-14—Central Alabama—Tuskegee
 September 27-28—Central Carolinas—VIR

MIDWEST DIVISION

April 19-20—Arkansas—Stuttgart
 May 17-18—Kansas City—KCIR or De Soto
 June 7-8—Rio Grande—CDR
 July 4-6—Oklahoma—Ponca City
 July 26-27—Kansas City—Lake Garnett
 August 16-17—Wichita—Lake Afton
 September 6-7—Arkansas—Burns Park
 September 20-21—St. Louis—MAR
 October 4-5—Colorado—CDR
 October 11-12—N.E. Oklahoma—War Bonnet

NORTHERN PACIFIC DIVISION

March 29-30—San Francisco—Sear's Point
 May 3-4—San Francisco—Laguna SECA
 Oregon-Newport
 May 17-18—Northwest—Kent
 June 14-15—Oregon—Delta Park
 July 19-20—San Francisco—TBA
 August 23-24—Northwest—Kent

CENTRAL DIVISION

May 17-18—Chicago—Meadowdale
 May 31-June 1—Land O Lakes—Donnybrooke
 June 13-15—Chicago—Road America

SOUTHERN PACIFIC DIVISION

February 22-23—CSCC—Stardust/Las Vegas
 April 12-13—San Diego—Holtville
 August 2-3—CSCC—Riverside
 August 29-Sept. 1—Utah—Bonneville

Drivers' Schools

NORTHEAST DIVISION

March 1-2—Washington, D.C.—Marlboro
 April 5-6—No. New Jersey—Bridgehampton
 Steel Cities—SCIR
 April 19—New York—Lime Rock
 Mahoning Valley—SCIR
 Washington, D.C.—Marlboro
 May 17-18—New England—Thompson
 May 24—Mohawk-Hudson—Lime Rock
 May 31-June 1—New England—Bryar
 June 21-22—Glen—Watkins Glen
 July 5—No. New Jersey—Lime Rock (Advanced)
 September 6-7—Glen—Watkins Glen
 October 4-5—New England—Thompson
 November 1-2—Washington, D.C.—Marlboro

July 18-20—Central Florida—Osceola

CENTRAL DIVISION

April 5-6—Indianapolis—IRP (NS)
 April 12-13—Detroit—Waterford
 April 26-27—Milwaukee—State Fair Park
 May 3-4—Chicago—Meadowdale (NS)
 May 10-11—Chicago—Meadowdale (NS)
 May 17-18—Western Michigan—Mich. Inter. Speedway
 June 20-22—Ohio Valley—Mid-Ohio
 August 9-10—N.E. Ohio—SCIR
 October 25-26—Blackhawk Valley—Blackhawk Farms (NS)

March 8-9—San Jacinto—TBA
 December 6-7—Texas—GVR

NORTHERN PACIFIC DIVISION

January 18-19—San Francisco—TBA
 February 8-9—San Francisco—Cotati
 April 5-6—Northwest—Kent
 April 19-20—San Francisco—TBA
 Oregon—Newport
 July 5-6—Oregon—Delta Park
 July 26-27—Northwest—Shelton

SOUTHEAST DIVISION

January 10-12—Central Florida—Osceola
 February 21-23—Central Florida—Osceola
 March 8-9—Savannah—SIR
 March 15-16—North Carolina—VIR
 May 2-4—Central Florida—Osceola
 June 14-15—North Carolina—VIR
 July 5-6—Atlanta—Road Atlanta

MIDWEST DIVISION

March 8-9—Rio Grande—Ft. Sumner
 March 22-23—Kansas—KCIR
 March 29-30—St. Louis—MAR
 April 12-13—N.E. Oklahoma—War Bonnet
 April 26-27—Colorado—CDR
 July 12-13—Wichita—Hutchinson
 July 19-20—N.E. Oklahoma—War Bonnet
 October 25-26—Rio Grande—Ft. Sumner

SOUTHERN PACIFIC DIVISION

February 8-9—San Diego—Holtville
 March 22-23—CSCC—Willow Springs
 May 17-18—CSCC—Riverside
 June 21-22—CSCC—Riverside
 August 16-17—CSCC—Riverside
 October 18-19—CSCC—Riverside
 November 29-30—Arizona—PIR
 December 6-7—San Diego—Holtville
 December 13-14—CSCC—Riverside

SOUTHWEST DIVISION

January 18-19—Texas—GVR

Regional Races

NORTHEAST DIVISION

January 11-12—Washington, D.C.—Marlboro
 February 15-16—Washington, D.C.—Marlboro
 April 26—New York—Lime Rock
 May 10—New England—Lime Rock
 May 24-25—New England—Thompson
 Washington, D.C.—Marlboro
 May 31-June 1—Western New York—SCIR
 June 7-8—Glen—Watkins Glen
 June 14—New England—Lime Rock
 June 21-22—Washington, D.C.—Marlboro
 June 28-29—Mahoning Valley—SCIR
 July 12-13—New England—Bryar (NS)
 Washington, D.C.—Marlboro
 July 26-27—New England—Thompson
 August 16-17—Washington, D.C.—Marlboro
 August 23—No. New Jersey—Lime Rock
 August 30-31—Mahoning Valley—SCIR
 September 13-14—Glen—Watkins Glen (NS)
 September 20—No. New Jersey—Lime Rock
 September 27-28—New England—Thompson
 October 4-5—Steel Cities—SCIR
 October 11—New York—Lime Rock
 October 18—No. New Jersey—Lime Rock
 October 18-19—Washington, D.C.—Marlboro
 Glen—Watkins Glen (NS)
 October 25-26—Steel Cities—SCIR
 (Formula Vee Grand Prix)
 New England—Thompson
 November 15-16—Washington, D.C.—Marlboro

SOUTHEAST DIVISION

March 15-16—Central Alabama—Tuskegee
 April 19-20—Central Florida—Osceola
 May 31-June 1—Central Florida—Osceola
 July 26-27—North Carolina—VIR
 August 2-3—Central Florida—Daytona Beach
 August 30-Sept. 1—Central Florida—Osceola
 October 4-5—Tennessee Valley—Huntsville
 October 11-12—Central Florida—Osceola
 October 18-19—North Carolina—VIR
 November 1-2—Savannah—SIR

CENTRAL DIVISION

April 26-27—Milwaukee—State Fair Park
 R.A.M.—Michigan International
 Speedway (Restr.)
 May 10-11—N.E. Ohio—SCIR
 Chicago—Meadowdale (NS)
 May 24-25—Blackhawk Valley—Blackhawk Farms
 May 31-June 1—Chicago—Meadowdale (NS)
 June 7-8—Indianapolis—IRP (NS)
 June 28-29—Detroit—Waterford
 July 5-6—Blackhawk Valley—Blackhawk Farms (NS)
 July 18-20—Chicago—Road America (Restr.)
 July 26-27—N.E. Michigan/Saginaw Valley—
 Waterford
 August 9-10—Fort Wayne—Blackhawk Farms (NS)
 August 2-3—Chicago—Meadowdale (Restr.)
 August 16-17—Chicago—Meadowdale (NS)
 August 30-31—Northern Ohio Valley—SCIR
 September 13-14—Chicago—Meadowdale (Restr.)
 Indiana N.W.—Blackhawk
 Farms (NS)
 September 20-21—Blackhawk Valley—Blackhawk
 Farms (NS)
 September 27-28—Chicago—Meadowdale
 Western Michigan—Grattan
 October 11-12—Western Ohio—Mid-Ohio
 (WOR Games)
 October 18-19—Chicago—Meadowdale—(NS)
 October 18—Milwaukee—State Fair Park

MIDWEST DIVISION

March 8-9—Rio Grande—Ft. Sumner
 March 29-30—St. Louis—MAR
 May 3-4—Southern Illinois—SIR (E. St. Louis)
 May 31-June 1—Wichita—Salina
 June 21-22—St. Louis—MAR
 June 28-29—Colorado—Aspen
 July 12-13—Wichita—Hutchinson
 July 19-20—N.E. Oklahoma—War Bonnet
 August 2-3—Colorado—CDR
 August 23-24—Southern Illinois—SIR (E. St. Louis)
 August 30-31—N.E. Oklahoma—War Bonnet
 September 13-14—Colorado—Aspen
 September 27-28—Oklahoma—Stillwater, Kansas
 October 25-26—Rio Grande—Ft. Sumner

SOUTHWEST DIVISION

January 18-19—Texas—GVR
 April 12-13—Red River—Mansfield, La.
 May 17-18—San Jacinto—TBA
 May 31-June 1—S.W. Louisiana—Lake Charles
 July 5-6—San Jacinto—Galveston
 August 17-18—Texas—GVR
 August 30-31—Alamo—Clear Springs
 September 27-28—Texas—GVR

NORTHERN PACIFIC DIVISION

April 19-20—San Francisco—TBA
 Oregon—Newport
 May 3-4—San Francisco—Laguna Seca
 Oregon—Newport
 May 17-18—Northwest—Kent
 June 14-15—Oregon—Delta Park (Restr.)
 June 21-22—San Francisco—Sear's Point
 June 28-29—Northwest—Kent
 July 12-13—Oregon—Delta Park
 July 26-27—Northwest—Shelton
 August 9-10—Oregon—Delta ark
 August 23-24—Northwest—Kent
 September 6-7—Northwest—Kent
 September 20-21—San Francisco—Sear's Point
 October 4-5—Northwest—TBA
 October 11-12—San Francisco—Laguna Seca
 October 25-26—Northwest—Kent

SOUTHERN PACIFIC DIVISION

February 1-2—CSCC—Riverside
 February 8-9—San Diego—Holtville
 February 22-23—CSCC—Stardust/Las Vegas
 April 5-6—Arizona Border—Tucson
 April 26-27—CSCC—Riverside
 May 31-June 1—CSCC—Santa Barbara
 June 28-29—Utah—Bonneville
 July 4-6—CSCC—Riverside—Regional Enduro
 August 30-31—CSCC—Santa Barbara
 September 6-7—CSCC—Riverside
 September 27-28—CSCC—Riverside
 October 4-5—Las Vegas—Stardust
 October 11-12—Arizona—PIR
 November 29-30—Arizona—PIR
 December 6-7—San Diego—Holtville

1969 National Rallies (partial)

January 25-26—Central Florida—Gator Gamble
 March 22-23—Texas—Rustlers' Run
 April 26-27—Arizona Border—Great Canyon
 May 16-17—Washington, D.C.—Virginia Reel
 June 7-8—Milwaukee—On Wisconsin
 June 28-29—New England—Berkshire

July 5-6—NEOhio—Johnny Appleseed
 August 2-3—Northwestern Ohio—Andiamo
 August 23-24—Pan American—Rolling High
 August ?—San Jacinto—Coastal Masters
 Sept. 13-14—No. New Jersey—Jersey 500
 September 20-21—CSCC—Mission Trail

September 27-28—Philadelphia—Appalachian
 October 4-5—Chicago—Land O'Lincoln
 October 11-12—New York—Rip Van Winkle
 November 1-2—Detroit—Press On Regardless
 November 15-16—Kentucky—Bluegrass
 December 6-7—CSCC—El Camino Real

1969 Divisional Rallies (tentative and partial)

CENTRAL DIVISION

February 22-23—Indiana Northwest—Infernal Nocturnal
 March 22-23—Cincinnati—Snowflake
 April 19-20—Detroit—Hellenbach
 May 10-11—Land-O-Lakes—Chippewa Trail
 June 14-15—Northern Ohio Valley—Alpine
 July 19-20—Indianapolis—Indy
 September 6-7—Western Michigan—Great Wolverine
 September 20-21—Ohio Valley—Ohio Valley
 October 18-19—Fort Wayne—Indian Summer

MIDWEST DIVISION

April 19—Nebraska—Centennial + 1
 May 3—N.E. Oklahoma—5 Tribes
 May 31-June 1—Arkansas—Arkansas Traveller
 July 12-13—Rio Grande—Santa Fe Trail
 September 13-14—N.E. Oklahoma—Warpath
 October 18-19—Kansas City—Flaming Fall
 November 1-2—Wichita—Witche's Ryde
 December 6-7—Rio Grande—Cibola

NORTHEAST DIVISION

February 22-23—Western New York—Great Snow

MARCH 8—South Jersey—March Lion

April 26-27—Glen—
 June 14-15—Northern New Jersey—Jersey 150
 July 26-27—Philadelphia—Clyde
 August 23-24—Steel Cities—
 October 25-26—Mahoning Valley—TBA
 November 8-9—Washington, D.C.—Rebel Yell

NORTHERN PACIFIC DIVISION

September 13-14—Northwest—

SOUTHEAST DIVISION

May 3-4—Atlanta—Mountain Goat
 June 7-8—Gulf Coast—Historical Gulf Coast Gambol
 September 27-28—Tennessee Valley—Voyager

SOUTHERN PACIFIC DIVISION

February 8—CSCC—Hayes Ranch
 February 9—CSCC—Rain or Shine
 March 15-16—Arizona—Camino Del Sol
 June 21-22—Pan American—Butterfield Trail
 November 16—Arizona Border—Desert Sands (tent).

SOUTHWEST DIVISION

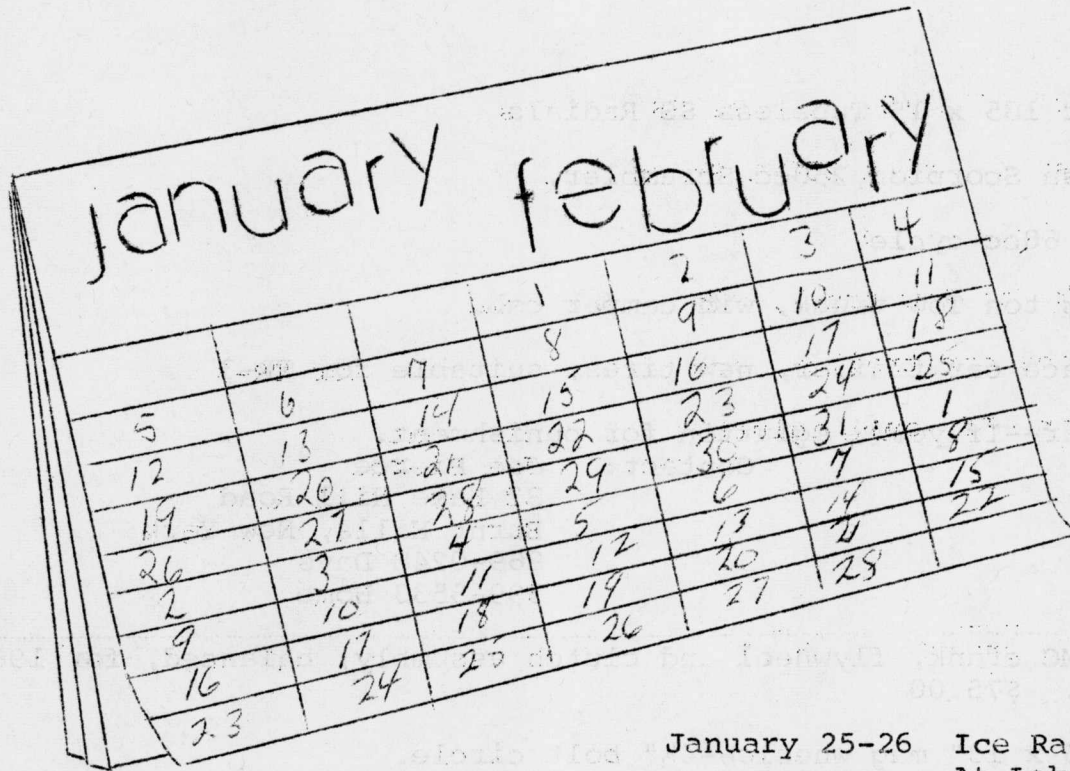
July 19-20—Alamo—El Paisano

Solo Events I

April 5-6—Tennessee Valley—Huntsville
 April 19-20—Central Carolinas—Chimney Rock Hillclimb
 June 21-22—New York—Mt. Equinox Hillclimb
 July 12-13—W. Ohio—Bellefontaine Hillclimb

July 19-20—Glen—Watkins Glen
 August 23-24—Glen—Watkins Glen
 October 11-12—Chicago—TBA (Tent.)
 October 25-26—Central Alabama—Tuskegee

on the calendar



January 25-26 Ice Races on Mirror Lake
At Lake Placid- Sponsored
by AMEC

- February 1 Mohawk-Hudson Region annual Snowflake Rallye. See special page for details and advanced registration form.
- 2 SCCA Ice Trials--See special page in this issue. No site had been selected as of F-O deadline. Call one of the organizers listed.
- 5 Mohawk-Hudson membership meeting Circle Inn-8:30. Bring a friend.
- 8-9 AMEC Ice races at Lake George.
- 16 Mustang Icekhana -- Onderdonk Lake --Noon.
- 22-23 AMEC Ice races at Lake George.

Classified Ads are entered free of charge to all members of Mohawk-Hudson
If you have something to sell, or if you're looking for something to buy
Drop us a line--It pays to advertise--

CLASSIFIED

FOR SALE

- 4 New Semperit 185 x 15 Tubeless SS Radials
- 1 1967 Montessa Scorpion 250cc Scrambler.
- 1 1967 Yamaha 60cc cycle
- 1 1962 Chevy ½ ton Tow truck, with camper cab.
- 1 Two-wheel race car trailer, new tires, suitable for TR-3
- 1 TR-2 race car--If you're a glutton for punishment.
Contact: Joe Pierce
82 Lake Hill Road
Burnt Hills, New York
869-0248 Days
399-5533 Home

One 1100 cc BMC crank, flywheel, and clutch assembly; balanced, for 1964 and later. \$75.00

Two pairs of 5 x 13" mag wheels--4½" bolt circle.
\$40.00 for the first pair, They're ready to bolt on!
\$30.00 for the second pair, they need minor machining to accept normal hub.

Contact. David McClumpha
54 Adams Place
Delmar, New York
518-439-9656 Home
518-474-7003 Office

One TR-3 Transmission Case, No cracks, all gears and linkage in place. Was in fairly good operating condition when removed from the old car. Contact the editors and make us an offer; this thing has got to go to make room for Knock Off material.

REMEMBER: FEBRUARY IS BRING-A-FRIEND-TO-THE-MEETING MONTH----

KAYE'S

IMPORTED CARS

NEW CARS

USED CARS

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

Authorized Sales & Service
Factory

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Trained Technicians

OVERSEAS

DELIVERY

ARRANGED

1033 CENTRAL AVE., ALBANY

PHONE IV 24413

SPECIAL DISCOUNTS TO SCCA MEMBERS

for Your Banquet



DIAL State 5-8940

It faces weather other small cars shouldn't face.



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

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

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

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

Front-wheel drive coupled with SAAB's dual diagonal

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

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

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

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



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