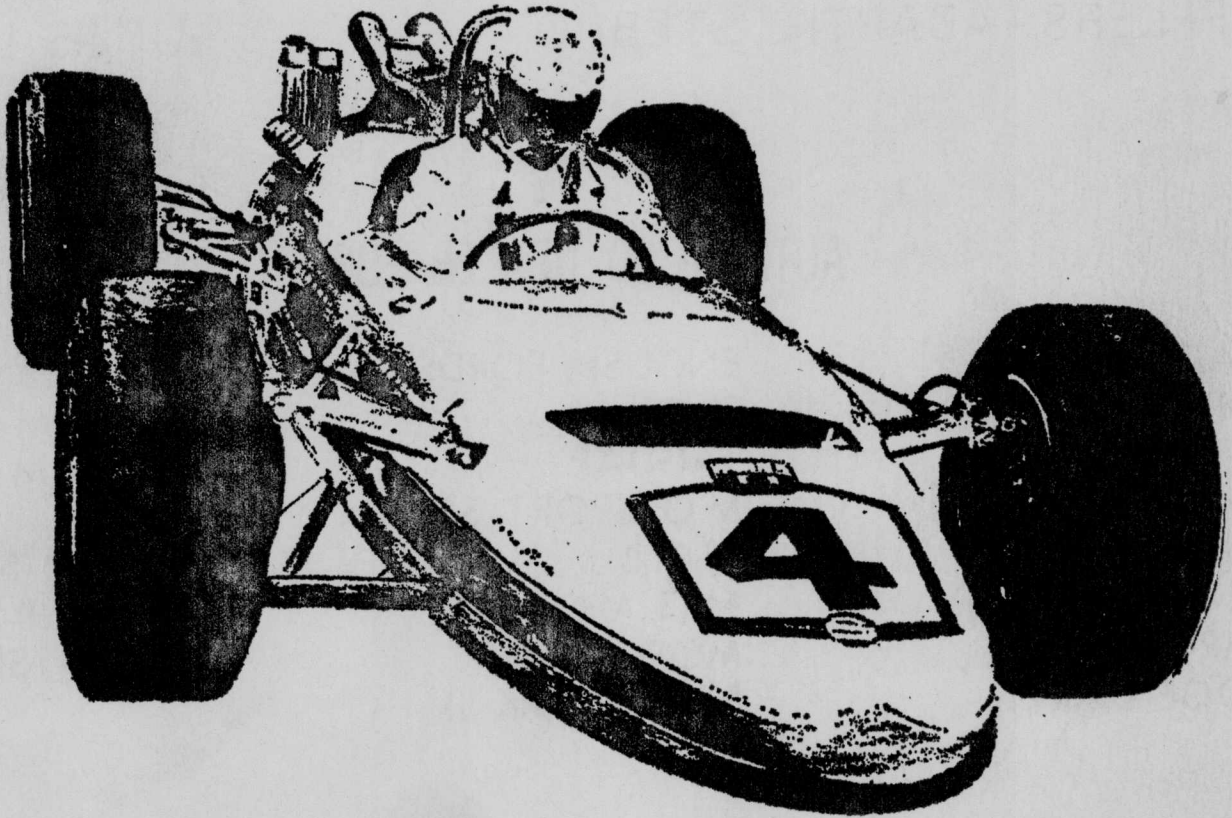




the
 KINO CLK
 OFF 



FEB '69



NEMITH CIRCLE DODGE, INC.

NEW CARS USED CARS

Largest Display of Imports

PARTS AND ACCESSORIES FOR ALL CARS

TIRES - DUNLOP, PIRELLI
MUFFLERS - ABARTH, STEBRO

CASTROL
LUCAS LITES

AUTHORIZED DEALER FOR:

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

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

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

Traffic Circle Rte 9



Latham, N.Y.

Sales 785-8531

Parts 785-5525

MOHAWK-HUDSON REGION - SCCAOFFICERS 1969REGIONAL EXECUTIVE

Bill Morris 377-8117
1466 Van Curler Ave.
Schenectady, New York 12308

ASSISTANT REGIONAL EXECUTIVE

Hap Farnsworth 489-3412
17B Dowling Rd.
Albany, New York 12205

SECRETARY

Terri Novotny 439-9657
16 Magdalen Rd.
Delmar, New York 12054

TREASURER

Howard Geer
RD
Chatham, New York

ACTIVITIES DIRECTOR

Ed Holeva 377-3743
582 St. Davids Lane
Schenectady, New York 12309

COMPETITION DIRECTOR

Phil Raeder 439-9657
16 Magdalen Rd.
Delmar, New York 12054

DIRECTOR AT LARGE

Gene Birdsey 785-7980
65 Southgate Rd.
Loudonville, New York 12211

DIRECTOR AT LARGE

Art Fredrick 384-4288
R.D. #2 Box 14
Valatie, New York 12184

INEC REPRESENTATIVE

Bill Morris 377-8117
1466 Van Curler Ave.
Schenectady, New York 12308

SOLO EVENTS MARSHAL

Roly Heacox 872-1661
Berne,
New York 12023

INEC GYMKHANA REPRESENTATIVE

John Hutchison (315)472-7965
2035 E. Genesee Street
Syracuse, New York 13210

KNOCK OFF EDITORS

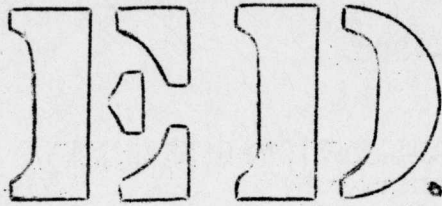
Gil & Lela Brookins 455-1018
19 North Boulevard
Gloversville, New York 12078

KNOCK OFF PRINTER

Derby Office Equipment Co.
29 West Fulton Street
Gloversville, New York 12078

THE KNOCK OFF is published monthly and distributed free to members and friends of the Mohawk-Hudson Region of the Sports Car Club of America. Controlled Circulation postage is paid at Gloversville, New York, 12078. All material is dependent upon contributions by the members and other interested parties and should be mailed or delivered to the Editors at the monthly meeting held at 8:30 PM on the first Wednesday of each month at the Circle Inn, located on Route 9, one mile south of the Latham Traffic Circle, Latham, New York.

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



EDITORIAL

IMPRESSIONS...

Someone once said that we learn from our own mistakes, as well as those of others. Its really got to be that way, for no one could possibly make all mistakes by himself. As new Editors, we've been learning, Oh, have we been learning. The little boo-boo's we managed to print up last month can best be classified in the "Haste makes Waste" Department. In our attempt to get out the Knock Off as quickly as possible, we did get in a couple of Typographical errors, and one extra ending to Phil Raeder's column, but we're sure he doesn't mind.

PRIZES....

As our way of checking how well the KO Editorials are read, we are offering a FREE extra February issue to everyone who contacts us. To be eligible for prizes, just send your name, along with an article cartoon, picture, or advertisement suitable for printing. We hope that this contest generates more enthusiasm than last month's Trivia contest. We really can't understand not getting a single Jag Top, but we're beginning to realize why the Emblem contest ran so long.

Seriously though, support has been quite good. We seem to have attracted the usual throng of regular writers; and I hope we don't alienate them when we ask for more. Editors, I've found, are usually very greedy, always looking for more and better material--We hope we get our share. If you haven't tried writing--now's your chance. Maybe your bag is sketching, painting, photography-- any and all of which are needed to make the Knock Off a better Club publication.

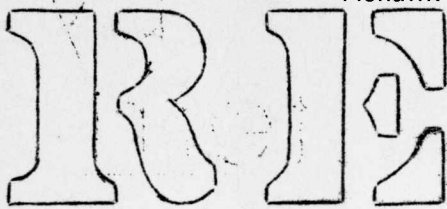
INDEX OF AUTOMOTIVE SERVICES....

Comment was made at the February meeting to the effect that the M-H region should construct a service index. Naturally the KO is the obvious place to do this. If you weren't there, here's the idea. Those of us who have had automotive work done, and this would include engine work of all kinds, body work, suspension, painting, you name it--would recommend shops that have done acceptable work. This way, other members would have the benefit of our experience. We think this is a very good idea--so good that if we get the support that this program needs, we'll have a comprehensive detachable index included in one of our future issues. But, and here's the catch; In order for this to be even moderately effective, we need your support. If you can recommend any business or individual, please notify us--giving Name, Address, and Specialty, and we will compile the list for future distribution.

EDITOR'S PREROGATIVE....

In the interests of the Sport, the Club, the Region, and the membership, we feel it our right and necessity to edit out any and all distasteful literary accomplishments. So far we have not found this necessary but we need your help. If you have an ax to grind, OK grind a bit. But please don't hone in down to a razor-sharp edge. You might lop off all our heads.

Gil & Lela



REGIONAL

RAMBLINGS.....

Here are the remainder of the appointments:

Rally Coordinator	Bill Sarr
Regional Flag Marshal	Nancy Geer
Regional Grid Marshal	Jack Collins
Regional Timer and Scorer	Bob Peterson

I do not intend to appoint a Regional Scrutineer until I have had a better chance to determine the interest and qualifications of our various members. Hap Farnsworth will be chairman of the INEC Driver's School, to be held May 23,24 at Lime Rock. Chairman for the National Race will again be Gene Birdsey.

The INEC Gymkhana Championship will be decided by points earned in a series of gymkhanas. Each of the 5 participating regions will put on one INEC Gymkhana with each contestant counting his best three performances. This is a trail similar to 2 years ago, but less traveling will be involved. The INEC Gymkhana Representative will have more information after the March 1 meeting. We still plan to put on 5 gymkhanas locally, perhaps some jointly with other clubs. Mohawk-Hudson's INEC Gymkhana will probably be held May 25, the day after the Lime Rock Driver's School.

The rally and ice trials on February 1 and 2, respectively, were well publicized, but not too well attended. On the publicity side, our thanks to Bill Kane and Jack La Bounty. Everyone knows Bill and his Wednesday column in the Schenectady Gazette, but Jack is relatively new. His enthusiasm covers all aspects of sports car activity, from participating in local events to photographing and reporting major races. Although not yet a member of Mo-Hud, his efforts are certainly appreciated by us.

Now about supporting and attending our own events. The calendar is set up with the idea of pleasing everyone part of the time, but the catch is someone still has to do the work of setting up the event. A gymkhana is probably the only event where competing and working are not mutually exclusive. Can you imagine a dozen enthusiasts deciding "We're going to have a Rallye for ourselves" and all of them being able to compete in it? A dozen is the bare minimum you need to put on even a short rallye! And what about a race with only drivers, and no starter or flaggers--or timers/scorers? The point is this; we are always short of workers, so that in many cases would-be-competitors end up as workers, especially in rallyes. If you have no interest in competing in an event, then volunteer your services as a worker; you may free someone who would rather compete in the first place. A social atmosphere is always present, so it's a good time to renew old acquaintances and swap sports car tales. Remember, points are awarded for our members who compete in, or work at Mohawk-Hudson events. Our next scheduled event will be the annual Driver's Clinic in April, under the direction of Art Fredrick. Hope to see you all there.

TUNED EXHAUST

by
terri-

Welcome new Knock Off editors.

I note with gratitude a minimum of typos and a maximum of copy with good continuity and heading treatment.

Guess I'll keep on with my column. (Color us eternally grateful...ed)

Here's a little ammunition, for the inevitable comments about printing so much about racing and so little about other club activities. It's academic that the practitioners of the "other" forms of automotive competition aren't as free with their pencils - or perhaps as dedicated to promoting their interests - as is the "racy" cross section of the club. But how about a few statistics anyway. We were pretty impressed with these ourselves, as a matter of fact.

With a little over a hundred dues paying members, about half are reasonably active.

There are 13 licensed SCCA drivers. Eleven of these earned points in the area 11 series of races.

Five of the 11 won trophies. Of the 9 elected or appointed officers and officials of the region, 4 are licensed and 2 are talking about it.

Sure gives credence to the rumor that Mohawk Hudson is a racing region. (13% worth...ed)

It's happened again. Dad-rat-it, I get so furious and emotional when an "establishment" intervenes with personal pursuits that it's hard to be coherent. But maybe -- just maybe it is time to speak up about it.

Bob Fuller's Board of Directors said racing was a NO NO. I guess his position was such that he had to defer to them.

NASA said that Astronaut Gordon Cooper could not participate in the race at Daytona.

I was told by a previous employer that my "involvement with motor racing" did not convey the image he wanted for his staff and I was asked to give it up or be more discreet about my participation.

Now just whatinhell is going on?

First of all, what is so bad about our sport that important and talented people are to be forbidden participation in it (image? safety?), and secondly, if a person is doing his job, where does the establishment get off with attempting to control his other life. Many of us do indeed find intrinsic rewards in our professions. There are few of us, however, who are rewarded to the exclusion of all else.

Recent well documented studies on racing and the personality of the competition driver show that accident probability in a race is only 3 times higher than in normal driving. There are no statistics available, I'm afraid, for the incidence of coronaries brought on

by the stress of chess games, or the effect of increased glue absorption from licking stamps into a collection. I don't have readily available the statistics of legs broken vs hours skiing or disabled mountain climbers vs peaks scaled. The point is, I really don't think that the over-all death and dismemberment record for motor racing in this country is so bad.

Image? The qualities and characteristics of a race driver are the very qualities which make a man valuable to his organization and to society. Must he then be penalized and deprived of the rewards he seeks just because he is such a man? Will our finer talents be forced to live secret lives just so they can have one?

Reprinted here is a profile of the competition driver from a summary of their findings written by Keith W. Johnsgard, Ph.D and Bruce Ogilvie, Ph.D and published in the April 1967 Sports Car:

"In general, the competitive driver appears to be rather emotionally stable, reserved, intelligent, and assertive individual. He tends to be rather tough-minded, self--sufficient, and self-assured. He is controlled, orderly, and self-disciplined with a low level of anxiety and consequently reacts rather well to stress.

"The driver is a remarkably independent individual who has a high leadership potential and a need to dominate, but is not a joiner. ...He has a remarkably creative personality...

"Thus far the data lends no support to the notion that racing drivers are a group of men bent on self-destruction. They seem to externalize their aggressiveness to a greater extent than most other athletes. As a group they don't seem to be particularly guilt prone or self-punitive...

"Thus, the emerging picture of the competitive driver is in many ways in marked contrast to the image commonly attributed to them."

Perhaps it can be considered commendable that an organization recognizes and so values the worth of an individual that it seeks to protect him--and its investment in him. But they have considered that his worth is the sum of all of the parts of his being--his intelligence, his ability to use it, his charm, his dedication and his person--part of which is the interest and the drive to operate a device called a race car in competition with others so dedicated. To deny him an expression of his being is to destroy a part of him which contributes to his total worth.

If the reasons for not racing are so compelling, then the man himself--a member of a group described as above average in intelligence, controlled orderly, emotionally stable--he will know and he will decide. And he will still be complete. But to forbid, to force and to pressure, can only result in reducing the very value you want to protect.

Continued--



CLEVELAND

correspondence

by STAN
BUBAR

Education is an eulogistic word. Anything described by education is automatically good. In these days of 50 thousand traffic deaths per year, driver education is automatically a great thing. With logic like this the state of Ohio has sanctified Driver Education with a law requiring all applicants for a drivers license, under age 18, to have completed an approval Driver Education course. The major error here revolves around the fact that there is no proof that Driver Education courses make better drivers.

To the best of my knowledge, there has been only one study of this question made. A university studied two groups, one which had Driver Education in high school and one which did not. The groups were carefully selected so that all participants had the same sociological background, one age group, etc,etc,etc. The results indicated that there was no significant difference in the number of accidents over a five year period, between the two groups. In actual numbers, the Driver Education group actually had more accidents, but not significant by more.

The insurance companies are great proponents of Driver Education. However their motives are open to question as are their statistics. Insurance company's primary objective is to maximize profit. This is not necessarily synonymous with promoting safe driving. I think the insurance company's support of Driver Education is the product of some ad-man misinterpretation of company statistics rather than any study of Driver Education per se. Any company in the public eye must be all for God, Motherhood, and Driver Education.

The very fact that a state would pass such a law seems to me to be a condemnation of their own licensing system. After all, the proof of the pudding is in the eating. If states had decent tests, they'd have no need to concern themselves with the source of the driving ability. Ohio's test consists of four parts. Judy and I each got perfect scores, 4-100's each. Since I'm so good, how-come SCCA won't just give me a national license instead of insisting that I go to driver's school first. Now-- if Driver Education in high school had some of the quality of an SCCA driver's school (allowing for differences in purpose) there probably would be good reason for requiring all drivers (not just under 18) to take Driver Education.

The 1969 Consumer Reports Buyers Guide has a summary of some tire tests that CR did for their August '68 issue. They tested 17 different sets of tires and evaluated them on the basis of stopping distance capability, rupture resistance, and traction. It's interesting to note that the Michelin X and Pirelli Cinturato came out at the tip of the list over all the American tires. The Firestone 500 and the Goodyear Speedway Wide Tread made the bottom of the list and the Firestone Wide Oval came out average. Third best tires was (would you believe) Sears Allstate Radial (made by Michelin). It's also interesting to note that on the basis of CR's own estimate of tread life, the Michelin X is the second cheapest tire in the terms of cost per mile traveled.

continued

HELMETS,

rollbars, and

BRIGHT, SHINY BEADS *

By
Phil
Raeder

The season is coming - hurrah hurrah and like that. It's true, I can just see the snow melting and all that good black pavement starting to show through. All I can say is, if you are going racing in 1969, what in hell are you doing reading this (though I must admire your taste) when you should be out in the garage working on the car? Get with it!

This is going to be one hell of a year. SCCA has just finalized details on the new pro formula series, and it seems there will be separate races for class B and C cars, with a separate purse guaranteed. Formula F cars are selling like proverbial. (What? Ed.) All signs point to a great year.

I have the 1969 GCR books, which include the Solo I and related rules. If you plan to go this way, start by reading the rules a few times. Lots of other stuff in the GCR - it's reading for any competitor, as well as officials and workers. Plenty interesting if you are just getting to know the sport too.

Anybody who has a car with a roll bar which will be put through SCCA tech in 1969, pay heed. Appendix Z (see the GCR) is now mandatory, rather than suggested. Pay special attention to the specs on tube size and wall thickness standards, and the bit about roll bar uprights being at least 15 inches apart. This last one disqualifies about 75% of Formula cars existant, though of course the new cars coming in typically comply with all requirements. Check the requirements about gussets too, as to dimensions and minimum thickness.

Speaking of race cars... I guess by now most of you have gathered that I'm hooked on Formula racing. It's true. So. For 1969 we lashed out and bought a Brabham. The car is a BT 18 which has been brought up to BT 21 specs, and is fitted with Cosworth MAE engine and Hewland MK 6 gearbox, and we'll run in Formula C. The car was originally built in 1966 as a Formula II, so it has the long wheelbase and the pressure regulated return-flow fuel system. The chassis is thus a bit beefier, but at the penalty of being over the minimum weight by a good deal. Formula C minimum is 750 lbs and this car weighs a bit over 900 lbs. Wheels are Brabham, of course, 8 and 10 inch, with Goodyear GP tires. It's a lay-down driving position, and zowie, what a view! As you glance around all you can see surrounding you is those great wide tires - it's like laying in a sea of rubber. It's the real goods, troops; if any of you have any brave pills you can spare, I'm buying.

Trailers. With the above sort of equipment comes the need for a good trailer. We built a universal trailer for the blue sedan, and it's a damn good rig, but it cost about \$400 to complete. Worth it, since it will carry cars up to Vette size and weight. But, with a light car such a strong trailer is not needed. Solution? Sears. Sears? Yup. Sears offers a universal trailer chassis, square frame big enough to handle any Formula car, weight limit of 1000 lbs., and it comes complete with hitch, springs, wheels, the whole pile you need. Cost? Would you believe \$116? True. All you need to add is ramps and a tail light and you are all set - as long as you don't weigh over 1000 pounds. There is also a 1500 pound model available, for more bucks, of course. I'm in the process of putting ours together now, and it is very good quality indeed.

continued

Other things of interest . . .

VW is being sued - again. (ho hum) This time its on the basis that the car is "by design and construction inherently unstable and dangerous for public transportation." This suit is brought by a lady in the mid-west who apparently went on her head due to (she claims) Dreaded Over-steer.

Each year an organization called Sales and Marketing Executives International confers awards to various companies for their sales and marketing policies. This year one of the top twenty awards went to BMW for that firm's market research prior to the introduction of the 2002 model. The president of BMW, when accepting the award, commented that the usual German industry practice is to make a product and then go find a market for it. BMW, however, first checked up on what characteristics people wanted - size, performance, even such things as upholstery color. Interestingly enough, there is no word in the German language for "marketing."

A word in defense of those in the auto safety game . . .

Remember a short time ago when a great batch of new regulations became effective, and a large number of cars disappeared from the US scene? I'm thinking particularly of top line Porsches, the Weber-equipped Elans, some Alfas, and the like. Most failed to meet the smog control regs, and there was much bitterness on the part of auto enthusiasts in this country. But, a break in the clouds. Porsche and Alfa Romeo, among others, have found that the best way to meet smog control standards is to go to fuel injection--this cuts exhaust emissions sharply and also raises power output considerably--if properly designed-(Triumph take note). How about that? And, for a little frosting on the cake, Alfa has just announced that its injection models will be sold in the US only, not in Europe. It turns out then that the US buyers are going to be able to buy the best and strongest cars--to the exclusion of the Europeans, in some cases--and it is due to the dreaded smog control regulations.

On the Frustrating side of auto safety...

A common complaint about safety equipment is the cost. But it seems to me that anyone buying a \$6000.+ car is not in the position to bitch about the cost, at least in terms of "I can't afford it" Right? Right! Lincoln division offers a really great brake pressure regulation system which prevents brake lockup and resulting skids. It's an option, for a bit over \$ 100. Lincoln also offers a stereo tape player as an option, for close to \$ 200. Lincoln recently stated that the tape player outsells the brake option by 20 to one. Why?, Is it perhaps lack of salesman guidance to the buyer? I think it's because the buyer just doesn't want it--even though he can, by definition, afford it. It's ironic; Joe Fink, driving his new stereo-equipped brakeless Lincoln, happily sucking on a fat cigar, gets pinched by Jim Jerk, the small town constable, for speeding (which

Continued--

New Larger Location

Sid Gershon & Son

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

*Specializing in sports and foreign
car service*

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



THE 1969 TOYOTA COROLLA IS HERE !

(Japanese Beetle)

FEATURES:

Horse Power
Radio
Undercoating
Fully Reclining Seats
Rear Opening Windows
Manual Choke
Lubrication
Gas Mileage
Alternator
Trunk Capacity
Whitewalls
Nylon Carpeting
Turning Diameter

JAPANESE BEETLE vs. GERMAN BEETLE

Horse Power	60	53
Included in Delivery Price	Standard	Optional
Undercoating	"	"
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

NORTHWAY IMPORTS

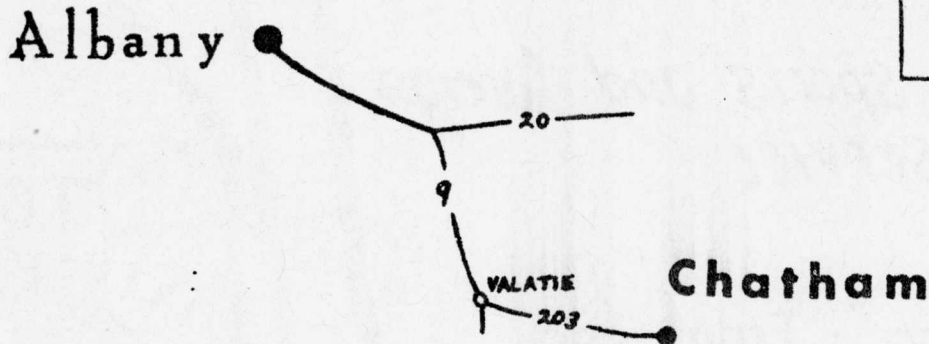
Route 9 — 1/4 Mile South of Circle

LATHAM

785-5874

Directions to the checkpoint

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



chatham furniture main st. 2-4131

FOREIGN CAR PARTS

VW PARTS

NORTHEAST FOREIGN CAR ACCESSORIES

SEE US FOR YOUR PARTS & ACCESSORIES

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

WEEKLY 9-9
 SAT 9-5

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

PHONE (518)-272-7275

HELMETS-Continued

is probably meaningless in the Highway safety context). Why?, because Jim Jerk decided to put it on the fat slob in the shiny new Lincoln. Poetic justice? Perhaps. Subtle? You betcha.

How many of you have heard the latest string of commercials on the radio from State Rambler. The one that invites you to compare a Rambler American with a VW (clearly named, or called 'the bug'). The commercial talks about comparing features and deals, in the usual way. Then it winds up by offering the buyer of a Rambler American a free flag and pole set. The capper comes when the same offer is made to anyone who buys the VW, and the commercial winds up with a sarcastic comment, "After all, you ought to have something American." Ugh! What colossal lack of taste! In light of this, I was stunned to see that the Rallye of the Snowflake was co-sponsored by State Rambler. Is this region really so poor that we have to do this sort of thing to pick up a few free trophies? I'm not a big VW enthusiast, but the transparently chauvinistic appeal of the State Rambler advertisement is clearly an insult to the owner of any imported car. The implication of the State Rambler sponsored commercial is clear - it is, in their view, unamerican to buy an imported car. Bah and humbug! Come on, Region, let's don't get into this sort of bag again. We can stand on our own two feet! Too bad, since the Rambler American is really not a bad car, if what you want is cheap wheels. Too bad American Motors hasn't the courage to stand behind its products on its own merits.

The press. After the annual meeting in December, I sent a letter to the Times Union, on Region stationery, in my office of Competition Director, listing the Region members who had won various awards. After about ten days with nothing in the paper, I called Tom Cunningham, the sports editor. He was charming and affable, and said he had not seen the letter, and would I please send him another copy. I did this at once. Another ten days went by, without publication. I called Cunningham again, and he said he had gotten my letter and given it to a subordinate with instructions to print it, and he couldn't understand what had happened. Cunningham assured me that the Times Union was very interested in this sort of news and, if I would send him another copy of the letter he would see to it that it was printed in the following Sunday's Times Union sports page, January 26, without fail. Needless to say, it did not appear. Now, even though I'm pretty dense at times, I think I get the message. Any of you who want to strike a blow for publication of news of our sport, why not write to the editor of the Times Union, and let him know that you feel that news about motor racing is at least as interesting as the Curling scores - with photos of thrilling team action - from the village of East Overshoe. Any of you Region members who might take advertising space in the Capitol Newspapers are in an excellent position to strike a blow. Do it. A letter to the editor only takes a minute, and it can get our sport the recognition it deserves.

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 else...

hil
Raeder,
Competition
Director

Tuned Exhaust- Concluded

Well, I could blather on further and some of you would understand and some of you wouldn't. I'm not a psychologist, nor am I an industrial scientist. I'm just hung up on racing and the people that make it a great sport and I'm just a trifle bitter about the price we are sometimes forced to pay in order to live according to what we love. (Trifle, did we read trifle? ..Ed)

Blue car is for sale. See ad else where in this issue. Blue car is for sale cause we have an orange car. We went out and bought us a Brabham. Back to GO. Just got sedan racing where we could manage it and now we're starting all over with a new car and class.

Let me give you some straight talk about racing in Class C Sedan. Most everybody will say that you have to buy a Mini S to win. Not true. Buying a Mini S still leaves you a hell of a way from winning. There are only three Mini S cars in the world this blue car has run against and not been able to beat. Only three. These are the cars driven by Nick Davidson, John Colgate, and Ed Spreen. These Mini's are Broadspeed prepared, and sell for a bit over \$ 6000 new. Colgate's and Spreen's cars are not available, and Davidson recently sold his for over \$ 3500. So the Blue Car makes you competitive for a lot less money, and to win you still have to beat the above cars, no matter what car you are driving. And, Speaking of driving, the thing to do with the Blue Car is get in it, depress the rightmost pedal all the way down, and drive. No mincing around the clubhouse bar with war stories--you have to drive. In terms of performance Colgate holds the C lap record at Watkins Glen with a 1:40--Blue Car has done it in 1:44.3, and remember Colgate is fastest.

We wouldn't be selling the car except that we bought the Brabham, and we don't have the time to race two cars, as much as we would like to. If you really want a good, safe, neat, competitive, and ready to race car for a reasonable price, look into it.

Dare I say it, without embarrassing him? Greg Rickes might just develop into a responsible journalist. It's far easier to be facile with words--as Greg is-- than to express integrity of ideas, which Greg has just done in his January article on gymkhanas. Being a writer is not so easy when you are burdened with the ability to think, is it Greg? Sometimes one gets overimpressed with one's own vocabulary and ruins a subtle point by making it obvious. But we admire your talent, Greg, and your courage. Be prepared to pay the admission, but the view is great and the ride is worth it. Keep writing. We hope it won't be necessary ever to take an opposite stand on anything you write about--the diphthongs would be years settling. (Better check his column in this issue...Ed.)

A RATHER IMPORTANT NOTE:.....

If you have not paid your national and/or regional dues this could very well be your last Knock Off until the above matter is taken care of. This means everyone. So, if you've let this slip by send in that check today. Don't risk missing one single page of this fantastic mag.

TERRELI

SON OF TRIVIA¹⁵

1. Dan Gurney sent the "saloon" car racers scurrying when he showed up for a touring car race with some Detroit Iron in 1961. What make was it??
2. Who won the first Grand Prix under the 1½ liter formula? What make of car?
3. You must remember the Scarab Grand Prix cars that went to Europe in 1960. Who were the drivers?
4. Mark Donahue finished 25th at Sebring in 1962, in what???
5. The date was May 28, 1961, and after the unofficial winner was disqualified, Bill Kane was declared the winner of G&H production. Who was the disqualified driver?
6. Gino Borgessa is really _____ ?
7. The 1959 Formula III national champion is pretty well known in M-H land, who is he???
8. Who won the 1951 Keene Hill Climb?
9. Identify the following:
 - "The Motor Enthusiasts Magazine"
 - "Magazine of the World's Greatest Sport"
 - "Everybobys Automotive Magazine"
 - "Britains Motor Sporting Weekly"
10. Who won the SCCA's first national racing championship, and in what year?

bonus bonus bonus

who (or what) is h. manley IV???

gymkhanas

MORE IDEAS
by greg rickes.....

Well, its time for the kid to mouth off again. With INEC reverting to the old form of a championship trail for the gymkhanas, and abandoning the run-off finale, it places our non-INEC gymkhanas in a new position. They will no longer carry points, so why not establish our own gymkhana championship within the region. Yes I know trophies are expensive, but perhaps we can coerce, pressure, or otherwise bribe some of the people who benefit from our existence and events, to provide year-end trophies. The people I speak of are auto parts emporiums, car dealers and such. Oh yes, can't forget the bars and restaurants who get so much of our money. It might be worth looking into, and it would be some good advertising for them, I think.

The question of classes arises again. Cut them down, change them, make more. base them on performance potential (or wheelbase or displacement, or age, or color, or something), base them on displacement, or do away with them entirely, and make it an anything goes deal. Some people suggest combining sedans within the sports classes. That's a no-no. First off classes 7 & 10 were probably the most participated classes of all INEC classes. Okay so 8 & 9 weren't treated so well, combine them, thus eliminating one class. While you're at it, why not combine classes 5 & 6 (Corvettes, Tigers, Shelys, with Elans, Cobras, and Super 7) there's one more gone, and we're down to 10 classes. Classes based strictly on displacement seldom work, and no other suggestions are heard.

I cannot, however, agree with Terri's comment that certain cars (like Porsche's) be given a choice of the class they want to compete in. This has been the problem all along. You should know what you have to run against before you get to an event. You do in road racing, and its called organization. Why not gymkhanas? If classes are to be combined, the manner in which they will be combined should be made known before the season ever gets underway. The classes that have marginal participation are known before the season begins, and provisions should be made for them, its only fair to not only the opposition, but to the entrants themselves.

Whatever the decision, let's make it now.

greg rickes

continued from Cleveland Correspondence

Those who might be planning to go racing on street tires should be aware that Michelin has withdrawn its approval of the Michelin X for racing consequently SCCA also disapproves it. The Pirelli Cinturato and Dunlop SP-68 are approved, however.

Stan Bubar

AND HERE THEY ARE-----THE ANSWERS TO LAST MONTH'S FANTASTICALLY POPULAR
AND EXCITING TRIVIA CONTEST!!!!!!

1. Emil "Pup" Pupilidy--Porsche Speedster driver and builder and driver of the Pupilidy Special of the Mid 50's.
2. Poole-Bentzinger-eXperimental.
3. The original Excaliburs used a Willys OHV 6.
4. Mark and Phil got their early racing experience driving the Elva Courier.
5. The Vero Beach inaugural in 1952 was won by Paul O'Shea and Tom Cole in a Cadillac-Allard.
6. Butterworth's FWD Special was powered by an Air Cooled Steyr V-8(270 ci)
7. Herb Wetanson uses # 18¢ on his cars.
8. Dave Garroway-SS 100 Jag
Skitch Henderson-Mercedes-Benz 300 SL
Jackie Cooper- Austin-Healey 100 and 100S
Walter Cronkite- Lotus Mk. 9
9. G & H Production races won by Bill Kane in an Alfa Romeo in 1961 at Elkhart Lake.
10. Stirling Moss ended his racing career on April 23, 1962.

How about that? I don't recall any winners names at this time so the prizes will just have to be held over until next year.

h. manley iv

NEWS FROM WESTPORT:

Through the foulest kinds of mischance and no fault of the printer or publishing office of SPORTS CAR, both the December and January press runs were short of the number subsequently discovered necessary to match the mailing list. In addition, due to circumstances beyond SCCA's control, The December issue was mailed late. With it all, a number of addressees did not receive one or the other issue in the normal distribution. By utilizing undeliverable copies returned to us by the Post Office, we are continually supplanting the original mailings to those who have not received them. We will continue to do this as long as copies are returned but it is unlikely we will ever be able to fill all outstanding obligations.

That was the official word from the national office re short supply of December and January SPORTS CAR.

Continued---

HINDSIGHT by MAC TOWNSEND

The Pioneers of the automotive field were men like Walter Chrysler, Henry Leland, William Durant, E.L. Cord, Henry Ford, and Louis Chevrolet. The list could go on as long as your arm, but the subject for today is Louis Joseph Chevrolet.

Born on Christmas Day, 1878 in a small town near Berne, Switzerland, Louis was the first of 3 sons to be born to watchmaker Joseph Felicien Chevrolet. Arthur was born in 1886, Gaston in 1896 eight years after the family had moved to France from their father, the boys inherited a love of fine machinery, but as often happens, the first born, Louis, excelled in the mechanical arts while his brothers never quite reached the heights of their sibling. Louis, gained a measure of local fame by his invention of a winepump; then he built, raced, and sold bicycles--called 'Frontenac' after an early Governor of France's North American colonies--before being attracted to the mechanical noismaker, the motor car. A succession of jobs with Mars, Hotchkiss, Darraq, and DeDion served to prepare him for what would become his lif's work.

He immigrated to Montreal in 1900, obtaining employment as a chauffeur, and lived there for 6 months before moving south to New York where he went to work as a mechanic for DeDion's New York Agency. In 1902 he switched to Fiat where in a few short years he managed to gain a respectable reputation as a driver as well as a mechanic. In 1905 he won his first major race in Morris Park, N.J., in a big ill handling 102HP Fiat. It was at this race that he met Walter Christie, the creator of front wheel drive. A year later Louis was working for Christie, driving a Darraq V-8 powered Christie. This car, with a customer driving, set a land speed record of 124.449 MPH in 1906.

Louis' reputation as one of the Chargers in the business led to his being hired by William Crapo Durant, who's Buick team was experiencing modest success. By 1909 Louis was probably the driver to rebuild his fortunes, comissioned Louis to build it. The Chevrolet went into production in 1912 and caught on quite well, due in a large degree to Louis' name. As Durant was wont to do, Chevrolet (Louis) was squeezed out of Chevrolet (Motor Company) in 1914. Profits from this venture allowed Durant to regain control of G.M.

Left out in the cold, and quite bitter for the cxperience, Louis determined to start his own motor company. Thus the Frontenac name became applied to an automobile. One of his early backers was Albert Champion, the spark plug king, but this was a short lived and tempestvous backing; Louis nearly beating his benefactor to death over some dispute. No mean feat since Champion was a brawler as well. Needless to say, the Champion money stopped flowing and the resulting pinch ment that it took an additional year before the first Frontenac was developed to the point of reliability needed to win.

In order to help pay the bills, Louis took a job with American Motors, in N.J. Each 'American Beauty 6' bore a nameplate "ok-Louis Chevrolet" as emblematic of the car's quality. At American, Louis met engineer Louis Van Ranst. In 1919 Monroe Motor Company, in Indianapolis, lured Louis away to build up a 4 car team for Indy.

Part of the deal was that Chevrolet could run a team of these cars under the Frontenac Banner. Van Ranst was ~~summoned to Indianapolis~~ While preparing the team cars, one delay after another threatened to keep them 'off the bricks', so urgent pleas were sent out to all suppliers. As a result, a batch of defective steering arms was sent, and only one car finished the race, and that one finished in front. It was a Frontenac, driven by Gaston Chevrolet. An interesting sidelight in this story involves the fiery Chevrolet Temper. Before the race, Van Ranst had noticed that the insulators on the spark plugs were badly tracked, indicating insulator breakdown. He was approached by a representative of Champion Spark Plug Co. (Albert had lost control a few years earlier and had founded A-C, but the champion name was still on Chevrolet's taboo list) who offered a new racing plug designed to prevent this problem. Afterwards, in the works that followed, Louis kicked the right front wheel on Gaston's winning Frontenac and stared in wide eyed amazement as the steering arm parted.

Anyhow, at this stage one of Stutz's backers, a Mr. Ryan, offered to finance Louis' production of a passenger car and engineering commenced. In 1921 Frontenac repeated the last year's Indy win, this time with a new Van Ranst designed 3 liter straight eight. This was the first major international win for a straight 8 engine, and it was the only time that one team had won the 500 two years in succession: 1920+ 1921.

The formal introduction of the Frontenac Passenger Car was in 1922, Louis' Frontenac Motor Company, engaged in speed parts manufacture was incorporated in Michigan. The Frontenac Motor Company that built passenger cars was a Delaware Corporation. When the car building business went bust, Louis lost the other Frontenac because his purchases hadn't specified which was liable.

The Frontenac Race cars were dead, but the name lived on.

Back in 1920, Van Ranst had noticed a boom in dirt track racing, and that this was a market that cried for hop up parts. He convinced Louis to build a head for the model T. So the first "Fronty" head, dohc and all, was tried out on a borrowed T. At speed the car hit a pile of gravel and turned turtle, but Louis and Van Ranst knew they had hit something.

Within a few years, the 4 valve per cylinder, dohc Fronty 'T' was a commercial success, with a 5th place finish in the '23 500. (Hot Rod Magazine, January '69 issue tested a "Fronty-Ford. Its 0-60 time was 20.2, not outstanding, but all things considered, quite respectable.

Louis Chevrolet died a poor man in 1941. His last job had been as a common mechanic at GM's Chevrolet assembly plant.

CONGRATULATIONS: New Junior member-- Karen Ute Herzog--born to Walter and Gerlind Herzog. Born January 21, 1969 2.95 Kg
495 mm

ICE TRIAL RESULTS
February 2, 1969

20

<u>Class 1 Front Wheel Drive</u>		Run 1	Run 2	Place
Perry Moak	Saab	<u>2:11.</u>	<u>2:04.3</u>	1 Trophy
Butch Sciarra	Saab	2:16.1	<u>2:06.4</u>	2 Trophy
Dave Aldrich	Saab	2:13.2	<u>2:06.8</u>	3 Trophy
Ray Kilmer	Saab	2:21.8	<u>2:07.9</u>	4
Fred Roden	Saab	2:19.6	<u>2:10.0</u>	5
Jack Collins	Saab	2:16.8	<u>2:10.3</u>	6
Bob Pickson	Saab	2:21.1	<u>2:12.4</u>	7
Dennis McPevett	Saab	2:32.9	<u>2:19.2</u>	8
<u>Class 2 Engine Over Rear</u>				
Steve Cosgrave	V.W.	3:09.7	<u>2:30.3</u>	1 Trophy
Cliff Dunworth	V.W.	<u>2:30.5</u>	<u>3:05.1</u>	2 Trophy
Bill Septic	Porsche	<u>3:20.0</u>	<u>2:35.6</u>	3
Nancy Griesall	Porsche	3:43.5	<u>2:51.9</u>	4
<u>Class 3 Sports and Sedan</u>				
Roly Heacox	MGB	2:24.1	<u>2:17.8</u>	1 Trophy
Bernie Burns	MGB	2:33.8	<u>2:21.1</u>	2 Trophy
Fred Schwartz	Cortina	3:39.1	<u>2:38.5</u>	3 Trophy
Bill Bushell	Opel	2:54.3	<u>2:46.3</u>	4
Geff Stein	Sprite	<u>2:46.3</u>	<u>3:46.8</u>	5
<u>Class 4 Studded Tires</u>				
Hanns Flebbe	Saab	1:56.8	<u>1:55.4</u>	1 F.T.D.
Bob Claffie	Ghia	2:16.9	<u>2:08.8</u>	2 Trophy
Dave Hathaway	Ghia	2:24.2	<u>2:09.3</u>	3 Trophy
Don Rexford	Saab	2:49.2	<u>2:09.9</u>	4
Mike Rossi	Cougar	2:26.9	<u>2:16.35</u>	5
Tim Curtis	Corvair	2:38.0	<u>2:26.1</u>	6
Roy Teal	Dodge	<u>2:31.4</u>	<u>2:55.5</u>	7

Ice Master - Ed Holeva

AN AUTO RIDDLE

A car is three times as old as its tires were, when it was as old as its tires are now. When its tires are as old as the car is now, the car will be a year older than the tires are now. What are the present ages of the car and its tires?

* reprinted from the February BMSC News.

SON OF TRIVIA ANSWERS

Score ten points for each correct answer unless otherwise noted.

1. Dan'l drove a Chevrolet Impala, 409. Yes, that's right a Chev.
2. It was none other than Stirling Moss, in Rob Walker's Lotus.
3. Builder-Financier-Driver-Owner was Lance Reventlow, his team-mate Chuck Daigh.
4. TVR
5. R. Sharp. The very same of Datsun fame.
6. If you said Kirk Douglas score 5 points, if you said Carl Barbagelata score 7½ and if you said the world's greatest driver, ever, score all ten.
7. Lime Rock's Jim Haynes
8. The late Walt Hansgen
9. "Road & Track" 2½
 "Auto Racing" 2½
 "Hot Rod" 2½
 "Auto Sport" 2½
10. John Fitch, 1951

Bonus: Maybe, if you know for sure, get out your typewriter, you are doing the next trivia contest for the Knock-Off .

After answering all questions, add up your score. Then write this number on the top of the paper, place it and money, as much as you can get, in a plain brown paper bag and leave it in a brown 1961 Dodge with a dented right rear quarter, which will be parked in the State University at Albany parking lot. The winner is the person who leaves the most money. We could care less about your score. Sorry we cannot return any entries. The winner gets a lovely prize (maybe).

More from WESTPORT:

This is another reminder that the club will drop from the roster members who have not paid their 1969 dues by February 28, the end of the grace period. In early March the Club will supply each region with a galley list of its active and inactive members.

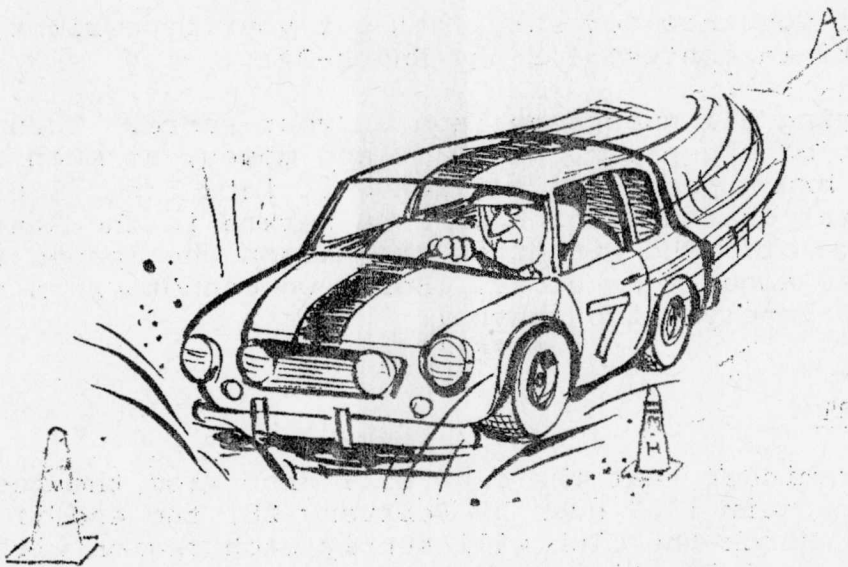
To All Regions...re. NATIONAL RACES..

The Club office receives dozens of requests for National Entry Forms during the year. We can be of service to the drivers and to the regions if we have at least a small supply on hand. If you are holding a National race in 1969, please send about six (6) Entry forms to the Club Office as early as possible.

EVENTS IN THE REGION

LAST MONTH		1969 FEBRUARY 1969							NEXT MONTH	
JANUARY		SUN	MON	TUE	WED	THU	FRI	SAT	MARCH	
S	M	F	M	N	F			1	S	M
		1	2	3	4	5	6	7	8	1
5	6	7	8	9	10	11	12	13	14	15
12	13	14	15	16	17	18	19	20	21	22
19	20	21	22	23	24	25	26	27	28	29
26	27	28	29	30	31					

- Feb. 16 Mustang Club Icekhana- Onderdonk
- 22-23 Ice Races at Lake George-AMEC
- 24 Mohawk-Hudson Executive Meeting-Circle Inn
- Mar. 1 INEC Meeting-Syracuse, New York
- 5 Mohawk-Hudson Region Monthly Meeting-Circle Inn
- 16 BMSC Gymkhana-



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

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

CENTRAL DIVISION

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

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

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

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

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

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

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

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)

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

SOUTHWEST DIVISION

January 18-19—Texas—GVR

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

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

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 26-21—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—Witch's Ryde
 December 6-7—Rio Grande—Cibola

NORTHEAST DIVISION

February 22-23—Western New York—Great Snow

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

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

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

AUTOMOTIVE
Automobiles for Sale

FOR SALE
Auto Parts and Tires

Auto Accessories, Tires

Imported, Sports Cars

Automobiles

Foreign Cars

for sale

CLASSIC 1958 MG A Roadster 1500cc

1. 1968 Pontiac Vedorro Green
2. Valve job, plugs, points, etc. (a lot of go for an 'A)
3. Complete New Abarth exhaust system (it hums..)
4. 4 New Dunlop 6.00 x 15 gold seals (they grip...)
5. Interior newly reupholstered completely in Leather
 - a. Seats
 - b. All Panels
 - c. Padded Dash
6. New Rugs
7. Radio with twin Speakers
8. Genuine Wood rim steering wheel
9. Top, Tonneau, and side curtains in excellent condition
10. Will purchase, **FREE**, new Battery(S) when needed-(It's been garaged since September.

ALSO One new and 4 used Firestone F70-14 Wide Treads (went radial) \$35

CALL: Mike Rossi
518-439-6631
After four pm

TWO 1 1/4" SU Carbs and intake manifold w/linkage for 1100cc Sprite \$45

TWO pairs of 5 x 13" mag wheels 4 1/2 " bolt circle

\$40 for the first pair, They're ready to bolt on!

\$30 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

THE BLUE CAR is for sale. We have gone Formula. It's a Gordini Renault, and fully race prepared including a fuel cell for Trans-Am events There is nothing on this car that needs to be done to make this car more race-ready than it is. The car includes a custom built trailer that is designed to carry all cars from Mini to 'vette size. Price with everything but engine \$1300. (For engines, Read on)

ENGINES-You have your choice of three. There is a fully prepared 1294cc with Webers, giving about 140 bhp. This engine has everything from soup to nuts, and its strong as a bull. \$800.

CONTINUED-

MORE FOR SALE

Engines-Concluded-

Or, we have a brand-new-in-the-crate 1108cc engine, giving 110bhp for \$600

Or, We have a used 1108cc engine for \$400.

So, you can have it any way you want it, and be racing a safe and neat car for as little as \$ 1700, or a competitive as gangbusters safe and neat car for \$2100. Better still, buy two engines and have a spare. (Remember this includes the trailer) SEE Phil Maeder or Terri Novotny

DRIVERS SCHOOL SPECIAL: 1959 MGA Ready to race. New Engine and suspension system. Tow Bar. Many extras including all street equipment. Best reasonable offer. Contact: Barney Galinsky

21 N. McNab Avenue
Gloversville, New York 12078

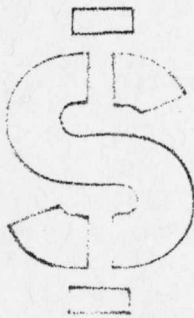
ONE ONLY TR-3 Transmission--All gears, linkage and Case.

CALL OR WRITE: Gil Brookins
19 North Boulevard
Gloversville, NY

Also, back issues of HOT ROD - 66 & 67 incomplete. Fine chance to bring your collection up to date. Contact Editors

ALL MUSICIANS: Kent 12-string accoustical guitar. Excellent Condition Never raced or wrecked. With Case and Strap \$ 75.

See Editors



TREASURERS

REPORT

FEB.

1969

Last Balance	\$ 206416
January Income	112 -
January Expenses	217616
Current Balance	10734
	206882

KAYE'S

IMPORTED CARS

NEW CARS

USED CARS

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

Authorized Sales & Service Factory Trained Technicians Complete Collision Service
 OVERSEAS DELIVERY ARRANGED

1033 CENTRAL AVE., ALBANY PHONE IV 24413

SPECIAL DISCOUNTS TO SCCA MEMBERS

for Your Banquet



DIAL State 5-8940

It faces weather other small cars shouldn't face.



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

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

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

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

Front-wheel drive coupled with SAAB's dual diagonal

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

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

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

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



KINDERHOOK SALES

ROUTE 9-H

KINDERHOOK, N.Y.

PHONE 684-2211