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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, Columbia, Essex, Franklin, Fulton, Greene, Hamilton, Montgomery, Rensselaer, Saratoga, Schenectady, Warren, and Washington.

The material in the Knock Off is that of the author, and in no way reflects the attitude of the Mohawk-Hudson Region or the Sports Car Club of America, its officers, or members.

EDITORIAL STUFF.....

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for immediate release

It might be news to you, it might not be, but: "We're retiring"

I had a page written for this spot, but I reconsidered. Best we just say that we don't have the time. We really enjoyed the past 6 months--but there's just not enough hours in the day to do everything one would like to do. If you're really interested in the background, stop up for a beer sometime.'

The new editor(s), who ever he may be, has his work cut out for him, but fortunately, Mohawk-Hudson is a very cooperative Region. If you live in the Tri-Cities area, you'll probably even get some help collating and mailing.

With my new found time, I'll be able to finish a couple of short stories I've been working on--which is something I've been looking forward to for some time.

Now that we've labeled ourselves "lame duck" editors, there's really not much more to say.

Although its not been our pattern to have coming events on the fourth page of the Knock Off, since this month's Activities must have gotten lost in the mail from Schenectady, we'll improvise!! I have the distinct feeling that as you read this, the Region's Drivers School has already happened at Lime Rock. Mohawk-Hudson's INEC Gymkhana has passed us by, but there's still good stuff lingering on the horizon. Memorial Day--Lime Rock Trans-Am and Formula Vee GP. If by any chance any of you new members don't know the way WSNY, and Empire MSC are holding a FREE rallye to help you find your way. Registration 7 am Latham Corners Shopping Center. Of course this is all assuming you don't go to that really fast place in Indiana.

Well once Memorial Day is over, If you still want to travel, How about a ride out to Mosport to see the opening race of the 1969 Can-Am Series & of course our own TOM DUTTON. If you get there late just look for the Yellowest thing moving...that's the Lola.

REGIONAL RAMBLINGS

A recent bulletin from SCCA National in Westport shows that the national membership is down slightly from last year, probably as a result of the dues increase. Mohawk-Hudson is running contrary to these figures, however, with a slight increase over last year. I know that several of our old members failed to renew, so I conclude that we have an unusually large proportion of new members. Let me say:

WELCOME NEW MEMBERS

and extend an invitation to each of you to participate in and contribute to the club's activities. Along with new members come new ideas and interests which I would like to hear about. If you didn't fill out and return a questionnaire to Hap Farnsworth, that would be a good way to become "officially" recorded. But talking personally with me or any other member of the executive committee should be more satisfying; you are encouraged to walk up, introduce yourself as a new member, and we'll try to carry the conversation from there. We're fair game at both the regular monthly meeting and the open executive meetings.

DRIVERS SCHOOL If by any chance you've never been to an event at Lime Rock Park, there is a very serious void in your sports car life. May 24 is an opportunity to correct that when we put on the annual INEC Drivers School. Since this is to be a school for Flagging, Timing, Grid Marshals, and other worker specialities, in addition to Competition Driving, we emphasize that no experience is necessary. Tech inspectors and driving students should be at the track by 12 noon Friday, May 23; all others 8AM Saturday, May 24. To get there, take any of the various routes to Millerton, N.Y., proceed east on 44, bear right on 112, and follow the signs straight to Lime Rock. Turn right before the concrete bridge, then left onto the dirt road to the Registration buildings; sign in and prepare for a day full of fun. Watch the Connecticut Speed Limits!

NATIONAL RACE The date for our National race is still in doubt. By virtue of having run a National last year on July 19, 20, we get preference for the same date this year, which would fall on July 18, 19. However, the Trans Am schedule was expanded and shuffled, which finds New England Region putting on a Trans Am at Bryar that same weekend. To avoid conflicts in drawing drivers, workers, and spectators, the following weekend of July 25, 26 was tentatively approved for us. But that gives three consecutive weekends of Nationals in the NE Div, which runs contrary to the scheduling policy of Westport. I had previously expressed confidence that the Pro and Club divisions in SCCA would be able to function in harmony, but little did I know that it would be put to a test so soon as regards Mo-Hud. I still retain that confidence, and am working together with Bob Henderson and Omer Norton to achieve a mutually satisfactory solution. More on this next month.

continued

GYMSCHOOL 69 GYMKHANA RESULTS

POS.	NO.	DRIVER	CAR	SCORE
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Classes A & B Combined (AP, BP, CP cars)

1	15	Marc Brossmer	Lotus Elan	55.3
2	43	Roy Heath	Porsche 911S	55.55
3	3	S. L. Shalat	Lotus Elan	56.16
4	4	W. Tricarico	Sunbeam Tiger	57.0
5	16	D. Hathaway	Lotus Elan	59.2
6	32	J. Di Giulio	Corvette	80.35

Class C (DP, EP cars)

1	1	P. Callaghan	Porsche	53.5
2	6	A. Moxey	MGB	57.7
3	27	B. Zambrana	MGB/GT	59:35
4	8	R. Oesterreich	TR4A	61.7
5	5	M. Quellette	Datsun	72.8

Combined Classes D & E (FP, GP, HP cars)

1	19	J. Shepard	Sprite	58.35
2	18	W. Thomas	Sprite	58.5
3	23	D. Egy	MGA	63.2
4	12	G. Van Wagner	Spitfire	73.9

Class F - Touring to 1200 cc

1	2	S. Ritter	SAAB 850	65.24
2	42	D. Crosby	Sunbeam IMP	66.5
3	41	J. Swingle	Sunbeam IMP	67.45
4	11	R. Merriman	SAAB 850	67.9
5	14	R. Waring	VW 1200	70.7
6	22	H. Wood	VW 1200	75.1

Class G - Touring 1201 - 1700 cc

1	10	B. Townley	BMW 1600	60.9
2	17	P. Roberts	VW 1500	63:65
3	25	R. Romaine	VW 1500	65.3
4	13	A. Shaver	VW 1500	65.4
5	37	G. Couch	VW 1500	65.4
6	26	R. Seeke	VW 1500 KG	92.0

Class H - Touring 1701 - 3000 cc

1	30	W. Spence	BMW 2002	59.2
2	21	M. Mackoff	BMW 2002	65.6
3	7	G. Jepson	Corvair	78.8
4	24	C. Robinson	Volvo	85.8

continued

TUNED EXHAUST

I have a few minutes to bewail the woes of being a weekly columnist.

The people who complain about not getting publicity are still not that generous with information. They know where I am and how to reach me, yet I find myself chasing around for schedules and results.

Deadlines come and deadlines go, and if Classified has an extra page and you happen to be on page ten, your column disappears between the first and second editions--to reappear some subsequent day during the week. I sure hope people will complain when they miss it.

A footnote to PR's comments on supplementary regulations. The one on numbers is really dopey. For example--we sent an entry blank to a race and requested #39 'cause that's what we have on the car. Alternate requests were 93, 9 or 3, for obvious reasons. When we arrived at the course, we found out we were assigned #49, and hooray for electrical tape "fours". I wonder if the Washington, D.C. Region has a number concession at each event.

My own thinking is that if a Region wants to become famous and popular, it should strive to put on events in the spirit and the letter of the GCR. If changes to that document are thought desirable, let the reasons and documentation be set forth, and appropriate administrative procedures followed to effect the change. Latitude with supplementary regulations defeats the GCR and the intent of SCCA to be consistent. The only excuse I can see for supplementary regulations is in those few instances that local jurisdiction may require mufflers or special trailer licenses or the like.

I'm waiting for the day somebody issues a supplementary regulation saying you don't have to do something. Any Takers?

How come nobody in Mohawk-Hudson got an entry blank for the NFR May 10 race?

How come we get entry blanks for drivers schools from all over except Northern New Jersey and New England?

Many thanks to Frank James and NNJ Region for the use of their phones for our drivers School. More and More Mohawk-Hudson members are becoming active in flagging and race related activities, so NNJ will be amply repaid by adding these folks to the manpower pool. It's my belief that cooperation among regions can only help the big ones get bigger. The little ones may get bigger, too, but not so that they can be any competition to the already big ones.

Terri

HELMETS & BARS

BRIGHT SHINY BEADS

Like I said last March, racing is the name of the game....

Whee! Say what you want, some cars is faster than others. Last time out, I did a 1:03.9 lap at Lime Rock, backed up by a bunch of flat 1:04's. When you get going that fast, you have to pay close attention to what is going on, and you have to plan ahead--like about two laps is needed to pass someone; more if he contests the matter.

Racing has its dark side--please don't think that's all I see,-- but I want to use the platform this column represents to point up some of the things that need to be fixed in the delightful world of road racing. Put another way; if you think Portnoy had a complaint....

First--consistency is the name of the game. Anyone who is seriously preparing a race car is entitled to know that which he must do. To this end, the SCCA wisely provides the GCR, the book that tells the rules like they is. Therefore, I feel very strongly that Regions are not entitled to innovate regulations for a given event, by means of supplementary regulations.

For example, I have here a flyer that was included with a recent entry blank for races held at Marlboro. I quote, "the Washington D. C. Region will require all numbers to conform with these regulations as to background, size, and color. Further, numbers made up from masking tape, friction tape, electrical tape, and other similar materials will not be accepted" What the hell is this? The GCR, Appendix A 1.3 does not summarily reject "... numbers made up from masking tape, friction tape, electrical tape, and other similar materials." Some of the neatest numbers I have seen have been carefully cut and formed from ordinary black and/or white shelf contact paper (the same as you get in the fancy and expensive kits)--are these "...other similar materials"?

A race I ran recently had a requirement in the supplementary regulations that all electrical fuel pumps be under the control of the ignition switch. Now, while this may be a great idea, it is not in the GCR. Fortunately, at this particular event, this requirement was not enforced.

The SCCA provides a mechanism through which the safety innovations of Regions can be incorporated into the GCR, after due consideration and discussion. Regions, in my view, have no right to "test out" new ideas via the supplementary regulations.

It seems to me that if an individual makes an honest, sincere, and conscientious effort to prepare his car in accordance with the wording and spirit of the GCR, no Region should be able to rule him out, based on some hot flash that is rationalized in the name of safety.

continued--

249400 GINA FANTO

On May 10, there was a regional race, sponsored by the New England Region, held at Lime Rock Park. The results will be history by the time you read this. What I want to know is why no one in Mohawk-Hudson Region received an entry blank. Even as I write this I am waiting for call-backs from obscure villiages in Connecticut, because thats where the race chairman lives, or so I'm told. I'm getting fairly well sick and tired of the crap from some of our adjacent regions. I submit that when a Region sends entry forms only to its own members, it is nothing more than a transparent effort to increase revenues due to the inevitable late-entry fee the sponsoring regions Collect. Cartour National organization bring these people into some semblence of conformance with sound administrative principles, let alone sportsmanship? Remember, you guys, Canada is at the other end of a short Northway!

Other pet peeves--Fdr years, practice sessions have been separated, as between open wheeled and closed wheeled cars. Great Idea. But--we need to bring to a screeching halt the practice of running Formula V together with the other Formula cars, A, B, C, F.

Let me digress. I think Vee's are great--but it's not my bag. Vee drivers tend to be defensive. In keeping with the great American tradition of cheering for the underdog, the Vee drivers get a lot of sympathy from onlookers. There is much heated disucssion about how "...Steve Burtis and his Zeitler Vee are doing Lime Rock in 1:06--why should the other Formula cars complain?" True, Steve is doing a 1:06 in his Zeitler, but the average V is straining to get under 1:12 and its is the latter who doesn't watch his marmor, who can't conceive that anyone in the world could possibly be going faster than he is. Result, Mobile chichanes. Very hazardous...lets have separate practice sessions.

As to the management of Formula cars--the last race we ran was jolly good fun, but the treatment of the Formula cars was nearly a disaster. Item--for the start of the race, the cars were gridded, with engines running, for nearly four full minutes. This is really a rape job on a several thousand dollar engine.

Body work on a Formula car is fragile-- it is a skin only. At the above mentioned race, the car next to me on the grid over-shot his strating spot by about two feet. Before he could find reverse and back up, the grid steward trainee pushed him back by just shoving on the nose of the car. Result; hundreds of dollars of nose cone broken. Inexcusable.

Please, can we have some careful and thoughtful grid marshalls? (Jack Collins, where were you?) Please can we have a recon lap-- this gives the cars a chance to look over the course, cool out engines that don't/can't idle at all; lubricate gear boxes and diffs properly. It's little to ask to enhance the operation of a fast, hairy, and fragile racing car.

I have managed to pbtain a schedule of racing events to be held in Canada, especially at St. Jovite circuit at Mont Tremblant, and the Deux Montagnes circuit, just built. Both are within twenty miles of Montreal, which is just a blast up the Northway. If you have further interest or questions, get in touch with me. The schedule appears elsewhere in this issue..

continued--

CLEVELAND CORRES.

(OR...Why, oh, why did I ever move to Ohio)

Mo-Hud can be justly proud of it's Knock Off. All in all it produces a good club magazine and has done so for a number of years with a membership in the neighborhood of only 160.

NE Ohio's Blower is in the process of folding. It has just officially been reduced from a monthly to a quarterly magazine. The Editor gets very little cooperation from a membership of nearly 400.

I thought maybe you'd like to hear what happens when a transplanted New Yorker tries to transfer his New York registration to Ohio--a title state.

First step is an inspection of the car by an approved dealer, to determine that the car I'm driving is the one described on the registration. I had obtained the names of two dealers who could do this. I drove to Marshall Motors (Ford) first. The service manager there informed me that he couldn't read the serial number as it was dirty! I borrowed a rag from him, spit on the number, and wiped it clean. Then he informed me that he couldn't authorize the car as the number wasn't stamped into the metal by machine! (Lotus apparently uses an electric pencil).

Giving up in disgust, I proceeded to Arthur Pontiac. The service manager there checked the number and gave me the required form with no difficulty.

The next stop was the Clerk of the Courts branch office. I was asked for the above mentioned inspection form, my N.Y. registration and the original bill of sale, all of which they keep--permanently! I protested the retention of the bill of sale and was told it was needed as proof that (1) I owned the car, and (2) I didn't owe any money on it.

If you think about that for a moment, you realize that the bill of sale is proof of neither of these things. I could well have sold the car in the intervening three years, and when I bought the car, the only thing the dealer knew was that I handed him a personal check for the price of the car. He wouldn't know whether I stole the money, borrowed it, or got it from my bank account, and thus this info is not on the bill of sale.

When I asked what happened if I didn't have a bill of sale, I was told I'd have to go back to the dealer and get a notarized duplicate. What if the dealer's gone out of business?--you've got a problem fella!

Then I tried another tactic. I pointed out that NYS issues a registration as proof of ownership and Ohio's refusal to accept that was a violation of Article IV, Sec 1 of the United States Constitution. I'm not sure they know what the U. S. Constitution is out here!. At this point I quit and gave up my bill of sale.

After giving this "proof" that I didn't owe any money on the car, I then had to take an oath that I didn't owe any money on the car! It was a religious oath--to which I objected! After taking the damned oath (after delations) I was informed that I had to pay 50¢ for the damned thing.

Next was a \$3.00 charge for the inspection. The dealer spends 4 minutes with me and he gets a dollar--the county and the state each get their cut--a dollar each. How about that for featherbedding!

So I whip out my checkbook to pay for all this and I'm informed that the state of Ohio doesn't accept personal checks. Apparently this guy couldn't stand seeing a grown person cry, as he finally relented and took my check. As I grasped my new Ohio title, I innocently asked where my license plates were, and was informed I had to go to another office only two miles down the road to get them. That made four trips to accomplish one errand.

The drivers test procedures aren't so bad. I called up, made an appointment, and could take all the test at one place and time. The road test was no better or worse than any other, and I do think the written test was a little less simple minded and more comprehensive than New York's.

As all this took place last fall, I thought it was all behind me until I went to re-register the car for 1969. There's a spot asking for date of purchase of the car. How in hell am I supposed to know the date of purchase of a 3½ year old car when they've got the damned bill of sale! (No it's not on the title)

In New York, I always renewed my registration by mail as I don't like waiting in line. I invariably got my plates in 24-48 hours. In Ohio, plates go on sale March 15, and must be on the car by April 15. I mailed in the renewal forms and titles on March 12. Four weeks later I still had received nothing. Since time was running out, I panicked and phoned Columbus long-distance. Some girl took my name and address, and promised to check on things for me. The next day I got my titles in the mail. They held out for my plates til the last however--I got them on the last day. I was already trying to figure out how to get a car thirty miles to a race course with no plates.

Hey Phil Raeder--Maybe NYDMV isn't so bad after all!

I remarked earlier about Ohio not knowing what the US constitution is. Please don't think I'm kidding. In January 1969, City Council for the City of South Euclid (another Cleveland suburb) passes a law outlawing the sale or possession of toy pistols. You think that's funny? The day the law was passed, they announced they expected the police not to apply it to stores and children in general. They just wanted to have it on the books in case an adult ever robbed a bank using a toy pistol. Now how about that?

Stan Bubar.

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From Page 5: Regional Ramblings

TECHNICAL DEPT. In her column in the Times-Union a few weeks ago, Terri mentioned the practice of cleaning main bearing caps and inserts thoroughly before reassembling. The main idea here is to remove every last particle of dirt so that the bearing insert is in intimate contact with the cap to facilitate heat transfer. If you want an extra margin of safety, pick up a tube of silicone grease at an electronics distributor. This is usually used when mounting power transistors on heat sinks to help alleviate the heat transfer problem. Spread a thin coating on the back of the clean bearing inserts, and then assemble in the normal manner. Use it on the rod bearing inserts also, although they are not quite as important as the mains.

REMEMBER MAY 23-24 AT LIME ROCK

Wild Bill

Helmets, etc, concluded.

Come to Our Regions events--work, contribute, enjoy.

Finally, remember, guys that race cars are handsome, fearless, clean-cut, but guys that drive Formula Cars are something else.

Phil Raeder, Competition Director

conclusion to: GYMKHANA RESULTS

Class I: Touring over 3000 cc

1	9	J. Perras	Camaro	64.1
2	29	D. Gieras	Barracuda	70.15
3	34	J. Deans	Cougar	71.9

Class J: Ladies

1st	33	D. Deans	Cougar	63.35	H*cap -5.37
2nd	36	N. Rexford	SAAB V-4	67.1	H*cap +3.82
3rd	35	M. Caulfield	Austin-Healey	62.45	H*cap +5.60

Photographs this month courtesy of:

- Tom Laponia
- Mac Townsend
- Gil Brookins

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Montreal 215, Que.

S P E E D E V E N T C A L E N D A R

<u>Date</u>	<u>Location</u>	<u>Club</u>	<u>Event</u>
May 10/11	St-Jovite	MMRC	Double school
May 24/25	St-Jovite	MMRC	N F A +
Jun 1	St-Jovite	SMCC	Motorcycle races
Jun 1	Mosport	CRDA	CAN-AM FIA
Jun 7/8	St-Jovite	CASM	School and F +
Jun 14/15	St-Jovite	CASC	CAN AM A FIA
Jun 29	Deux-Montagnes	MCO	Club races +
July 5/6	St-Jovite	CASM	CTC, F A. +
Jul 13	Trois-Rivieres	TRAC	Hillclimb
Jul 13	St-Jovite	SMCC	Motorcycle races
Jul 19/20	Deux-Montagnes	CASC	F A
Jul 26/27	St-Jovite	ACAM	School & club +
Aug 2/3	St-Jovite	CASC	TRANS-AM F A FIA
Aug 16/17	St-Jovite	CASM	CTC F A
Aug 24	Trois-Rivieres	CAM	N.H.C.
Aug 24	Deux-Montagnes	CASM	Club race +
Aug 30	St-Jovite	SMCC	Motorcycle races
Sept 1	Gatineau	MCO	N.H.C.
Sep 6/7	St-Jovite	CASC	SCCA Formula, F A FIA
Sep 13/14	Trois-Rivieres	CAM	N A
Sep 19/21	Mosport	CRDA	GRAND PRIX FIA
Sep 27/28	St-Jovite	MMRC/SMCC	Club and motorcycles +
Oct 4/5	St-Jovite	ACAM	Endurance races +
Oct 12	Vim y Ridge	CERF	N.H.C.

FIA - International event
CTC - Canadian Touring Car Championship
N - National Formula Championship
NHC - National Hill climb
F - Fleur de Lys formula championship
A - Alitalia production car championship
+ - Novice races

NEWS FROM WESTPORT

SCCA and USAC Agree to Talk

As you have undoubtedly heard, an interesting decision has been made by two of the major race clubs in this long-fractured sport formally to sit down and discuss any matters of mutual interest that might lead toward closer cooperation. The "formally" is important because the recent mutual announcement by SCCA and USAC is that a joint committee will be formed; and because the open announcement puts on a public basis idle conversations and speculations that many people have engaged in for a period of years. Some will recall that as long ago as 1960 USAC's president proposed to the SCCA Board of Governors that the two reach a formal agreement to conduct professional road racing in this country. There has been a slight change since 1960 in the balance of power!

No race organization in the United States today works disassociated from the other organizations, nor has any for many years. SCCA people must constantly work with their counterparts in the other major clubs in the business of racing, and quite apart from the obvious contact at least four times annually at ACCUS meetings. Driver licensing and interchange, calendar conflicts, and especially safety matters are among the routine points of regular communication between the groups. These opportunities have frequently, and increasingly, produced the thought that we might well find mutual benefit in a specific effort to find out if the best interests of the sport would be served at least by combining some of the separate efforts in professional racing.

The resolution by the executive committee of our Board of Governors and the USAC Board of Directors has now been put into effect with the names of six persons who will serve on the joint committee. The SCCA representatives include:

Alex S. Keller, chairman of the SCCA board of governors

E. L. Hall, chairman of the SCCA professional competition board

James E. Kaser, SCCA director of professional racing.

The United States Auto Club representatives are:

Charles Brockman, president of USAC

Thomas W. Binford, former USAC president and director

Roger McCluskey, USAC director and driver representative.

The committee hopes to meet in the very near future, putting into effect the agreement to talk.

The SCCA and USAC agreement means simply that the two clubs have a lot to talk about. Ideally, it would be great if SCCA and USAC could devise an agreement never to clash in professional racing.

continued

Practically, it is clear that with the great strength each has in professional racing a considerable amount of give and take would be necessary to reach any such utopia. The six-man committee has quite a job to get beyond an agreement to disagree and we will all be watching their efforts with considerable interest.

Of course, the resolution, the text of which appears below, specifically deals with professional racing and the committee's discussions will have nothing to do with any other SCCA activities. Also, as the resolution makes clear both in the SCCA version of the language and in the USAC version, the committee can decide nothing as it is only a deliberative body. If the committee agrees on any firm proposals, they would be submitted to the top board of each club for approval or disapproval. The SCCA resolution follows:

 "We, the executive committee of the board of governors of the Sports Car Club of America, Inc. , are mindful of the need for closer co-operation in the entire area of professional automobile racing in the United States between our organization and the United States Auto Club. Much can be achieved in the interest of the sport, in the interests of development of the automobile, and in the interests of safe automobile racing by combining our knowledge, talent and efforts.

"We, therefore, intend our organizations to cooperate in a manner that will best develop, direct and unify the areas of the sport over which we presently exercise separate authority. This may include possible contractual arrangements, merger, the creation of a new entity, or other alternatives which may seem appropriate.

"We, therefore, authorize our chairman to form a committee jointly with the president of the United States Auto Club to prepare a plan to best accomplish the above stated purposes for presentation to the board of governors of the Sports Car Club of America, Inc., for approval and ratification.

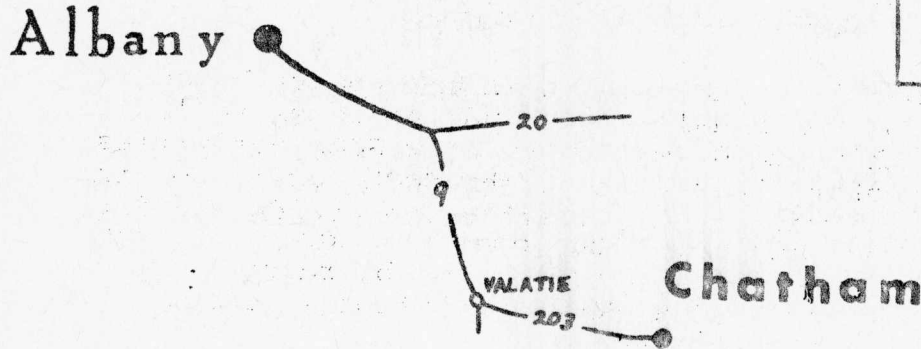
"This resolution is not intended to give our chairman the authority to bind us in any way and any plan developed must be approved by the board of governors of the Sports Car Club of America, Inc."

PLEASE do not send cash through the mail! As newspaper stories indicate - there is a growing problem of petty mail theft. We have documented several cases involving mail form members to the national office. Both membership dues and license fees have been hit and considerable problems arise for the individual concerned. Check or money order are the only ways to go.

Directions to the checkpoint

Checkpoint for
Quality and Economy

FREE DELIVERY



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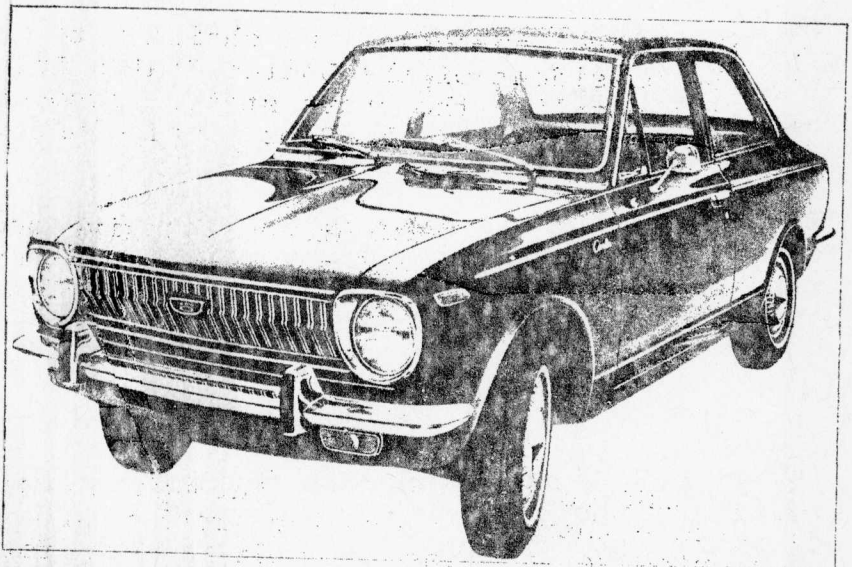
THE 1969 TOYOTA COROLLA IS HERE!

(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 / Gal.	27-28 Miles / 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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785-5874

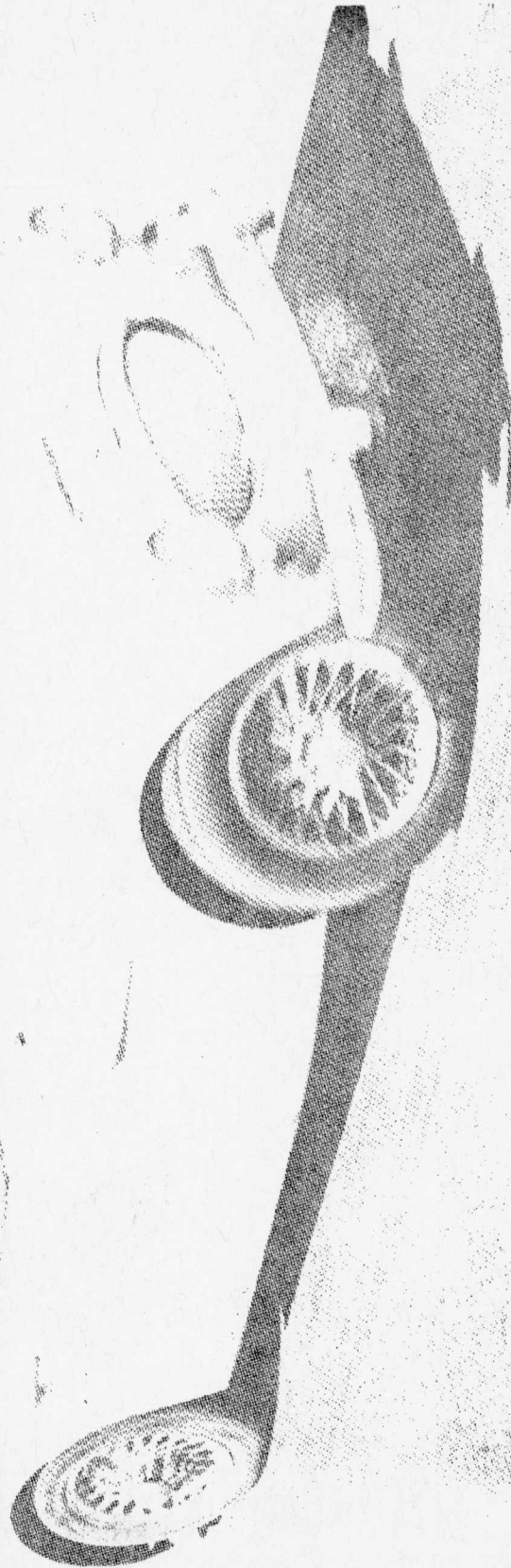


1969

GCR

INEC

AREA 11



GYMKHANA CHAMPIONSHIP SERIES

1. Purpose: The purpose of the INEC Area 11 Council (hereafter called "INEC") Gymkhana Championship shall be as follows:
 - A. To promote gymkhanas as a sport to test driver skill.
 - B. To establish standards of car classification, timing and scoring.
 - C. To provide individual members with the opportunity to compete in a recognized event and earn annual recognition of results achieved therein.

11. MEMBERSHIP: Members of INEC Regions of SCCA shall be eligible to compete for INEC Gymkhana Championships.

111.
 - A. Gymkhana: is defined as a non-speed test of driving skill in which contestants compete singly on a timed basis. The term as used herein specifically excludes all events in which the emphasis is placed on something other than driving skill, e.g. balloon bursting, sparkplug changing, rope and pylon maneuvers, etc. Other events of this type, although not specifically mentioned, shall not be permitted. See current Solo Events Regulations, Category 11 Events, definition paragraph two.
 - B. Sports Car: This term shall include all production sports cars as currently or previously defined in the SCCA Production Car Specifications.
 - C. Sports Racing and Formula Cars: shall be defined and regulated as in the current SCCA General Competition Rules. Any car having a major body change or an engine swap for which there is no manufacturer's equivalent shall be classified in this category.
 - D. Sedans: shall include all sedans, or any form thereof, previously or currently homologated under Appendix J of the FIA regulations as a Group 1 or Group 2 touring Car, or any car similar in design to such cars, with the exception of Sports Cars as defined above. Modifications allowed under this appendix, which change an automobile's horsepower rating, shall not change a car's classification provided it stays within the engine displacement limits. Provisions providing for the mandatory installation of roll bars shall not be enforced. In addition to the modifications allowed in Appendix J, it is permitted to: remove bumpers, providing all dangerously projecting hardware is also removed; replace mufflers with straight pipes, providing this does not violate any local ordinance; and remove rear seats.
 - E. Course Marker: This term shall include both stationary and portable objects whose function is delineation of the gymkhana course. Markers may include light poles, rubber cones (pylons), traffic safety posts, and other easily visible, indestructible objects. The use of cartons, baskets, oil cans and the like, is prohibited. The use of stationary objects is discouraged, and shall be limited to instances of absolute necessity.
 - F. Engine Swapping: will be allowed under the following condition: In the event an automobile manufacturer ceases production of a particular engine, a later version of the nearest possible equivalent by the same manufacturer may be substituted. Car reclassification will depend on engine displacement and/or horsepower rating

IV. SCORING

A. Mandatory Penalties:

1. One point shall be assessed for each time increment required for the competitor to complete the course.
2. Fifteen seconds or the equivalent shall be assessed for each failure to follow the prescribed course unless correction is made by the entrant before he is irrevocably committed to an incorrect course. He is irrevocably committed when any part of his car passes the next gate or pylon.
3. Five seconds shall be assessed for any movable course marker knocked down or moved from its normal position in any direction. The same penalty shall be assessed for each stationary course marker touched by the car.
4. There shall be no other penalties assessed with the exception of disqualification for unsafe driving, unsportsmanlike conduct, or consumption of alcohol.

B. Ladies score shall be computed as follows: The best time, including penalties, for each contestant in Class 8 shall have subtracted from it the average if the second, third, and fourth men's scores, including penalties, in the appropriate class, according to the car being driven. The remainder shall be the score for the lady contestant. In the event that a contestant in class 8 holds a lower time than the average of the second, third, and fourth men in the same car class, she shall receive a minus score. The lowest position or the highest negative score will be the winning score for Class 8. If only three men compete in the corresponding class, the average time of the second and third place men shall be used in computing the lady's score. Ladies must specify at registration if they wish to run in the men's class. In the event that no men's scores are available, the index will be computed from the fastest time of day.

- C. All times and penalties must be posted immediately in view of all contestants.
- D. The event chairman must provide the members of the INEC gymkhana Committee with fully tabulated and documented results within one week of the event. It is mandatory that these results appear in the monthly publications of each Region.

V. TIMING

- A. Each competing car will be timed continuously from the start to the finish of the course.
- B. Timing will be in minutes and/or seconds, to an accuracy of no less than 0.1 seconds.
- C. An electric timing device shall be mandatory. This device shall be actuated by the competing car at both start and finish.

VI. CONDUCT OF EVENTS

A. Physical Requirements

1. The course shall not be constructed so as to require undue memorization.
2. Exact layout will be at the discretion of the event chairman and should be designed to provide the most equitable challenge to all drivers eligible to compete.

continued

3. The proper location of all movable course markers shall be outlined so that they will be returned to the same position in the event of their having been moved. In the event of a marker having been moved, or suspected of having been moved, an official of the event shall be required to ascertain the condition and location of the marker in question prior to the assessing of a contestant's penalty and before the next passage of any competing car. The exact definition of "moved" must be defined in the supplementary regulations of for the event.
4. The entire area of the course shall be within the view of the official observers at all times.
5. All legal requirements of the state and locality in which the event is to take place shall be observed. It is strongly recommended that the local law enforcement officials be informed of all particulars concerning the event, and that they be given copies of, or at least allowed to examine, the permission to use the area, the insurance policy or statement, and any other pertinent papers.

B. Safety Precautions

1. Adequate safety precautions shall be maintained to include at least the following, and such other precautions as may be required by the physical nature of the course:
 - a. Approach lanes for cars going to and leaving the course
 - b. Clearly defined spectator areas.
 - c. Provisions requiring all but authorized personnel to remain clear of the gymkhana course.
 - d. Layout such that two or more cars will not be competing in close proximity to each other.
 - e. Course margins arranged so that no car will be competing within at least 100 feet on the outside of all turns.
 - f. Presence of at least one fire extinguisher capable of extinguishing an engine fire in any automobile.
 - g. All drivers shall wear helmets.
2. In the event of an accident of any sort, all competition will cease immediately, and any necessary action will be taken. Chairmen are reminded that the SCCA insurance coverage requires a report of any accident occurring at an event covered by the policy.

C. Each car shall be inspected prior to running and shall conform to the standards set forth in Appendix A, Item 1.5 of the 1969 GCR, with the exception of the following paragraphs: d, m, o, s, t, v, and w. Seat belts of at least two inch width, with metal to metal hardware, must be installed and used. In addition, Appendix A, paragraph 1.2 will be complied with.

D. Driver Participation

1. There will be a maximum of two drivers per car per class, to a maximum of four drivers per car.
2. A driver may enter an event only once.
3. Each driver must present a valid current operator's license at registration.

continued--

- E. Re-runs shall be authorized under the following conditions only:
1. Failure of all timing equipment
 2. Presence of any unauthorized obstruction on the course.
A driver granted a re-run must enter the waiting line, and may not compete until at least ten cars have run. If there are fewer than ten cars remaining to run, a driver granted a re-run may not compete until all the remaining cars have completed their runs.
- F. Supplementary Regulations and a course map shall be published for the event, and shall be available to each contestant at the registration. These shall include all information and rules for the particular event, and not specified herein. They may be in addition to, but not contrary to, these rules.

VII. OFFICIALS AND JURISDICTION

- A. The governing body presenting the event shall ensure that at least the following officials are provided:
1. Chairman: Shall govern and control all phases of his event and ensure compliance with these rules and Supplementary Regulations for his event. He shall have full jurisdiction over his event, shall render all decisions, and settle all disputes, in consonance with these rules and the SUPPLEMENTARY REGULATIONS. He may consult any authority, including the INEC Gymkhana Chairman, if available, and he is encouraged to do so.
 2. Timers and Scorers
 3. Course Marshals
 4. Scrutineers
 5. Crowd Control
 6. A standby emergency vehicle on hand during the entire period of competition capable of transporting an injured person to a predesignated First Aid station with at least one and preferably two designated drivers for this vehicle. An unloaded station wagon would be considered adequate for this purpose.
 7. Other Officials as deemed necessary to safely conduct the event.

VIII. PROTESTS

- A. Any contestant shall have the right of protest an action or car which he deems to be in violation of these rules of the SUPPLEMENTARY REGULATIONS.
- B. Protests must be filed in writing to the event Chariman not later than 15 minutes after the last car has completed its last run of the given day's competition. The protest must list all particulars if the incident in detail, and must be signed by the person(s) protesting.
- C. The Event Chairman shall acknowledge receipt of the protest and note the exact time at which it was received. He shall then present the protest to the INEC Gymkhana Committee Chairman. He must withhold all trophy presentations until the protest has been resolved.

continued.

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D. The INEC Gymkhana Committee Chairman shall convene all members of the committee present and render a decision within 30 minutes of the time at which the protest was filed. He shall then notify the Event Chairman of the Decision. The decision shall be final and binding on all parties

IX. YEAR END CHAMPIONSHIP

A. Year end championships will be awarded in each class. Points will be awarded on the basis listed below, The best three scores will be used as a basis for the person's year-end score. A minimum of two events must be run to win the year end championship.

POINTS	PLACE
10	1
7	2
5	3
4	4
3	5
2	6
1	others

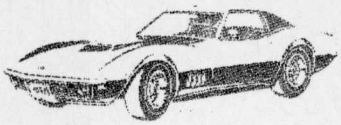
B. Awards will be made to the first three scores in each class.

X. CLASSES:

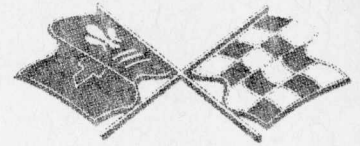
1. Sports 0-1299 cc
2. Sports 1300-1899 cc
3. Sports 1900-3000 cc
4. Sports over 3001 cc
5. Sedans 0-1299 cc
6. Sedans 1300-1999 cc
7. Sedans over 2000 cc
8. Ladies Class
9. Sports Racing, Specials, and Homebuilts

TREASURER'S REPORT - MAY

Past Balance	\$ 2015.33
Income for April	477.25
	<u>\$ 2492.58</u>
Expenses for April	919.05
Balance as of May7	<u>\$ 1573.53</u>



Mohawk-Hudson Region SCCA



Corvette emblem

BERNIE CARINGE

YOUR

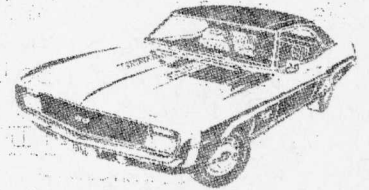
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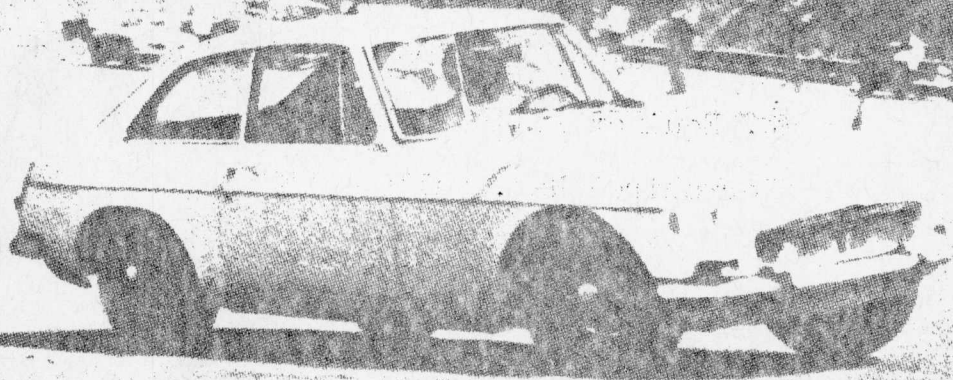
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M H G Y M K H A N A



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

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 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—Safina
 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—NE Ohio—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

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

ABC's WIDE WORLD OF ???

Many unkind things have said about Roone "Old Blood and Guts" Arledge, Jim Mac Cabre, and the Wide World of Gore, and I'd like to add my opinions both pro, and con.

In TV Broadcasting, generally four or five cameras are used to shoot different angles, and different locales. It is the job of the producer/director to choose which shots are tied together to make a program. Roone Arledge is the man who decides at WWS. The question then becomes one of what appeals to RA's sense of theater, or whatever. The question then becomes not Mr. Arledge's right to choose shots, but rather his taste in doing so. He is, I am afraid, a blatant sensationalist, who is trying hard to satisfy the blood lust of the vast expanse of depraved America. These are the same people who gawk at auto accidents on the road, scream for people to jump from buildings and bridges, and stand by idly as innocent people are attacked in the streets. But you can't say anything against these people; they get madder than hell when you question their taste, values, or sanity. Besides, you're taking them away from the leer-ing eye of TV. Arledge has thus really garnered this audience, providing them with bloodshed, gore, etc., without forcing them to leave the comfort of their own homes. Arledge is an opportunist. The writing should have been on the wall a long time ago, before the late Don MacTavish's crash, before Bandini's fatal accident, way back when Carrol Shelby went after the manufacturers championship in those days before the Ford GT's when he ran the Corba GT. And do you remember the 1964 Daytona race for Manufacturer's when the Cobra caught fire in the pits, and a crewman was under the car. ABC was there and they caught every chilling detail. So this isn't all so new for them.

Another unusual thing; Jim McKay is always commentator when something like this happens. I know he's numero uno, but when anyone else is covering an event there isn't as much melodrama. What am I trying to say??? I don't know. Maybe you can make something of this whole crazy pattern.

Wide World of Sports can do good things for auto racing; they have before. Lemans 1967 was like a Grand Prix on TV. The annual L.A. Times Riverside race; and when they let surf movie maker Bruce "Endless Summer" Brown do their cross country motor cycle racing, it was more than sport, it was art. So they can do it, but why don't they? Partly it has to be because of the goulsh tastes of the ardent TV viewer. Auto racing isn't the onlt sport to get the "cruel sport" treatment; remember their analysis of that ski jumper who toppled, slow motion, instant replay, again and again. Or the chain of accidents that beset hydroplane racing a few years back. Arledge isn't really anti-racing, just pro-gore.

So what's to be done? Well is these accidents hadn't happened Arledge would have had to go elsewhere for his thrills, so there is one spot for action. Second, if people tell ABC they want to be entertained with the drama of athletic competition, not the sickening expose of friends dying again and again in stop action, slow motion, instant replay; and its time this damn nonsense of human lives being ended before your very eyes-- because its news, and more, its sports, be ended. Accidents are, and probably will always be a part of racing, and unfortunate part it is, but that doesn't make it ground for hacks who have

ABC's WIDE WORLD--concluded

have no stake in the sport to come in and milk them of their sensational value, and leave in their wake scarred memories of departed friends. Sure, Bandini would still be dead, but its different when you saw him die, in slow motion, aginn and again. Or Don Mac Tavish. Daytona seems to be a stupoder track as time progresses; and Don Mac Tavish would still be dead. But when I see the things ABC did to his unfortunate passing, It sickens me. I think I still have an idea of the value of life, and the joys of racing, but when people like RA come in, sensationalize, and leave, looking for other cheap thrills, its just too much.

WWS could be good, given the right guidance. More Phil Hill, Roger Ward, and Bruce Brown. How? Keep those cards and letters coming in: ABC, New York, New York.

greg rickes

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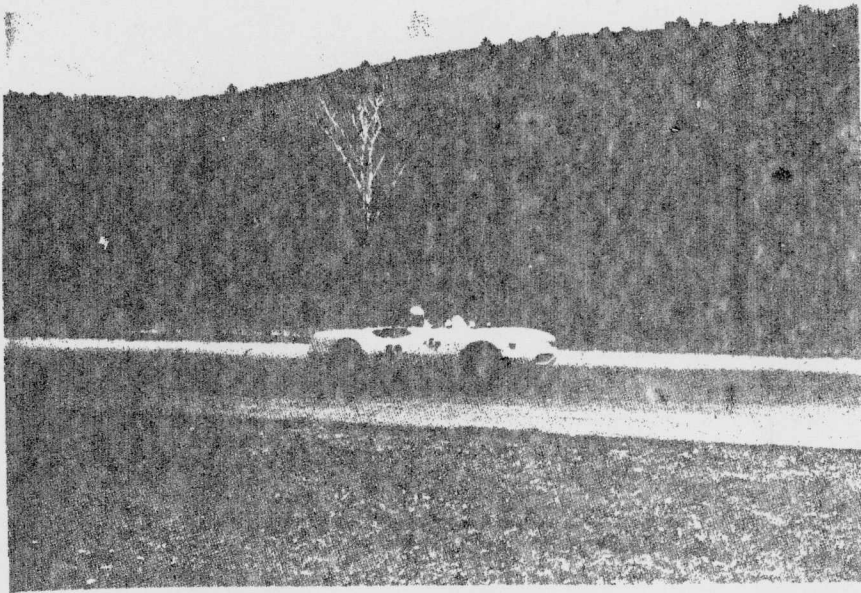
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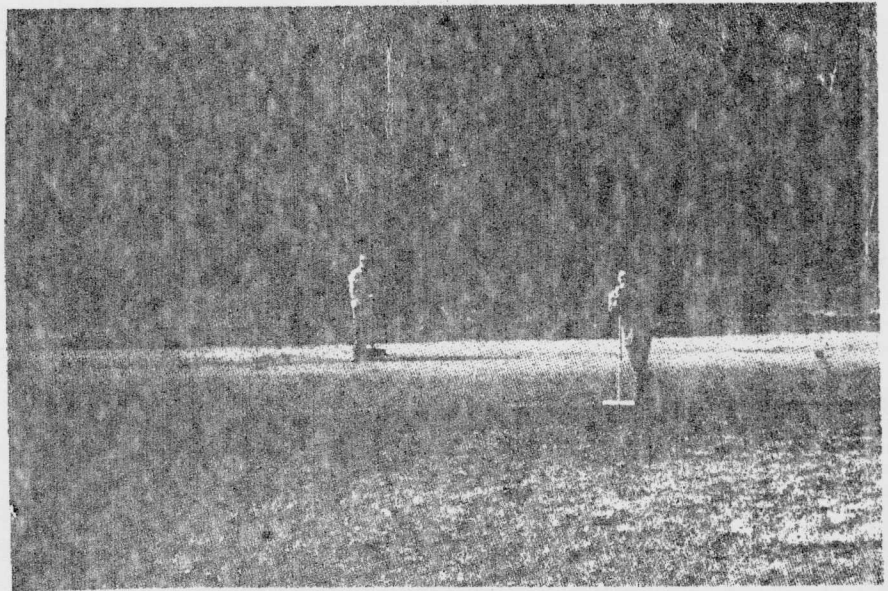
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