



the knock-off

September 1969



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Largest Display of Imports

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M G-B
M G MIDGET
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P.O. Box 39

Valley Falls, N.Y. 12185

The KNOCK OFF is published monthly and distributed free to members and friends of the Mohawk-Hudson Region of the Sports Car Club of America. Application to mail at controlled circulation rates is pending at Altamont, N.Y. 12009. All material is dependent upon contributions by the members and friends, and should be mailed or delivered to the Editor at the monthly club meeting held at 8:30 P.M. on the first Wednesday of each month. The October 1st meeting will be held at the Sunset Inn, 5th Ave. and 125th St., North Troy.

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 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.

from the Editors ...

September 1969 --- A beginning

This is the first issue of "THE KNOCK OFF" to be published under our editor-ship. It was truly a lot of work as everyone said it would be. However, now that some of the organizational details have been taken care of, we look forward to a better issue next month.

We cannot do it alone-we need your help! How about writing an article for the "KNOCK OFF"? Who knows, we might even reinstitute the ex-editor policy of one beer for each page.

As you have probably noticed, the amount of advertising in the "KNOCK OFF" has dwindled considerably in past months. Thus, we are looking for someone to act as advertising manager for the K. O. This person or persons would be responsible for coordinating efforts to contact former advertisers as well as hopefully securing some new ones. Any volunteers? A breakdown of K. O. advertising rates appears below.

We also wish to thank Jack Peck of PECK BUSINESS MACHINES, Dunnsville road, Schenectady, N. Y. for loaning us a typewriter. Similar thanks are also extended to Bob Coonradt of LATHAM AMERICAN, 554 Troy-Schenectady Road.

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"KNOCK OFF" Advertising Rates

Inside back cover	} --	\$75.00
Inside front cover		
Back cover		
Full page	--	\$50.00
Half page	--	\$25.00

Treasurer's Report

September 1969

August Balance	\$ 780.27
August Receipts	1393.78
August Expenses	543.60
Balance on hand	\$ 1630.45

COVER: Bruce Cargill's FF Lotus at speed. The photo was taken at our National by Gil Brookins.

SCCA NEWS

Westport, Conn., August 29, 1969

A new fire-resistant fabric has been approved for use by the Sports Car Club of America as clothing material required for the organizations 5,000 race drivers. The Monsanto Company's Durette (X-400) joins the short list of fabrics that have the required approval of SCCA for use as race driver's clothing.

The Sports Car Club of America is the first racing organization of the many approached by Monsanto to have moved to the acceptance stage of X-400 fabric. In a market characterized by very few approved products, this gives SCCA drivers an additional choice when purchasing the required flame-resistant suits, coveralls, gloves, face shields and socks needed for racing.

Monsanto states, and is supported by SCCA, that Durette will not flame when contacted by an external flame source. It will darken and eventually become brittle. Durability and comfort of the fabric are good and it is of interest that X-400 can be dyed in darker shades. The standard color of X-400 is golden.

The new fabric has been developed and is being produced in limited amounts now at Monsanto's Chemstrand Research Center in Durham, N. C. Production of material in linear yard form is available for developmental projects by clothing manufacturers.

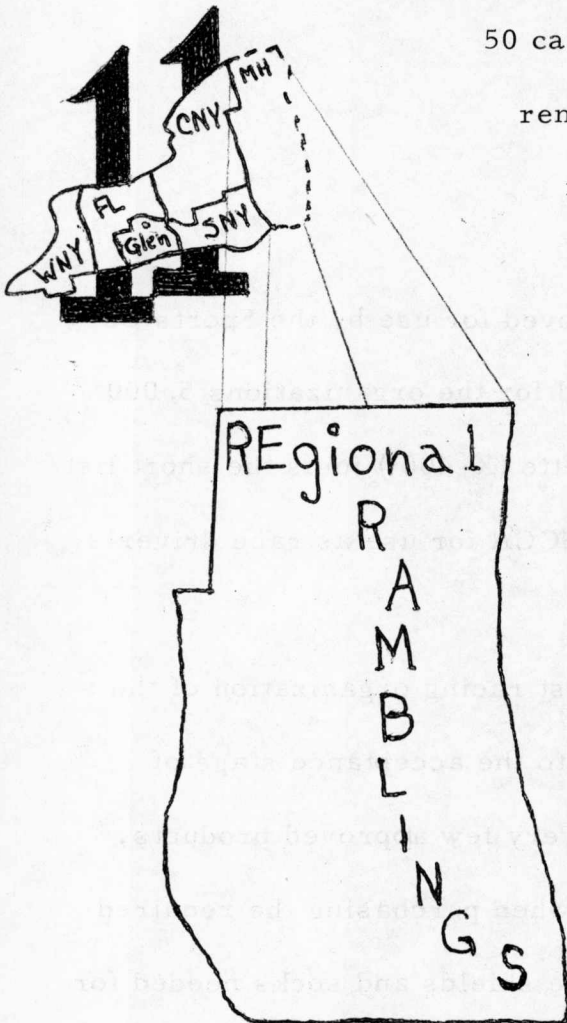
(More on page 16)

Our first venture into a non-speed event at Lime Rock was a qualified success. Autosprint happened on August 23 with about 50 cars participating, almost enough to pay for the track

rental. Jack Collins wasn't there so it rained in the morning, but about noon Butch informed me that he was Jack's representative and it promptly cleared up. Anyway, there was sufficient enthusiasm on the part of those attending that it was moved, seconded, and passed at the August 25 Exec. Meeting that Mohawk-Hudson do everything possible to make this an annual event. If you missed it this year, we'll see you there next year.

You have probably noticed that there is a larger effort being made to publicize our events. Greg Rickes is responsible for this and has been busy learning the methods of the PR

agent. There is another side, however, which is the responsibility of every member concerned with the public image of sports car clubs, and this is to tell what actually happened at some of the events. Official results (even partial) and a little commentary make wonderful material for a news item. We have three members of our region (Terri Novotny, Bill Kane, and Gil Brookins) writing weekly columns, and their plea is all too familiar--"We need more material." The pre-event publicity is only half the story--the other half is the post-event results and commentary. Can you imagine where baseball would be if the news media carried only announcements of the games, and never reported the winning



REgional Ramblings (con't)

teams, pitchers, home runs, yes, and even the boo-boos? The sports car columnist gets around, but can not cover all the events on a given weekend. The three people mentioned before are perfectly capable of capturing the excitement of any sports car event from a rally to a Can-Am race, and relating it to the public, even if they did not personally attend and have to depend on second hand information. And every member should be doing his part to help them out. The next event you go to, whether you're working, watching, or participating, call up one of our columnist and give him some of the information. You should find it much appreciated.

It may seem early, but it's time to start thinking about next year. The events: gymkhanas, rallies, Autosprint, drivers school, races, and the personnel: The elected officers and the event chairmen. The Board has selected a nominating committee consisting of Sandy Fisher, Mac McClumpha, Phil Raeder, Bill Sarr and Art Simmers, to select candidates for each of the seven elective offices. Their selections will be announced at the October meeting. We encourage the nomination of additional candidates by petition, requiring the signatures of 10 members and the candidate himself. After the nominations close at the November meeting, ballots will be mailed to all members, and the election will be held at the Annual Banquet and Meeting in December.

As a postscript to our National Race , the Chief SCCA Observer's report has been filed with Westport. Floyd Stone, in writing the report, rated the overall conduct of the event as good, and noted in particular a marked improvement over last year. But he also noted that some of the specialities were a little weak on Friday. If we continue to build a good reputation, workers will realize that it is worth it to come on Friday, and that problem should take care of itself.

group bench

RACING TEAM

Requests the honour of your
Participation

TOPS for TOTS gymkhana

Sunday Sunday Sunday

OCTOBER 12

Gymkhana site:
to be announced

Registration: 11:30 a.m.

Entry Fee : \$3.00 members of any club
\$3.50 non-members

for more information contact

Rich Waring
463-3368

Greg Rickes
869-7508

SIDE LINE

OBSERVATIONS

Except for a series of articles ("Checkers, Anyone?") written for the Berkshire Motor Sports Club, I have managed to keep silent at times when I was either elated over some articles or boiling-mad over some of the issues or actions taking place in our division.

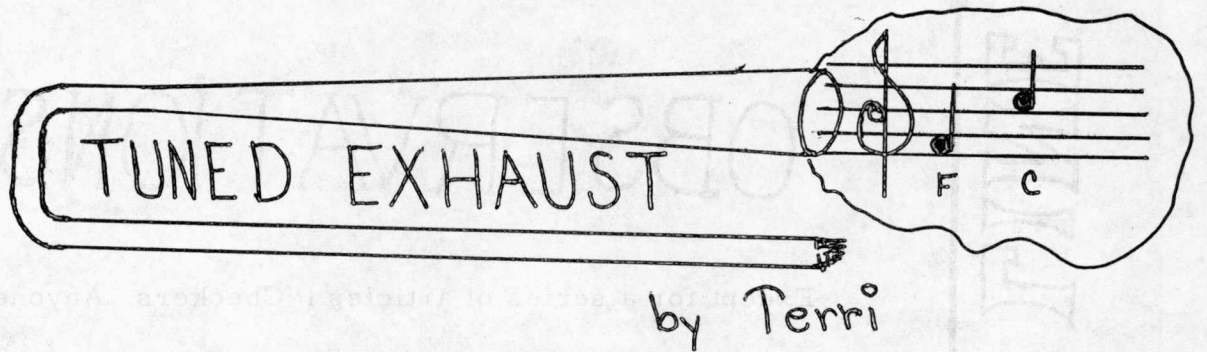
Several "happenings" have now motivated me off TDC sufficiently enough to join those who really contribute other than lip-service to Mohawk-Hudson and SCCA.

First, if ever there were any doubts in my mind about Terri's and Phil's past words and actions, I have nothing but the highest praise for their past efforts at the Lime Rock GP (Sept. 1). How Terri can act as chief pit crew, timer, driver's communicator and moral supporter all at one time is beyond me! And Phil was in there right to the end. Congratulations!

Thanks to Stan Bubar for the tip on cleaning plexiglas. Great for Matra rear windows. Also, first good poop on brake fluids!

Now for the blast. It was not the greatest thing in the world to have MO-HUD people help out another region only to be treated like intruders. If all specialties were as congenial, polite, helpful and knowledgeable as F & C or T & S, I don't think workers, drivers and crews would get disgusted to the point of "Is it all really worth it?" to volunteer again. Sure, we all have our own "bag", but some of us have quite a few bags going and may just possibly have a little broader look at a problem and its ultimate solution. (P. S. - Watch for November's "Sports Car" letters to the editor).

Bob Beddoe



Formula car racing certainly does give one an opportunity to be a part of every aspect and branch of the sport, and to validly form some impressions.

In the year we've had the Brabham, we have earned 6 National points, 3 points in the Area 1 Championship series, and I dunno what in the Area 11 series - or was that when we lost oil pressure? We have entered and finished and won money in two Continental Grand Prix professional races. We see a lot of the same people - but that's O.K., because they're great - and we have a sound basis on which to make comparisons.

Questions arising out of this season's races include:

Whither Formula C?

Should Formula Fords be permitted to run B just by changing the letter on the side?

Should marque formula's be permitted in the Conti?

What about wings?

Can a 51.4 at Lime Rock (Sam Posey qualifying at the Continental) be for real?

Bob Lamplough, Britisher in a Lotus 41 C, tangled with Craig Hill's Formula Ford during the Continental. Lamplough contends that the accident was deliberate. Witnesses say that Hill was irrevocably committed to the drift line under full power and had no choice. Are the handling characteristics of this marque

formula that different that they interfere with the B and C cars? There seems to be increasing driver pressure on SCCA to treat Formula Ford just as separately as Formula Vee. No one would think to run Vees in the same race as the A, B and C cars. (so why even practice at the same time).

There are a few "old" cars around, and a very few scruffy drivers. Formula cars generally tend to be superneat, however, and well prepared.

The professional races have been well run, and tech has been a pleasant few moments. We are almost cavalier about entering the pro-race, because none of the hurry to send in entry will insure getting a grid position. You must qualify. You compete with all of the other cars for the privilege of competing with the top 30. So - you might just as well hold onto the \$50 as long as possible, because you ain't going to get it back. But - that's what it costs to race for prize money. On the other hand, we usually send in our entries for amateur races as soon as we receive the blank, knowing that if we go, we are assured of a grid spot, and if we don't go (car breaks or something) most regions will return the entry fee if they've had 24 hours notice. Amateur, or club, racing has always been a comfortable event. The practice sessions were as competitive as you made them. But --

Here's a thing to think about: the supplementary regulations for the Sept. 19, 20, 21 National at Michigan International Speedway include this little gem: "In case of oversubscribed races, the slowest of qualifiers will then become alternates". The regulations further specify that if a car is accepted, no entry fees will be refunded. So... you might get to pay \$30 and not race, simply because a region prefers not to continue the amateur "club

Tuned Exhaust (Continued...)

racing" practice of "first come first served," and "you race what you bring". We work both sides of the street, as it were, and do not like to see Club racing loosely disguised as a "for bucks" pro. If amateurs have to "qualify" in order to run a National, they are entitled to expect something more than trophies. It's our experience that qualifying (proper at a pro race) is a tense endeavour indeed.

If there are getting to be so many amateur racers that the danger of over subscribed races is a real one, then the class combinations should be different, or there should be more races. The above mentioned regulation stipulates "oversubscribed races," not classes. A class isn't over-full until it exceeds the grid by itself. The regulations above further stipulate that in a combined race, each class will be guaranteed 7 places. Big deal -- so if B and C total 35 cars (23 B and 12 C), and the grid holds 30, and all of the B cars are faster than the C cars, only 7 C cars get to run and the rest lose their entry fee. This system somehow fights the "class" or the "race-within-a-race" system of SCCA, and turns a multi class event into a single competition.

It can be argued that qualifying will improve the quality of racing for the spectators, and we need spectators to pay the bills at the courses we know and love - BUT - what about some of those 9th and 10th place dices we've all been a part of? Who needs to use up his car in practice?

I don't like it. I say, if there are getting to be more racers than grid positions, let's have more races, not drive away the drivers.

Unbundle.

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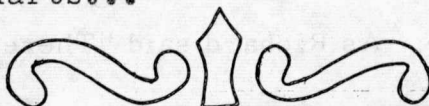
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Unbundle.

Tuned Exhaust (Continued...)

Special to all of those people who keep coming to us and insisting that we WON FC at the Glen National - in the rain. Thank you for your concern and encouragement. We think so, too. BUT-- we did not keep our own lap charts, no one has come forward with any to refute the official charts. We were confused ourselves, in keeping track of the two black FC cars - one of which was Fred Harris. Without documentation, there isn't much to be gained by fussing, and we did enjoy the race, our second place trophy, the rain, the pit help from Bruce Cargill and Art Simmers, and all of the concern our friends have expressed. Don't sweat it. There's a moral - keep lap charts!!!



NUMBERS GAME

from the May 15, 1969 Executive Bulletin

As of this date, SCCA has broached the 17,000 mark in total membership. We are running about 1,000 behind last year's record pace which is a very satisfactory performance when considering the dues increase for 1969.

Another set of interesting comparisons with 1968 includes these figures as of May 14 each year:

	<u>1968</u>	<u>1969</u>
National licenses issued	2,420	2,620
Regional licenses issued	754	788

Finally, continued growth is also revealed in the number of Nationals, Regionals and drivers' schools actually held last year compared with the number held or now scheduled for 1969:

	<u>1968</u>	<u>1969</u>
Nationals	63	65
Regionals	123	135
Drivers' Schools	74	80

from the

GTW B

(group W bench)

..... indented and quoted by Greg Rickes

Well Richard is working and Sandy is "not of the proper spirit" so the task of writing falls upon my bony shoulders this month. We (group W) had a 75 percent showing at the Autosprint (Hector left for a vacation from summer school), Sandy and Rich installed in old Shep (John Hiltz's Corvair) and I on Team Lotus (thank you Bill Morris). We got one trophy (Sir Fisher, third in sedans 1701-3000) and two good scares, but we had a real rollicking time, and we learned a lot about how slow we really are. As Richard said "There's nothing wrong with this event that five or six more won't cure". Oh, if only we could.

To continue last month's discourse on sponsorship: The extent of sponsorship you obtain will almost have to be proportional to the type of racing you want to do. The bigger your plans, the more sponsorship you will seek. Don't expect a fully sponsored ride, all expenses paid, if you only plan to run regionals. Maybe, with the right approach you can get your entry fee covered. In a National, most definitely your entry fee, but you'll still have to cover everything else yourself. Don't scoff, entry fees can add up. But above all, you must give something very big in return. This does not mean you must win, BUT, you must make sure that people are aware that there is someone backing you. So answer any question put to you politely; that person you cussed at may be a newspaper man. Also, if you are ever interviewed always mention your sponsor's name, cause that's what he's paying you for. Any sponsorship you obtain will help ease the financial burden of running a racing car, so move wisely when you seek a sponsor. Don't

ask right off for a Group 7 car, fully sponsored, with a van, and a full crew; it just doesn't happen that way.

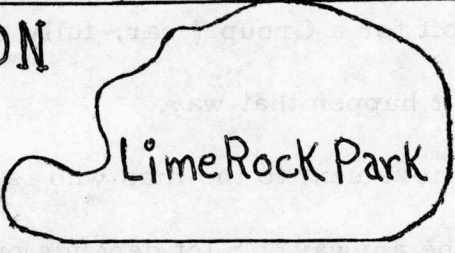
Let's move next to the man who is going to put up the money for you. Who should he be anyway? S lot depends on what type of car you're running. If it's a production car, most certainly try your dealer first, and probably foremost. If you are running formula or sports racing why not look elsewhere, however. Here's why: if you have a dealer sponsor a car he doesn't sell, he's not getting much out of it. If you get a sponsor not involved in automobiles - or related fields - some of his thunder will be stolen by the car maker should you come up with a big win. For example, seldom do you hear of the Sunoco Camaros, but rather the Penske Camaros. A small slip, one which Roger always takes care of, but wouldn't you be better off without such a situation. Furthermore, there are lots of potential sponsors seeking connections with auto racing who actually have no relation with automotive matters, but rather seek the image of being up with the times, aware of trends, youth oriented, etc. These are the people to tap, because although the fruits of victory are sweet, if you lose it won't reflect on their product. So if you do good promo work, play fair, and make respectable showings, you're in like Flint. Okay, so who are these people? How about Wally Dallenbach's "Special for Sprite" on the USAC circuit, sponsored by the soft-drink of the same name, or the A&W Root Beer AA/FD, or even Posey's Classic Car Wax Special? And that's just the beginning. Next month, inasmuch as I'm not competent, brave, old (pick one) enough, I'm going to tell you of a potential sponsor, and go through the entire set-up. If you've got the urge to be a pro and aren't afraid to work a little and maybe admit that you still have a few things to learn, all you have to do is put everything together and go talk to these people. I personally think the odds of sponsorship (at least partial) are pretty good.

MOHAWK-HUDSON REGION

SOLO II

AUTOS PRINT

AUGUST 16, 1969



LimeRock Park

A & B Production

		<u>RUN 1</u>	<u>RUN 2</u>
1. Craig Carter	Corvette	1:31.0	<u>1:27.9</u>
2. Howard Geer	Corvette	1:32.3	<u>1:29.8</u>
3. Darrel Carter	Corvette	1:33.4	<u>1:31.5</u>
4. John DiGuillio	Corvette	1:54.6	<u>1:41.7</u>

C Production

1. Hap Farnsworth	Lotus Elan	1:42.2	<u>1:34.4</u>
2. Stu Shalat	Lotus Elan	1:48.7	<u>1:39.7</u>
3. Marc Brossmer	Lotus Elan	1:47.0	<u>1:41.4</u>
4. Greg Rickes	Lotus Elan	1:59.9	<u>1:53.2</u>
5. H.J. Chira	Triumph TR-250	2:15.7	<u>1:57.2</u>

D & E Production

1. Pete Callaghan	Porsche	1:30.0	<u>1:29.7</u>
2. Bruce Carlton	Yenko Stinger	1:30.6	DNF
3. Andy Costantine	Datsun 2000	1:56.0	<u>1:35.8</u>
4. Jack Fantelli	Lotus Europa	1:41.5	<u>1:37.4</u>
5. Steve Barbour	Austin Healey	1:56.2	<u>1:46.3</u>
tie			
Charles Barbero	TR-4	1:46.3	1:46.4
6. Larry Verch	Datsun 2000	1:52.5	<u>1:49.6</u>
7. Karl Scharl	Austin Healey	1:52.6	DNF
8. Roger Oesterreich	TR-4	1:58.2	<u>1:54.0</u>

F Production

1. Ron McHagan	MGA	1:45.8	<u>1:42.0</u>
2. Frank Devall	Datsun 1600	1:44.4	<u>1:45.4</u>
3. Tom Keiran	MGA	1:49.0	<u>1:45.4</u>
4. Ron Devall	Datsun 1600	1:50.6	<u>1:53.3</u>

G & H Production

1. Phil Cooper	Fiat 850	1:45.3	<u>1:44.2</u>
2. Ihor Kasianczuk	Homemade "PIG"	1:48.8	<u>1:47.9</u>
3. F. Bernachini	Sprite	1:54.4	<u>1:51.1</u>
4. Paul Brown	Sprite	2:00.6	<u>1:57.0</u>

Autosprint (Continued...)

Sedans 0-1200cc

		<u>RUN 1</u>	<u>RUN 2</u>
1.	Paul Hacker Mini 1100	1:41.0	<u>1:39.7</u>
2.	Butch Sciarra SAAB 850	2:14.2	<u>1:45.9</u>
3.	Ken Brady NSU 1000	1:49.0	<u>1:48.0</u>

Sedans 1201-1700cc

1.	Art Frederick Mini-Cooper S	1:49.4	<u>1:40.4</u>
2.	Rob Romaine VW	1:47.5	<u>1:46.6</u>
3.	Carl Corrin Datsun	1:47.7	<u>1:47.2</u>
4.	Hans Flebbe Peugeot	1:53.0	<u>1:49.0</u>
5.	Halsey Frazier VW	1:49.0	<u>1:52.0</u>
6.	Brad Townley BMW	<u>1:49.2</u>	1:57.8
7.	Don Rexford SAAB V-4	<u>1:55.3</u>	<u>1:52.3</u>

Sedans 1701-3000cc

1.	Thom O'Connor Volvo 122	1:42.7	<u>1:40.0</u>
2.	William Wort Volvo 142	1:43.1	<u>1:50.4</u>
3.	"Sandy Fisher" Corvair	<u>1:52.1</u>	1:46.0
4.	John Hiltz Corvair	1:55.4	<u>1:53.2</u>
5.	Rich Waring Corvair	2:08.0	<u>1:54.4</u>

Sedans over 3000cc

1.	Richard Shepherd Barracuda	1:49.0	<u>1:35.2</u>
2.	Steve Morris Camaro Z-28	1:43.2	<u>1:35.4</u>
3.	Frank Bowlander Mustang	1:39.8	<u>1:39.0</u>
4.	Robert Messler Mustang	1:39.8	<u>1:40.2</u>
5.	Karl Danneil Dodge Charger	<u>1:45.6</u>	1:41.5
6.	Steve Short 1956 Ford Victoria D/G	1:45.7	<u>1:43.0</u>
7.	Art Simmars Valiant Station Wagon	<u>1:44.6</u>	1:45.4
8.	John Deans Cougar	<u>2:03.2</u>	<u>1:50.0</u>

Ladies

			<u>Handicap</u>
1.	Linda Flynn MGC	<u>1:46.8</u>	2:04.3 2.0
2.	Nancy Geer Corvette	<u>1:45.4</u>	DNF 11.1
3.	Donna Deans Cougar	<u>2:04.6</u>	1:52.3 14.2
4.	Jane Bowlander Mustang	2:06.7	<u>1:58.3</u> 20.2

SCCA NEWS (Continued...)

Westport, Conn. The Sports Car Club of America has presented a request for the listing of its first F. I. A. International Rally to the Automobile Competition Committee of the United States (A. C. C. U. S. -F. I. A.). The request, on behalf of SCCA's Detroit Region, asks that the "Press On Regardless Rally" be listed as an International event on the dates of October 30, 31 and November 1, 1970. The listing, which was approved by ACCUS at its recent meeting, will now be forwarded to Paris for ratification by the Federation Internationale de L'Automobile (F. I. A.).

The International listing marks another first for the Detroit Region's "Press On Regardless" or "P. O. R. " as it is popularly known. Twenty years ago the event became the first rally to be formally sanctioned by S. C. C. A. In recent years the "POR" has been held as a National Rally included in the SCCA's National Rally Championship. In 1968 the event was named "Rally of the Year".

It is expected that the format of the 1970 event will follow that used last year and scheduled for the 1969 "POR" National to be held November 1-2. Headquarters will be in the central Michigan town of Alma, home of the event's sponsor, the Leonard Oil Company. Contestants cover a course of approximately 800 miles over deserted logging roads and sand trails during the course of two all-night runs with competing cars impounded during the daytime layover in Northern Michigan.

The Press On Regardless will be organized and conducted by the Detroit Region, SCCA, sponsored by the Leonard Oil Company of Alma, Michigan, and sanctioned by the Sports Car Club of America.

Mohawk-Hudson Region SCCA
 KOLOSSAL 'KHANA
 September 7, 1969 Two Guys, Menands

<u>A, B, & C Production</u>		<u>Run 1</u>	<u>Run 2</u>	<u>Run 3</u>	<u>Run 4</u>
Howard Geer	Corvette	<u>58.5</u>	DNR	DNR	58.6
Hap Farnsworth	Lotus Elan	64.5	61.2	<u>58.8</u>	59.6
Bill Morris	Lotus Elan	68.0	64.1	63.8	<u>62.5</u>
Joseph Evers	Corvette	66.7	65.5	65.4	<u>64.4</u>
 <u>D&E Production</u>					
John Burns	Datsun	78.7	65.1	64.6	<u>63.9</u>
R. Drake	MGB	66.8	75.5	72.0	<u>64.2</u>
Alan Moxley	MGB	DNF	67.2	65.6	<u>64.4</u>
Richark McNamara	Austin Healy	68.3	67.2	67.2	<u>66.3</u>
Roger Oesterreich	TR 4-A	69.1	67.1	<u>66.5</u>	70.8
Dennis Kaufman	MGB	71.7	69.6	<u>67.9</u>	68.3
Gene Young	Opel GT	<u>71.9</u>	72.5	DNR	DNR
 <u>F Production</u>					
Peter Keitel	MGA	69.6	82.7	66.8	<u>66.7</u>
Marshall Kennedy	MGA	68.4	68.0	71.0	<u>67.0</u>
Ronald Mc Lagan	MGA	72.9	68.6	<u>68.5</u>	DNF
Dan Egy	MGA	75.5	<u>69.5</u>	70.6	69.6
 <u>G&H Production</u>					
John Shepard	Sprite	69.3	67.6	<u>67.2</u>	68.6
Walter Thomas	Sprite	72.5	71.9	69.0	<u>68.0</u>
Lyman Munson	Spitfire	<u>68.6</u>	78.9	78.9	69.2

Kolossal 'Khana (Continued...)

0-1200 cc Sedan

Paul Hacker	Austin Mini	66.1	64.6	<u>64.5</u>	DNF
Butch Sciarra	Saab	67.6	67.8	<u>67.3</u>	67.4
Charles Crosby	Hilman	76.0	84.3	73.2	<u>72.2</u>

1200-3000 cc Sedan

Art Frederick	Mini-S	65.4	64.6	63.7	<u>63.1</u>
Halsey Frazier	V. W.	69.2	67.1	<u>66.3</u>	66.6
William Getz	BMW 1600	69.2	67.6	<u>66.7</u>	68.8
Brad Townley	BMW 1600	68.6	69.3	<u>67.6</u>	68.6
Stephen Finkle	V. W. 1500	72.0	69.5	<u>68.4</u>	DNR
Ron Capello	V. W.	87.5	81.8	80.6	<u>71.1</u>
Charles Robinson	BMW 2002	81.4	75.6	<u>72.1</u>	73.0

Over 3001 cc Sedan

Mike Rossi	Mustang	67.6	65.5	64.6	<u>64.0</u>
Walt Chovanec	GTO	69.7	69.9	68.6	<u>66.8</u>
John Deans	Cougar	77.3	72.8	<u>69.5</u>	69.6
James Barlow	Mach 1	72.3	106.2	<u>69.7</u>	72.2
Roger Premo	Pontiac	71.8	82.0	<u>71.1</u>	DNF

Ladies

Donna Deans	Cougar	75.2	71.9	73.3	<u>70.2</u>	†1.5
Nancy Geer	Corvette	69.7	66.8	<u>66.7</u>	DNF	†4.8
Jane Frederick	Mini-S	91.3	80.9	76.7	<u>75.1</u>	†8.2

SCCA Calendar

Sept. 20-21	Marlboro	National Race	D. C. Region
Sept. 20	Lime Rock	Regional Race	NNJR
Sept. 27-28	Weatherly	Hillclimb	NE Penn Reg.
Sept. 27-28	Appalachia	National Rally	Phila. Reg.
Oct. 4-5	Watkins Glen	USGP	
Oct. 4-5	Thompson	Regional Race	NER
Oct. 4-5	Marlboro	Solo I	D. C. Reg.
Oct. 11-12	Pocono	National Race	N. E. Penn.
Oct. 11	Lime Rock	Regional Race	NYR
Oct. 10-11-12	Jersey 5000	National Rally	NNJR
Oct. 18	Lime Rock	National Race	NNJR
Oct. 18-19	Watkins Glen	National Race	FL
Oct. 25-26	Mt. Kearsarge	Hillclimb	NER

Monthly Meeting

October 1

8:30 p.m.



SUNSET INN



5th Ave. and 125th St.

North Troy



COMING ATTRACTIONS

September							October							November						
S	M	T	W	Th	F	S	S	M	T	W	Th	F	S	S	M	T	W	Th	F	S
	1	2	3*	4	5	6				1*	2	3	4							1
7	8	9	10	11	12	13	5 D	6	7	8	9	10	11	2 K L	3	4	5*	6	7	8
14	15	16	17	18	19	20	12 E F	13	14	15	16	17	18	9 M	10	11	12	13	14	15
21 A B	22 X	23	24	25	26	27	19 G H	20	21	22	23	24	25	16	17	18	19	20	21	22
28 C	29	30					26 I J	27	28	29	30	31		23 N 30	24	25	26	27	28	29

- A. Rally, BMSC
- B. Speedcross, AMEC Malta, (contact C. Taylor)
- C. Fun & Beer Gymkhana, Empire, (contact J. LaBounty)
- D. Speedcross Utica-Rome MVSSC, (contact F. Thomas)
- E. Gymkhana Toys for Tots, Mo-Hud SCCA, (contact Greg Rickes)
- F. Mount Auscutney Hillclimb (tentative date)
- G. Rally, BMSC
- H. Speedcross, AMEC, Malta, (contact C. Taylor)
- I. Gymkhana, BMSC
- J. Rally, Empire
- K. Rally, BMSC
- L. Speedcross, Utica-Rome, MVSCC, (contact F. Thomas)
- M. Speedcross, AVEC Malta, (contact C. Taylor)
- N. Five Club Rally

* Monthly Meeting at the Sunset Inn, Troy
 X. Executive Meeting at Hap Farnsworth's house

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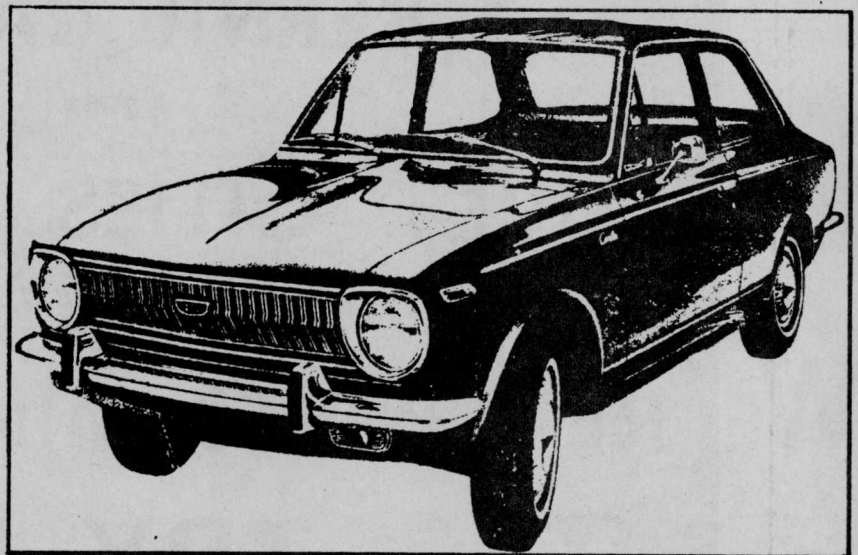
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Rear Opening Windows	"	"
Manual Choke	"	"
Lubrication	NEVER	Every 3,000 Miles
Gas Mileage	TRUE 32 Miles 1 Gal.	27-28 Miles 1 Gal.
Alternator	Standard	Not Available
Trunk Capacity	8.6 Cubic Feet	5.0 Cubic Feet
Whitewalls	Standard	Optional
Nylon Carpeting	Standard	Not Available
Turning Diameter	30 Feet	36 Feet



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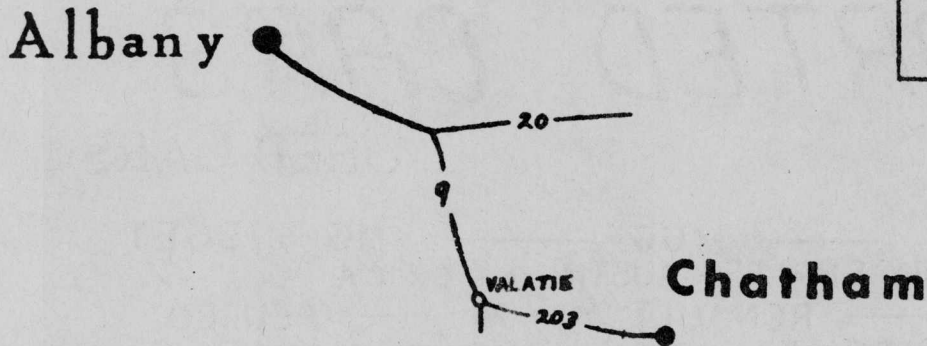
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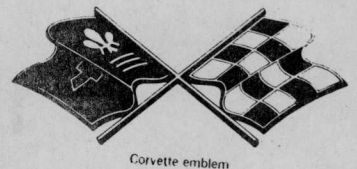
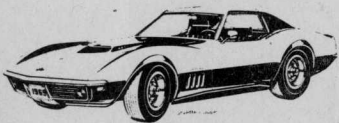
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