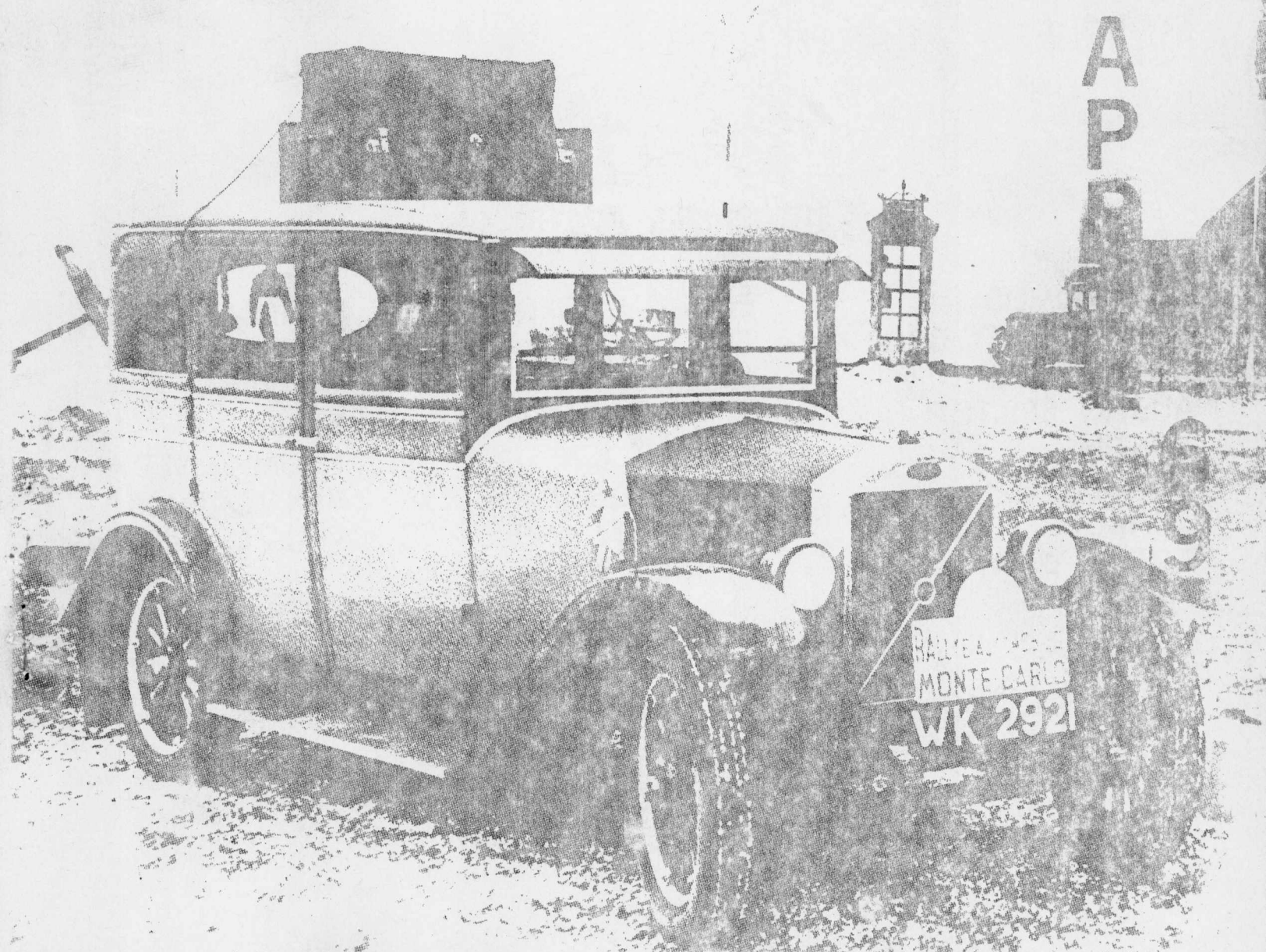
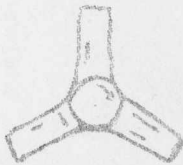


the kenocelk off



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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 STUFF.....

Gil Brookins, Editor

for immediate release.:

The season is upon us. Our April writers all have something to say about it: Greg bids farewell to the ice and cold, with a joyous welcome to Spring; Phil has a last word on the Snowflake Rallye, with thoughts towards the season; Bill, who's been with the goings on in Florida, has all kinds of Good info; and Terri saw a robin.

What more can we ask!!

GYMKHANAS

Everybody's had a chance to have their say, now its our turn. Gymkhanas will be beginning in about a week or two, and we're looking forward to them. We would make one suggestion. Last year seemed to be the year of the intricate course, which is a fine appetizer, but just doesn't suit us as a steady diet. We'd like to see some courses a little more wide open, stressing more driving and less memorization. In fact, we're scouting out sites for just such a course up here on the Northern circuit....

NEW MEMBERS

The region is growing by leaps and bounds, and the KO in conjunction with the Treasurer, Howard Geer, will try to keep everyone informed as to who's new.

I hope some of you new people can write, draw, or take pictures. Any and all contributions to the Regional publication will be appreciated. It doesn't take a lot of time, and it's not difficult. TRY IT!

ABOUT THE COVER

Pictures on the Front and back are kind of a put-on, but not really. For our April Fool's issue, we have some vintage autos, restored by David Watson, for Paramount Pictures upcoming movie "Those Daring Young Men in their Jaunty Jalopies", a film which deals with the famed Monte Carlo Rallye, during the golden period 1926-1929. Any ideas on what our cover car is? A free gift to the first correct answer, no foolin'

THE MOHAWK-HUDSON PRESS CORPS

Slowly but slowly, Mo-Hud is working its way into the printed media to let our "thing" be known. To my knowledge we now have three columnists writing regular weekly columns. Bill Kane, who's been writing for the Schenectady Gazette for some years now kicks it off on Wednesday Mornings with a little of what has happened and what one can expect on the next weekend. On Thursday evening, yours truly hits the Fulton-Hamilton-Montgomery County newsstands with my weekly Goggles 'n Gloves report on whatever is happening or will be happening in our area. Most recent addition to the loosely connected staff is Terri Novotny, who has just began a Sunday Morning column in the Albany Times-Union, reporting on Club events in the Tri-Cities Area. Looks like Mo-Hud has a good start on a public relations dept. already.

IR REGIONAL RAMBLINGS

On March 29,30, the Assistant R.E. and I attended the Northeast Division Roundtable held at Harrisburg PA. This was a meeting of NE Div. RE's and Governors as well as Tracy Bird and Ron Zimmerman of Westport. Hap was able to get answers to many of his questions concerning our Drivers School, but it also uncovered some problems we didn't expect. None seem to be insurmountable, however, and we look forward to putting on a successful event. I will attempt to summarize some of the important items:

CLUB RACING: The requirements of club racing for additional funds and facilities is going to be met, in part, by the Professional race program. The promoters of professional races are now aware of the hundreds of competent race workers that they need to staff a major event. They get these workers from SCCA Regions, who in turn benefit by receiving club race dates, or financial remuneration. It is anticipated that the number of drivers schools and Regional events, the sites for them, and the participation in them will continue to increase in the future.

TECH INSPECTION Look for more vigorous enforcement of safety requirements; it's going to be more difficult to get a marginal car out on the track. Log books for race cars are currently being considered by the competition Board as a means for recording repeated Tech inspection deficiencies.

SOLO T EVENTS: This is a program that is growing fast. There are currently 15 events in NEDiv, and 9 within a 4 hour drive of Albany. If you plan to run in these, you should see Roly Heacox for licensing information. Medical forms and all safety equipment are required.

MEDICAL INFORMATION: It became obvious that several regions, including some large ones, have been putting on races without any medical file on the participating drivers. The need for a Doctor to know about blood types allergies, etc. was emphasized, and several methods of obtaining this information were discussed.

NEDiv DRIVER OF THE YEAR: Each Region in NEDiv is eligible to nominate a driver for this award. The recipient will be selected by the NEDiv Exec Council. Last year it went to Mark Donahue.

Lime Rock will be back in operation this year. Our Drivers School on May 23, 24 is just over a month away, so plan to attend. Just because you don't intend to enter, don't stay home. Licensed Competition Drivers are in demand as instructors and observers, and there is always a shortage of workers for gridding, timing, and flagging. Tech inspection crews have to be there Friday afternoon, May 23. All other workers should be at the track Saturday Morning, no later than 8 am.

Since our friends on ABC forgot to mention it, Bob Bailey, Mo-Hud member, picked up a second place at Sebring in the under 2-liter GT class. Congratulations!

At the May 7 meeting, Jim Haynes of Lime Rock will Speak, and we will have more Ice Racing Films.

WILD BILL

INEC report

As noted in Regional Ramblings, the INEC gymkhana championship will be decided by points earned in a series of gymkhanas. Each of five regions of INEC will put on one of the gymkhanas with each contestant counting his best three performances. To win in a particular class the contestant must participate in at least two of the gymkhanas. Mohawk-Hudson's gymkhana will be on May 25. Finger Lakes region will put theirs on in July, possibly on the 4th. Western NY region theirs in September.

The car classes will be as follows:

Sports Cars

1. 0-1300 cc.
2. 1301-1900 cc.
3. 1901-3000 cc.
4. 3001cc. and up.

Sedans

5. 0-1300 cc.
6. 1301-2000 cc.
7. 2001-cc. and up.
8. Ladies class decided on performance index
(same index as last year)
9. Modified

The GCR and PCS will be used for all classification, that is deciding which cars are sedans, sports cars, and modified. In case a car can be classified as either a sedan or a sports car, it will be classified as a sports car.

These classes are far from ideal, however our effort was to cut down the number of classes and make them less susceptible to individual tampering--as has occurred in the past.

The remaining rules will be basically as last years, the possible exception being that helmets may be required.

Final details in the May Knockoff

john hutchison

APRIL'S CONTEST....it's a real...

son of a _____ of son of trivia

by Crock Yates + Leon Mangle

1. Who won Race 5 at Lime Rock, July 4, 1959; in what car; and with what number?
2. Who was known as the "LeMans Flyer"?
3. Who was Buckley Field?
4. What cars were built by A.F.N. Ltd.?
5. What Elva driver tied Newt Davis (and Others) for 34th and last in National points in 1962?
6. What American drove a Gordini in the 1953 "Course de l'Eifel, and what was his finishing position?
7. Who was Mohawk-Hudson Region treasurer for 1960?
8. Who played the part of Mitch Cooper in "Thunder in Carolina"?
9. Who built the "Featherweight Automotive Engine Type FWE"?
10. What was the color of Paul Frere's Jaguar in the 1957 LeMans?
11. In what country was the Lwow Grand Prix held?
12. What type of vehicle is the Alfa Romeo, 1900 AR/54, "La Matta"?
13. What make and type of engine held the one hour speed record for diesel engined automobiles in 1949?
14. In what country was the "Rest and Be Thankful Hillclimb" run?
15. What automobile makes used these model designations:

Kingsway

6-Light Whitley

Kohsoka

Ariette

Berlina Trasformabile

Gazelle IIIc

Fregate Affaires

Felicia

Export 212

Trabant Kombi

As usual, the answers will be found elsewhere in this issue.

HELMETS

ROLLBARS, AND
BRIGHT, SHINY, BEADS

Let me give you a quote from the redoubtable Funk and Wagnalls:

Prostitution - (2) the act of hiring or devoting to base purposes, as, one's honor, talents, resources, etc.

A couple of issues ago I chided this Region for getting into an arrangement whereby a local dealer of automobiles was permitted to be a sponsor for a Region Rally, even though this same dealer was then (and continues) to engage in advertising that is not only tasteless but also insulting to all owners of any car not built in America.

The response was quite interesting. Some expressed shock that I would dare to question any business concern that was willing to sponsor (read give gifts) an event put on by this Region. In a written rebuttal (or something in that line) the title of this column was paraphrased; frankly, I had thought that in the three years I have written this column for this Region I might have developed some sort of "squatter's rights" to this column's title.

I don't want to add fuel to any actual or alleged battle of "foreign vs domestic." Indeed, it is my view that such categorical controversies are adolescent to the point of being stupid. But. An insult is an insult.

I think my point still stands - this Region is big enough and strong enough and has money enough and, most important, has taste enough that we can be a little circumspect about the kind of people or business establishments we permit to act as sponsor for our events. Did I say permit to be a sponsor? You bet your bent pushrod I did!

Taste will out though. From what I hear, only five (read 5) Mo-Hud members ran the Rally in question. Which is it the members of this Region shun? Rallies, or is it tasteless and insulting advertising?

This sort of thing is hard on the people who have done all the work to put on an event, and who are justly proud when they can find someone who will help, or share the cost. I'm sorry it turned out badly for them, but . . .

On a happier note . . .

As most of you know, I make my living playing the highway safety game. Lucrative (this pleases me greatly) but at the same time, I won't be had, and I won't be told to sit down and shut up. There's such a thing as being fair. If you really want to see the action in the "foreign vs domestic" battle, you ought to see it played at the government level, through the instigation of the lobbyists, and all their money. But, what's fair is fair, says I.

Many of you know that I'm no big VW enthusiast. But, the attack always seems to center on them - they are the biggest, in terms of

sales. The following is a reprint of an item that appeared in Automotive News on March 10, 1969.

NEW YORK REPORTS
ON VWs IN FATAL
CRASHES with FIRE

WASHINGTON. -A report on Volkswagens involved in fatal fire accidents in 1967, made by the New York State Department of Motor Vehicles, has become available through the National Highway Safety Bureau.

New York says the data does not show that VWs are any more frequently involved in fatal fire accidents than other vehicles.

The data became of special public interest after the Federal Highway Administration decided not to permit press viewing nor early showing of movies of crashes between Volkswagens and larger vehicles.

The FHWA said it made the decision because the recent Cornell Laboratory study was made for Volkswagens of America and because of upcoming hearings on small cars by the Senate Commerce Committee.

Findings from the raw accident forms from New York show that during 1967 Volkswagens were involved in 139 of the 2,595 fatal accidents in the state.

In the VW crashes, 54 were single-car accidents in which 38 occupants were killed. Another 85 accidents involved more than one motor vehicle. In these, 73 occupants of VWs were killed and 14 occupants of other vehicles were killed.

Three of the 139 accidents involved fire.

I wish I could tell you about the fun and games there were to get this report "made available through the National Highway Safety Bureau." As compared to some other "scientific reports" that were looking for legitimacy, and publication. Like I said, I'm no big VW enthusiast, but . . .

You ice racing types had better get with it. As of this writing it doesn't seem that the Santucci bill will get out of committee (I wonder how that happened) but you can bet it will be back next year, and with each year the battle gets tougher. Fight it! Write your representative - a personal letter, and tell him what you want. He will listen, you bet he will!

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...

Phil Raedar Competition Director

Honorable August Heckscher
Commissioner of Parks
City of New York

Dear Mr. Heckscher:

You probably don't know this yet, but Stardust International Raceway in Las Vegas has been closed, thus throwing an admittedly minor shock wave through the motor racing establishment.

What's important here is that the last race of the Canadian-American Challenge Cup Series was scheduled for Nov. 9 at Stardust. Now this wind-up event is left without a home.

Stardust was to be the 11th race. Of course, the series could easily end at 10 but this, it seems to me is not very imaginative and the easy way out.

By now, Mr. Commissioner, you must be saying to yourself, "So?" So I have a modest suggestion to make, knowing as I do your deep interest in making the New York City parks system exciting and stimulating (I am not, of course, referring to occasional, after-hours activity in darkened corners of the park).

Consider, if you will, the Grand Prix of Central Park.

Under your dynamic administration, concerts, plays, athletic events, demonstrations, dances and any number of happenings have taken place with increasing regularity.

And there are other attractions scattered about those beautifully landscaped 840 acres in Manhattan's center: lakes, a zoo, skating rink and a yacht pond as well as an intricate assortment of bridle paths.

In addition, there is a well-paved, meandering, two-lane road which twists through the trees and rises and lowers with the rolling terrain. A perfect circuit, perhaps 5.5 miles, for a road race.

There are precedents, Mr. Commissioner. The annual Grand Prix of Monaco at Monte Carlo is run through the City's streets. Portions of Le Mans, the great French circuit, takes to the public roads. Road races are, after all, intended to be run on public thoroughfares.

I believe that Central Park can once a year be turned into the world's finest circuit, one which reflects great credit on the parks department and the City of New York. And the weekend of November 9 is an ideal time to be in this city.

The leaves that remain on the park's trees glisten with color. There's a snap in the air and people are readying for the holiday season.

There are a few problems. Traffic would have to be restricted in the park for about three days before the race so that the drivers might practice and obtain a feel of this new circuit.

Crowd control is especially important, but strategically located patrolmen and hay bales form a partial solution. Grandstands would have to be erected along several parts of the course, but the city has plenty of portable bleachers and wooden cordons.

The hotels and apartment houses which surround the park offer magnificent, all-encompassing views of the action, views made even clearer because of the light winter foliage.

The accompanying photo shows the possible road course. As you can see, there are plenty of interesting corners and several good straights as well as ample viewing room, properly controlled.

The race would make a marvelous diversion for New Yorkers and an unusual tourist attraction.

If you're interested, Mr. Commissioner, you might give Jim Kaser at the Sports Car Club of America, Westport, Conn., a call. I'm sure he'd be happy to discuss the Grand Prix of Central Park.

Sincerely,

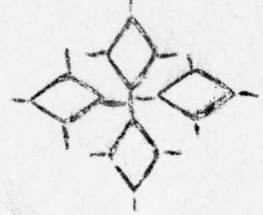
BOB COCHNAR

NEA Automotive Editor

The above is a copy of a letter sent to Commissioner Heckscher, Commissioner of Parks in New York City. It certainly is something to think about. It was particularly interesting to us as only a few days before this column appeared, we sat in a restaurant on the 39th floor of a building overlooking the park, and pondered the same thing!

D	F				R	
O	O	T	M	1	A	Delaware Plaza,
N	R	H	A	1	L	Elsmere.
T	G	E	Y	,	L	
	E				Y	
	T				E	

Snowflake Rallye



This was the 3rd away-event that I have ran and it proved to be an interesting rallye. The tech inspection was held in the State Rambler garage on Route 5 between Schnectady and Albany. They had available free coffee and donuts for the 26 cars entered. A short briefing was held because a road was snow clogged. The rallye started across Route 5 on a side street.

The odometer check zone was the roughest part of the rallye. All instructions were very clear and easy to follow. Charlie and I were within the last 2 miles of the OD zone when we ran into trouble. The first car was stuck side ways across a very slippery hill. Charlie managed to go around him but lost speed. About two hundred feet beyond them we were not able to go any further. Charlie stopped and slid down and we put on the snap on chains and away we went arriving at the OD check five minutes late.

Since timing was to be calculated by the entrant, you could arrive at a checkpoint early without any penalty points, if your calulations were right. The first CP was a diner in Middleburg. After leaving here we wove in and out of the many valleys in this area then headed north. We had not seen another rallye car for a long time until looking for instruction 57 "Follow arrows - Start average speed #7 at second arrow". At this point Dave and Jack were going back to count arrows. There was a whole series which lead us into Canajoharie. Here we crossed the valley and headed north on Route 10. Completed a few turn-offs and came into the 2nd CP in Caroga Lake.

At this point we started a special section on which you did not have to calculate your arrival time (i.e. you were to stay on time) - thus an accuracy run. The average speed was 45 MPH on a wide, snow covered road through the woods. Dave with all his snow and studded tires averaged above the average speed arriving at the 3rd CP approximately two minutes early. After the CP, he proceeded straight as possible - since no one at the briefing had asked whether to follow the main route of travel or straight as possible. Dave recovered quickly - before Charlie and I came into this CP one minute late. We had no trouble following the course out since Dave's (who was car #2 and we were car #8 with no one in between us) tires left very distinct marks in the snow.

Instruction 84 "Straight at crossroad sign" caused a slight problem. The main road curved off to the left while a short straight road was dead ahead. We took the short road and went right but due to road conditions versing the average speed turned around and went back to study the intersection. While sitting there, Dave and Jack came out of the side road and turned onto the main road. Later we found out that they had talked to a native who told them that the road dead ends. We took off after Dave, but with his lateness he left us in the snow dust.

The rallye ended in the Colonial Inn in North Galway where Dave and Jack were the first car in and Charles and I second. It seemed a long time before the other cars started arriving. This was the way it had been all evening. While waiting for the results to be announced, we had free beer and a buffet that had been included within the rallye fee. When the results were announced we asked to see the scoring

sheet because we felt that there was some mistake. The mistake was found and Karl Scharl, the rallye planner, said he would recalculate the scores. Last week I received this letter from Karl:

Dear Linda,

I have finally had the time to officially re-score the Rallye O' The Snowflake and the results are what you expected. Again I apologize for the error and hope that this will not deter you from ever coming to any other Mohawk-Hudson Region SCCA events. In the same breath, I also wish to congratulate you for your fine finish.

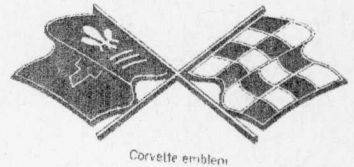
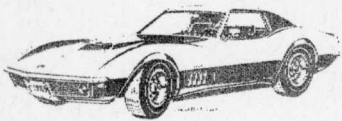
Herewith the results:	26 cars entered	
1st overall	Charles A. Ballou, Jr.	driver
	Linda A. Miller	navigator
2nd overall	David Ashton	driver
	Jack Pickens	navigator
3rd overall	John D. Carmichael	driver
	John T. LaBounty	navigator

Sincerely yours,
Karl W. Scharl
Rallye-Master

It was a well laid out rallye that provided interesting roads, good average speeds and picturique night scenery. In all the rallye was fun and I hope that I will be able to attend this event next year.

LINDA A. MILLER

The above was a copy of an article that appeared in the March 1969 issue of DER KAEFER monthly publication of the Mohawk Valley Sports Car Club. Obviously someone enjoyed the Rallye!



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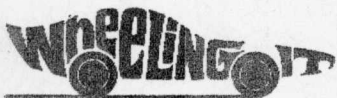
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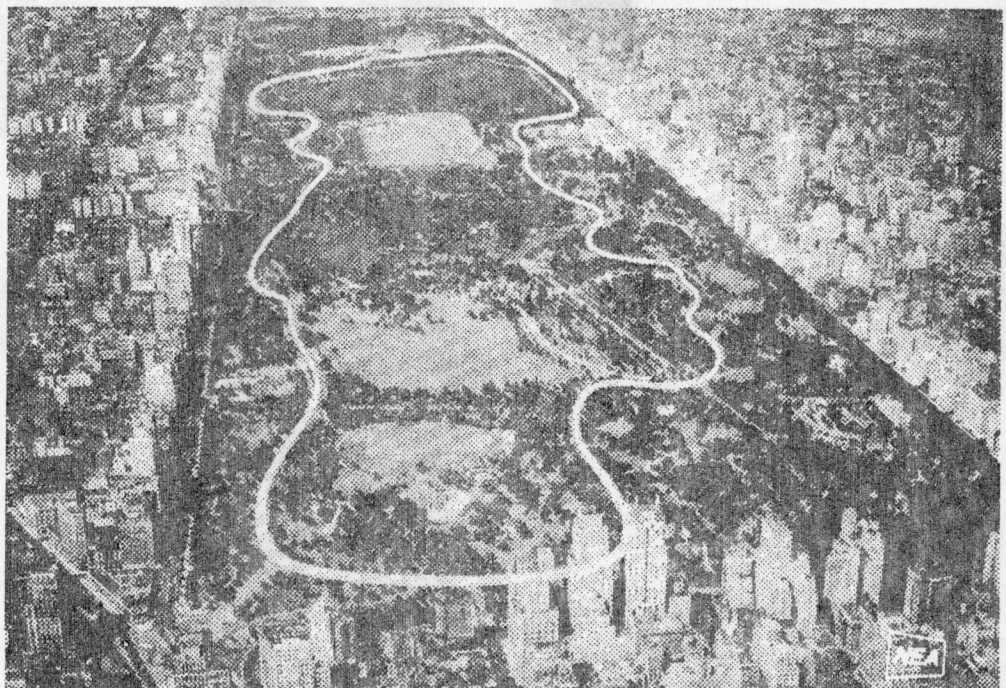
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Why Not a Grand Prix In N.Y.'s Central Park?



BOB COCHNAR
NEA Automotive Editor



GRAND PRIX OF CENTRAL PARK could be a November attraction in New York. Suggested road course is indicated on the photo.

celebrated course.

I have in the past, complained often about the Federal safety standards. All in all, I think they are a considerable waste of time, money, and energy that could be better expended. For example, we have standards regarding padding on dashboards, location of switches, height of bumpers, etc. We have no standard for stopping distance.

There is no good reason why any properly designed car in good condition shouldn't be able to stop in 190 feet or less from 65 mph. In the latest Pure Oil Performance Trials, using factory supplied mechanics and drivers, out of 60 cars, 40 required more than 190 feet, nineteen required more than 200 feet and five required more than 225 feet. These are actual stopping distances, with Pure Oil's penalties for swerving out of lane disregarded, (although that doesn't mean that I regard them as unimportant)

How about a useful standard, such as requiring all cars to be able to stop within specified distances under specified conditions? How about a standard specifying minimum tire road-adhesion? How about a standard specifying fade resistance for brakes? There are many areas where good performance (not design) standards could be very worthwhile--instead they tell us how high off the ground our parking lights must be!

Ever wonder what can be done with the rear window that you can no longer see through due to millions of tiny scratches? I wondered the other day, and remembered that aircraft have plexiglas windshields, so I asked my boss what he used on his planes. He said that almost every pilot he knows uses Pledge furniture polish! I just tried it on the Elan's rear windows and I am amazed at the results. Try It!!

The idea about an automotive service index (Feb KO) is intriguing. Will it contain negative recommendations as well as a positive one's?

By the time you read this, if all goes well, I will have completed my first Drivers' School. Since Judy is house-hunting, I can't tie up money in yet another car so we've decided to get started in the Elan.

Regarding Tires and Racing again. The following is a complete list of all approved tires for SCCA Racing, courtesy of Westport:

Avon: Turbo Speed, Mk III.
 Continental: Racing, Super Record, Radial 1655R15
 Dunlop: Racing, SP Radial Ply
 Engelbert: Racing
 Firestone: Super Sports, Nylon 500, All Traction, Super Sports GP
 Indy, Super Sports Indy, Sports Car 200, Stock Car 600
 Stock Car 800, Super Stock 500, Super Stock 600.
 Goodyear: Blue Streak Sports Car Special
 Blue Streak Stock Car Special
 Blue Streak Speedway Special
 Metzler: Super Sport
 Pirelli: Cinturato, Cinturato S, Cinturato HS, Rolle, Sempione,
 Stelvio.

Conclusion: Tires

ATTENTION DRIVERS: PRE-TECH INSPECTION

16

Special Announcement for all drivers who plan to enter the Mohawk-Hudson Region racing driver's school on May 24 at Lime Rock Park: (or any Region Member going racing in '69) A "pre-tech" technical inspection session will be held on Sunday, May 4, from 1:30 pm to 4:30 pm, Stanton's Sunoco Station, just off exit 12 of the Northway. The purpose of the session will be to acquaint you with the requirements of tech inspection under the 1969 rules, and to point up any deficiencies in your car before you have towed 100 miles, only to find that there was something you overlooked.

The session is not for the purpose of telling you what a great car you have, but rather to save you the waste of time and money involved in paying an entry fee and towing to a school, or race only to be turned down at tech. There's no guarantee that if you come to the session you will automatically pass tech, but we're sure it will help.

Again, that's Stanton's Sunoco, just off exit 12, Adirondack Northway. The session will be run by the Region's Competition Director, Phil Raeder, and a licensed tech inspector, Steve Short. No charge, and it's for your benefit. Spectator's welcome.

MORE ON TIRES: conclusion to Cleveland Correspondence

Tires approved for SCCA Racing

Semperit: Super Sport SR, Super Sport HR.
Vredestein: Radial.

Stan Bubar.
Cleveland, Ohio

MOHAWK~HUDSON

NO. 10-0000

SPORTS CAR CLUB OF AMERICA —

RALLYE

DATE: MAY 11, 1969 - MOTHERS DAY

START: DELAWARE PLAZA, ELSMERE, N.Y.

TIME: REGISTRATION 12 NOON
FIRST CAR OFF @ 1 p.m.

TYPE: ^W
 CROSS
 ^R
 D PUZZLE

ENTRY FEE:
\$ 3.00

FOR FURTHER INFORMATION, CALL

IRMA McCLUMPHA 439-9656
 ^{OR}
CONNIE BIRDSEY 785-7980

tinned exhaust

by Terri

"You ought to own something American."

The above advertising slogan bugs me.

I DO own something American...my citizenship. That very citizenship which gives me the privilege of choice in what I may think and buy, and which does indeed encourage participation in world commerce.

I have the time-honored right of peaceful protest. If I don't like the value, the style, the percentage of minorities employed by a manufacturer, I can buy elsewhere, or buy a foreign product.

I protest the insult and disrespect to our country by a play on words.

I protest the implication that a major company would support a form of government which would deny freedom of choice.

I protest the personal insult that every time I eat a piece of German salami, or Swiss cheese, or drink French wine, or buy an Irish linen dress, I am being unpatriotic.

I am a proud American citizen first. Then I Support the Sport.

Tch, tch....seems like we've managed to arouse the ire of a part of the region-one more time. Sort of makes me wonder why we keep coming back for more.

The answer to that question, dear readers, is that we don't give a damn for public opinion and that we most truly do Support The Sport. By racing....by writing....by keeping a level head and by aggressively seeking positions where perhaps, in some small way, we can, indeed, SUPPORT the SPORT. That motto, by the way, was originated by one John Peckham when he wrote the first editorial or guest item in the first issue of the Knock Off that I edited.

A sport supporting activity which has added another intrusion into an already super full schedule is the weekly column I shall be producing in the Sunday Times Union. After several seasons of complaining about the short shrift the local news media have been giving the motor sports, I was invited in no uncertain terms to put my media where my mouth is. So, I got the job.

Now, be it understood, that while I am a dedicated member of the Sports Car of America and the owner of a couple of race cars... actively racing....the column in the Times-Union must necessarily give equal time to all clubs. My first loyalty is to MoHud, of course but the avowed intention of all of us enthusiasts is to support the sport. I don't know yet whether I can be bought... or even if I'm for sale.. Nobody has offered the right price.

I never knew that there were so many Mustang Clubs. In response to my first column...called "and don't fall off THE ROAD", I have been deluged by information, calls and invitations. I trust that the sports car set will be as sport supportive.

This column will necessarily be sporadic from now on. I delight in seeing my copy in print, and especially when it receives national approbation. Congratulations to Stan Bubar for making the scene again. Boy, do I like hearing from "Mac" Townsend. Hi there, Mac! Remember a couple of years ago when Terri and Phil were on the

Region's list because of their controversial stand relative to certain philosophies promulgated by members influenced by former San Francisco Region members? Begins to look like the West Coast has come around 180 degrees and that Terri and Phil might have had a point after all. (Tech inspection serves, not controls.)

I guess the Region will just have to put up with us...or get up a set of impeachment proceedings and drum us out of the corps. But I defy anyone to find too many more persistent, insistent, active, articulate, and dedicated members. Must be we get something else out of supporting the sport as we see it.

Certainly we do not seek to incur the censure of those we would call our peers, but at least we're all out there where the action is.

Meantime, the Times Union column will be written with the constant realization that the majority of the readers are NOT sports car enthusiasts. It will be interesting to watch the results.

If anybody ever thinks that Gil and Lela are tough editors, consider the other extreme. Just received the news letter from a neighboring region in which the editor, in his Editorial column, complains in some detail about "those schlock new membership cards... hardly reflect the professional stance which the club has taken...we deserve something better for our dues. Can you imagine having nothing better to comment about than the quality of membership cards? This was from a Region which has complex membership requirements and discourages its members from working at events conducted by other Regions. I mean, really....

Oooops, I shouldn't have spoken out of turn like that. Betcha we get a hard time going through Tech at certain events. Oh well, so it goes.

On the bright side, I saw a robin this morning.

Terri

\$

TREASURERS REPORT APRIL 2 1969

* February Balance	\$1976.90
+ March Income	296.75
Cash Available during March	<u>2273.65</u>
- March Expenses	258.22
* End of March Balance	<u><u>\$ 2015.43</u></u>

Howard Geer, Treasurer

HELMETS

\$ 22 95

SNELL APPROVED

at

TWO - GUYS

MENANDS

(You Know, Our Gymkhana Site)

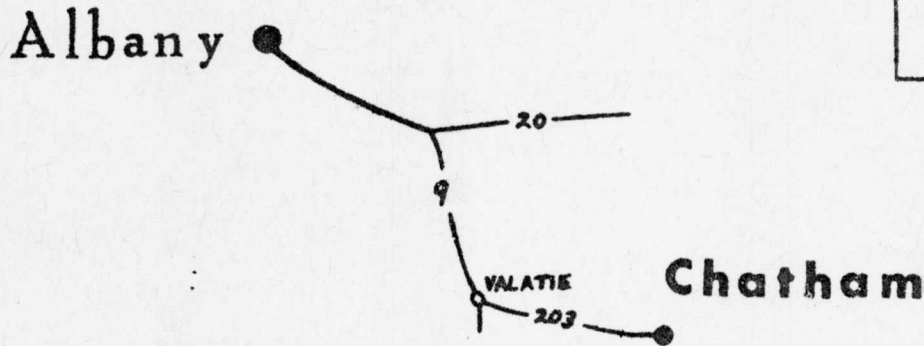
HELMETS ARE RECOMMENDED

AT ALL GYMKHANAS THIS YEAR

Directions to the checkpoint

Checkpoint for
Quality and Economy

FREE DELIVERY

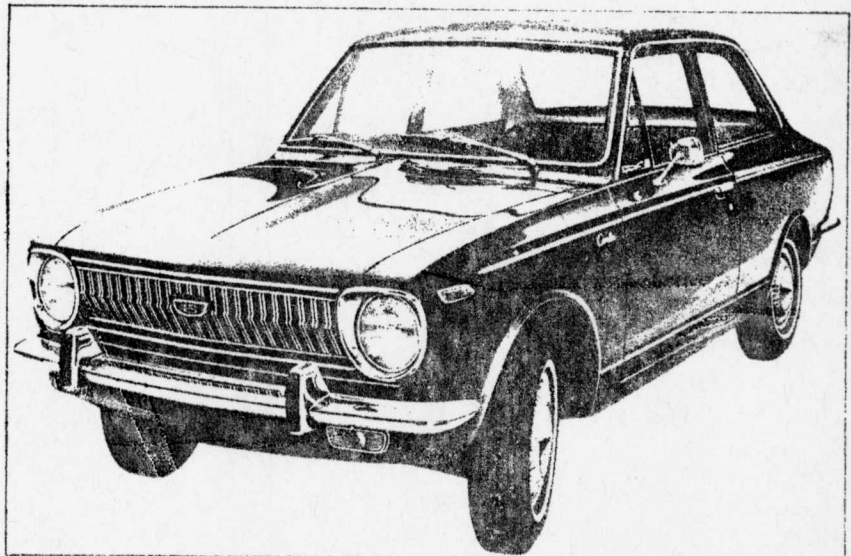


chatham furniture main st. 2-4131

THE 1969 TOYOTA COROLLA IS HERE !

(Japanese Beetle)

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



FULLY DELIVERED PRICE

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

NORTHWAY IMPORTS

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LATHAM

785-5874

STATE OF NEW YORK



4395

1969-1970 Regular Sessions

IN SENATE

February 14, 1969

Introduced by Mr. SANTUCCI—read twice and ordered printed,
and when printed to be committed to the Committee on
Motor Vehicles and Transportation

AN ACT

To amend the vehicle and traffic law, in relation to operating
motor vehicle or motorcycle on frozen public waters

*The People of the State of New York, represented in Senate and
Assembly, do enact as follows:*

1 Section 1. The vehicle and traffic law is hereby amended by
2 adding thereto a new section, to be section twelve hundred twenty-
3 eight, to read as follows:

4 § 1228. *Vehicles on frozen surface of public waters prohibited.*
5 *No person shall operate a motor vehicle or motorcycle upon the*
6 *frozen surface of publicly owned waters of the state. The commis-*
7 *sioner of motor vehicles shall revoke the license or permit, for a*
8 *period of one year, of anyone in violation of the provisions of this*
9 *section.*

10 § 2. This act shall take effect on the first day of October next
11 succeeding the date on which it shall have become a law.

EXPLANATION — Matter in *italics* is new; matter in brackets [] is old law to be omitted.

The Wheel

By BILL KANE



The third round in the World's Manufacturer's Championship was held this past weekend at Brands Hatch, England. The race, known as the BOAC (British Overseas Airways Corporation) "500" saw some 36 cars start the event. Porsche, pre-race favorite, flag fell.

The number one finishing Porsche was driven by Jo Siffert, Switzerland and Brian Redman, Britain, followed by Vic Elford and Dick Attwood, Britain, and Gerhard Mitter and Udo Schutz, Germany, all driving factory Porsches. Fourth place fell to the lone Ferrari of Chris Amon, New Zealand and Pedro Rodriguez, Mexico. At this writing, it is not known how the new Gulf Mirage, with the BRM V12 Engine from John Wyer's Stable, fared, nor is it known how Alan Munn, Ford 3L, with Jack Brabham and Frank Gardner as drivers fared. Point standings look like this: Porsche, 18; Ford, 11; and Lola and Ferrari, tied with nine points.

Bridgehampton Race Circuit, Bridgehampton, L.I., has announced that they have openings for those who desire to become members of the Club 100. Members receive such benefits as: Admission to all 1969 events (including the Trans-Am; the Formula A Series and the Can-Am); Paddock passes for all races; Circuit Club memberships for the season; reserved seats; special parking facilities; invitations to the Friday evening "Meet the Driver's" barbecues and many other goodies. Since this year's membership is limited to the first 100, suggest you contact Bridgehampton Enterprises, Inc., 38 New St., Huntington, N.Y. 11743.

Well, I really did not want to get involved with this Ice Business, but since several readers feel that we are missing the boat, here are some words of wisdom, being forwarded via that great spy, Littlejohn. A Mr. Santucci has set forth the following: "Section One, the vehicle and traffic law is hereby

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Goggles 'N Gloves

New York Auto Show

By GIL BROOKINS

Each year in larger cities around the world, automobile dealers and manufacturers display the buying public. Such shows are held in Geneva, Montreal, and last week in New York. The New York International Automobile Show, held on four floors of the Coliseum, was the largest of its kind. It featured at least one of the over 600 models of automobiles from each of the great abundance of American-made cars produced by General Motors and American Motors.

Along with those were many of America's specialty cars, those manufactured in smaller quantities by private companies. Noteworthy examples are the Avanti II, formerly produced by the Studebaker Corp., the Excalibur, and the Ruger.

As I mentioned before, the show was international. Cars from England, France, Italy, Japan, Sweden, Germany and others were on exhibit.

These came in all shapes, sizes, colors, and probably most noticeable prices.

For example, we saw a \$31,000 Rolls-Royce convertible for touring in truly grand style, or how about a 12-cylinder fluorescent green Lamborghini Miura for your high speed work at a shade over \$21,000.

On the lower end of the scale, for more modest, less stylish transportation, how about a Fiat, Volkswagen, or Siata Spring, all for under \$2,000.

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'...and don't fall off THE ROAD'

By Terri

Gymkhana Pits Man and Machine In Competition With Clock

Competition for amusement is a very human characteristic. The competitive and aggressive nature of man is glorified by the Olympic games, just one of the many series of internationally organized sports events. As man grew and learned and tamed, he discovered new ways to compete... with other men, with time, and with himself. The world of THE ROAD... of motor sports... is such an international arena, with opportunities to experience all of the forms of competition, and a taste of immortality.

A gymkhana is man and machine competing against the clock. The first gymkhanas were probably held by the Bengal Lancers, in India. Among the British, gymkhanas mean horses... precision, speed, daring, excitement, exhibitions of handling and skill, and prizes and parties. In the U.S., gymkhanas mean automobiles, and all the rest. Formerly attended primarily by foreign sport car types, a typical Sunday afternoon event will now include at least 40 per cent American-made cars, made competitive in this kind of event by the handling package options now available. Knew there was some reason people bought those funny furrin' cars.

The course is a series of figures through which cars must maneuver, as quickly as possible, one car at a time, without knocking anything over. A knocked over course marker "costs" five to ten seconds added to the raw score, as does going "off course."

T
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O

THE TIME OF THE SEASON ²⁴

You have already convinced yourself that the earth (at least in the northeastern section of the United States) shall never again enjoy warmth and will ultimately turn into a giant glacier; there comes a morning when you wake up-early, though it is a Saturday-and realize that you are wrong. The sun is shining its golden rays, the snow is melting, and you are happy, filled with the promise of spring, and the start of "The Season".

Of course its not summer yet, but you can do your part in helping to herald its arrival: go out to your garage wherein resides your "sporting car", pat it gently on the bonnet, then seat yourself in it, and coax it to life. Now carefully back it outside. Blip it. Again. And again. RRRRRrrraaaaappppRRRRRrrraaaappppRRRRRraaaappp. There, don't you feel better now. The old adrenalin is pumping. Life has begun again. Soon these hollow days of winter will be gone.

There is something about the first event of the season, whether it's a gymkhana or a race, that makes it stand out in your mind for a long time: long after the many events that will follow have faded into a continuous chain of hazy recollections, the first event of the season remains crystal clear, perfectly recalled to the smallest detail. Maybe it's the chance to see old friends again, or the vivid colors of racing and spring in unity, or irresistable mating call of a high revving racing engine, maybe its just the need to feel active, alive, again after a desolate winter of semi-hybernation.

Whatever it is, it's a great feeling. Enjoy it, Spring is Here.

greg rickes

We recently received a very nice thank you note, that we would like to pass along to the membership.

"We have read the "Knock Off" with a lot of interest, all the time we were in Plattsburg, and for a year here in California. Your fine reports and stories were sent to Vietnam every month where my husband just spent a year.

Since we are transferred to Italy upon his return May 7th, I would like to Thank you again for some wonderful reading.

The De Jaager's

NEW MEMBERS--

Yes
Stephen J. Short
182 Kingley Road
Burnt Hills, NY 12027

Yes
Gary Dougan
Box 161
Elizabethtown, NY 12932

Yes
Charles W. Rutherford
Kinderhook, NY 12106

Yes
Robert Messier
Schuyler-Netherlands Vill.
Schenectady, New York 12308

Yes
Stuart L. Shalat
Box 3033 Topan Hall
Washington Ave
Albany, NY 12203

No
Daniel Dolk
RD # 2 Balltown Rd.
Rexford, NY 12148

No
Peter C. Callaghan
PO Box 82
Burnt Hills, NY 12027

Yes
Robert Coonradt
Forts Ferry Road
Latham, NY 12110

Yes
Clarence D. Stanton
RD 3
Ballston Spa, NY

Yes
Alan Peck
Dunnsville Rd.
RD 5
Schenectady, NY 12306

No
Robert Claffie
293 E. Housatonic St.
Dalton Mass. 01226

Mark Niedhammer
1105 Willett Street
Schenectady, NY 12303

David Hathaway *No*
27 Beverly St.
Pittsfield, Mass 01201

Lloyd Fisher *Yes*
140 Everett Rd.
Albany, NY 12205

WELCOME--

We are going to try to make this a regular feature of the Knock Off. If you are a new member, and we have not listed your name as yet, we are sorry, and I'm sure we will catch up with you in the near future.

NEWS FROM WESTPORT!

FILM LIBRARY:

Two new additions have been made to the film library, courtesy of the Ford Motor Company.

No Margin for Error-- This film highlights seven major 1968 U.S. events: the 24-hours of Daytona, the Daytona 500, the Atlanta 500, the Rebel 400, the Indianapolis 500, the Riverside 500, and the Stardust 7-11 off road race. Incolor--29 minutes.

Off Road Roundup: Includes coverage of the Riverside Grand Prix, (not the Times Riverside Cam-Am Grand Prix, the Somerset Hill Climb, and obstacle course, the Stardust 7-11, the Mint 400 and the Mexican 1000. In color-25 minutes.

The film library is for the use and benefit of the membership and for \$2 plus postage makes a good hit for meetings. Write Jim Arbuckle, Office Manager, for a new list of films available. We've got one for practically all tastes.

AUTOMATION: WE SLAY THE DRAGON:

Last Fall, when the club office went to IBM punch cards as the heart of its records-keeping system, it began to look as though it had fallen into the clutches of a mythical serpent and was becoming further entwined in its coils, the more we struggled against it. DO NOT FOLD, STALPE OR MUTILATE became the order of the day and, as the machines took over some functions, others slowed to a crawl.

The main problem was that, even though we controlled the arrangement of holes in the cards, they all had to be sent out to other machines to be translated into addressed envelopes, mailing lists, stickers, and the like, and delays were inherent in the system. So we got our own computer-controlled machine and now control the destiny of the punch cards.

We even managed to yank out the spouse mailing list, and save sending two issues to more than a thousand homes. If everyone doesn't ask at once, we're equipped to whip out all sorts of mailing lists, addressed labels, etc. In a variety of categories just for the asking (and payment of some modest fees.)

Mohawk-Hudson Membership:

According to the latest Executive Bulletin, M-H has 96 paid members. If you didn't get a KO through the mail, you're either arrears in your dues; or misplaced on our new computer-programmed, and printed mailing list.

SCCA EVENTS

April 26	Lime Rock, Reg. Race, NYR
April 26	"Glen Tour", Div. Rally, Glen Region
May 3	Lime Rock, Drivers School, NNJ
May 10(on17)	Lime Rock, Reg. Race, NER
May 17,18	Bridgehampton, Reg. Race, NYR
May 17,18	Bolton Valley, VT., Hill Climb, NER
May 24	<u>LIME ROCK, DRIVERS SCHOOL, MOHAWK-HUDSON</u>
May 24,25	Thompson, Reg. Race, NER
May 30	Lime Rock, TRANS-AM Race
May 31 June 1	Bryar, Drivers School, NER
May 31 June 1	Steel Cities, Reg. Race, WNY
June 7,8	Thompson, Nat. Race, NER
June 7,8	Watkins Glen, Reg. Race, Glen Region
June 14	Lime Rock, Reg. Race, NER
June 15	"Jersey 150", Div. Rally, NNJ
June 14,15	Duryea Hill Climb, Blue Mt. Region
June 21,22	Bridgehampton, TRANS-AM and Nat. Race, NYR
June 21,22	Watkins Glen, Drivers School, Glen Region
June 28,29	Mt. Equinox Hill Climb, NYR
June 28,29	"Berkshire" Nat. Rally, NER

FOR SALE

1 used set of 327 High performance F.I. pistons and pins \$35.00

Well used Firestone Racing Tires

6 9.00 x 15 @ \$7.50 a piece

2 10.10 x 15 \$20.00

3 9.20 x 15 \$7.50 a piece

2 Super Stock 500- one race; one tire scraped through
two cords \$25.00

5 Pirelli Cinturato 205 R 15 and Pirelli HS Tubes
on Chevrolet wheels \$ 10.00

2 5.80-10.00 x 15 \$15.00

2 7 x 15 competition reinforced wheels for drums on
Chevy's and vette's \$15.00

3 7 x 15 wheels \$7.50 a piece.

1 Kelsey-Hayes Power Dual master brake system \$12.00

1 Sting Ray White Convertible top \$50.00

Contact: Tom Dutton
39 Franklin Street
Gloversville, New York
12078

THIS MONTH'S SPECIAL ITEMS--from the Editors garage--

1969 Corvair- 140 hp 4 speed quick ratio steering, heavy duty suspension
bucket seats, fold down rear seat (carpeted) Lucas Driving
lights. 6000 miles, or $\frac{1}{2}$ year remaining under warranty.
Great "American Porsche" for under \$2000.--

1 pair dune buggy headlights(or anything you'd care to use them for)
complete with all mounting hardware. \$7.50.

1 only Rear spoiler for 1967-68 Camaro. \$ 20.00

Contact: Gil Brookins
518 G1 5-1018

1962 Austin Mini- Fresh engine, Speedwell head, competition head, 1275
cam, double springs, fresh transmission, oil cooler,
lowered one inch, new paint, and extras.

1959 Saab. ice-racing car. Bored 750 GT, twin solex, lowered, 4 radials
2 snows mounted. locked up, good paint Etc.

Also $\frac{1}{2}$ BRAND new 69 tread 7.00-4.50 x 13 Goodyear low profile Sprite of
Formula

All Thom O'Connor 765-2887

ACTIVITIES FOR THE MONTH

April-May

- April 20 Mohawk-Hudson Gymkhana-Two Guys - Menands
BMSC Rallye
- 27 BMSC Gymschool-Zayres-Adams Parking Lot Great Barrington Mass.
Empire Rallye
- 28 Mohawk-Hudson Executive Council Meeting- Circle Inn
- May 4 GEX Gymkhana- sponsored by MG Car Club 12 registration
1 pm first car off.
- 11 Mohawk Hudson Rallye- see pg17 for details.
- oops 7 Mohawk-Hudson Membership meeting Circle Inn

More For Sale:

1966 Lotus Elan: Fresh engine this spring 33,000 miles. Rollbar, competition harness, well maintained.

Contact: Marc Brossmer
1596 North Street
Pittsfield
(413)442-4436

Wanted to Buy--Now-- Parts for Triumph TR-3

- 1. Headlight rims
- 2. Radiator
- 3. Chrome molding for front fenders--this is really scarce!
- 4. Workshop manuals, handbooks, etc.
- 5. Front hood (bonnet) hinges.

Contact Gil Brookins, Editor.

C O M E T O T H E M A Y M E E T I N G M A Y 7

CIRCLE INN

LATHAM

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

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