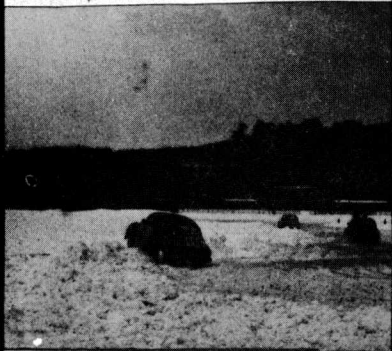
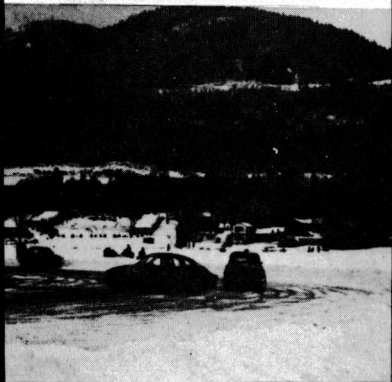


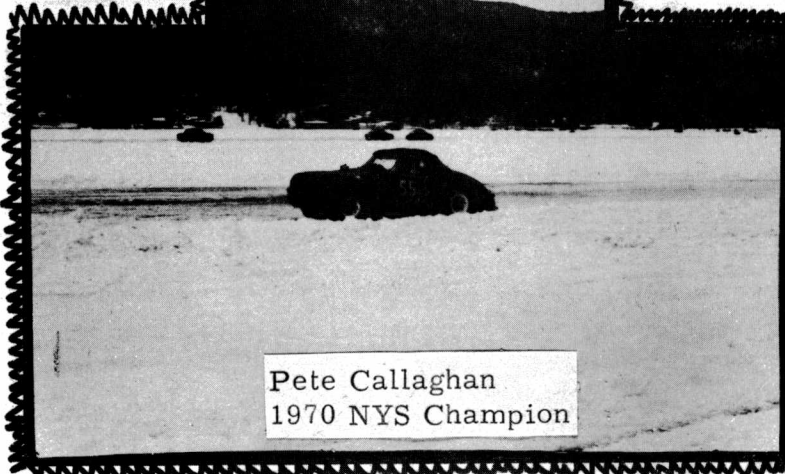
Clyde Billings  
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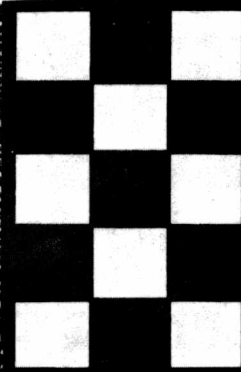
Jack Collins



Perry Moak  
Woody Johnson



Pete Callaghan  
1970 NYS Champion



**MOHAWK-HUDSON REGION**

1970

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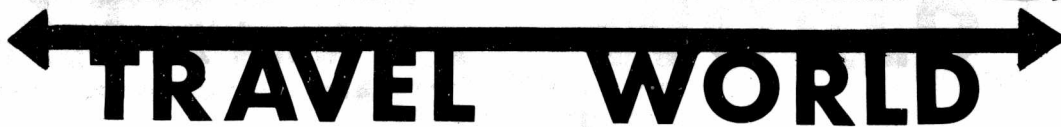
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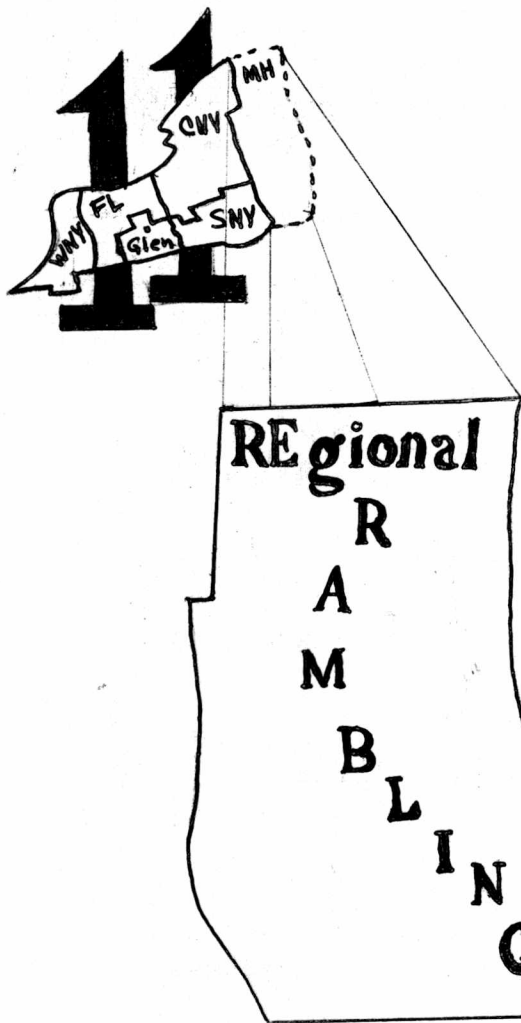
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John Hutchison 346-2194	Don and Nancy Rexford 861-6382
Van Antwerp Village, Apt. A1	Star Route
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Anyone wishing information on membership or events may attend our meetings or contact any of the Officers listed above. Membership in the Mohawk-Hudson Region 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.



GUEST NIGHT at the monthly meeting April 1--the featured speaker will be Phil Raeder, Director of the Division of Research and Development, Department of Motor Vehicles, and also a member of this Region. The program for the evening will be oriented toward trying to interest guests and visitors in sports car activities and Mohawk-Hudson Region. Help us out--bring along at least one guest.

On the competition scene, things are still very much unsettled, and as of this writing, we have no Drivers School or race. The weekly merry-go-round usually consists of phone calls to Bob Henderson, Jim Haynes, Westport, and Jerry Crawford, taking the new set of facts and opinions, consulting with Hap to come up with a plausible next move or solution, and then being told what's wrong with our ideas and being supplied with new facts and opinions. Skipping a lot of the details, we still see the possibility of a date at Lime Rock, Thompson, or Watkins Glen. But now an additional complication arises: with the latest increase in insurance rates, can we afford to put on anything anyplace? Rumors are flying about \$50 entry fees and race budgets

doubling. Mohawk-Hudson's treasury, even with assistance from INEC, is just on the borderline for even getting started towards putting on a race.

With the higher insurance rates causing higher entry fees, what is going to happen to the number of entries at an event? It's unlikely they will increase, so we are faced with increasing costs and decreasing returns, which is not conducive to turning much of a profit. At present I am continuing to negotiate an acceptable date and site for a competitive event, but when some firm figures become available on insurance rates and other costs, we may have to reconsider and possibly withdraw for this season. I personally hope this doesn't happen, and will be deeply disappointed if it does.

Sites are a problem for not only races but some of our other events. This is an appeal to all our members to actively investigate possibilities for gymkhanas and hill climbs. If you know of any large parking lots or other areas which are not in use Sunday afternoons, contact Ed Holeva so we can learn more about them. We have our foot in the door for a hill climb at Prospect Mountain, but are just beginning to seek official approvals. We can also use new ideas for hill climbs.

*Wild Bill*

# UNCLE SAM

(Posey, that is)

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TO BRING A FRIEND  
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GUEST

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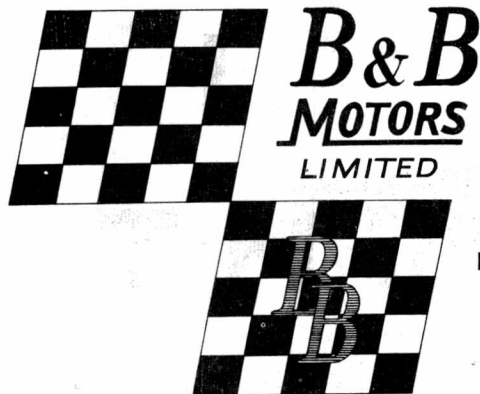
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# INEC GYMKHANA SPOTLIGHT

At the February INEC meeting in Syracuse the plans for the upcoming year were discussed and resolved. A special committee consisting of George Dennis (FLR), Glenn Geer (CNYR), Bill Lane (WNYR), Eric Vogelsberg (SNY), and myself met and came up with a list of recommendations which were presented to the general meeting and accepted with approval. As last year's trail series was considered to be somewhat of a fiasco by everyone concerned the alternative to hold one championship gymkhana was agreed upon. This will not be a runoff type event as in past years, but open to any SCCA member of a region belonging to INEC. It is planned to be held in the fall in a central location - two possibilities are the State Fair grounds in Syracuse or the go-cart track at Greene. It is planned to be a weekend event with practice on Saturday and runs for real on Sunday. In addition to running for class championships it was decided to have a regional championship. Every entrant from the winning region would receive a dash plaque stating that he was a member of the winning regional team. The winning region would be the one which accumulated the most points based on the following system. Points for a region will be earned by awarding points only for the highest placed car in each class entered from that region. This helps the regions that are the furthest away and therefore have the least entries. One point will be earned for every car in the class that you beat plus 5-3-1 bonus points for the top three in each class. For example, the winner of a ten car class would get 14 points for his region (9 + 5), the second place car would get 11 points, etc. This somewhat complicated formula was adopted to equalize the difference between beating three cars and beating thirteen cars to win your class. It was felt that a win in a large class should be worth more than a win in a small class. With this system a region like Mo-Hud could have a good chance of winning the regional championship if they could get at least one car to enter each class.

The classes for this championship gymkhana were decided next and this went unusually well. It seems that no one liked last years INEC classes and most of the ideas on how to change them were very similar. Anyway here they are:

- |                     |                             |
|---------------------|-----------------------------|
| 1. A + B Production | 6. A Sedan and up           |
| 2. C Production     | 7. B Sedan                  |
| 3. D Production     | 8. C + D Sedan              |
| 4. E + F Production | 9. All specials, formula, + |
| 5. G + H Production | sports racing cars          |

You will note that the ladies class has been dropped, possibly for the first time in history. It was felt that since this event is only open to SCCA members and that such women are probably competitive with the men, there was no reason to have this class. Any comments? I would care to hear them.

A lot of work still has to be done to make this event a reality but at the moment it shows a lot of promise. I will let you know more as I hear it.

Howard Geer

39

GP

## Odds &amp; Ends

39

GP

A "Cookbook" of ideas for writers who haven't anything to say or --  
"How Can I Fill a Page?":

It's strange. Some people take the business of writing an article for their favorite club's newspaper too seriously. They are afraid to pick up a pencil and mate it to the paper. "What, me write? Gee, I would like to but I can't write." Poppycock! Anybody who can hold a pencil can, and you don't really have to have anything to say. Just follow the rules listed below:

Rule 1: Write about a favorite car. Stories about old MG's, Chevies or Nash Metro's or Karmen Ghias will usually bring a tear to a former owner's eye (not to mention present owners).

Rule 2: Technical articles are great. Who wouldn't read with much interest a story entitled "Rebuilding a Karmen Ghia with Bondo."? Of course one would recognize that this would be part 2, of which the first part would be "How I removed a SAAB from my VW's Engine Compartment." Ice racers will be most interested in the latter.

Rule 3: Write about a trip. Any exciting overland adventure to such far away places as Albany or even Lake George are bound to be real action grabbers.

Rule 4: Pressing social comment is always in vogue. Key words to include in the story are "environment," "air pollution," "water pollution," "over pollution," "safety devices," "the pill," "smog," "good planning," "asphalt jungles," "health menace," and "Nadar warned us." These articles are the easiest to write as they take no research, and often no thought, and are so "in", nobody dares challenge them.

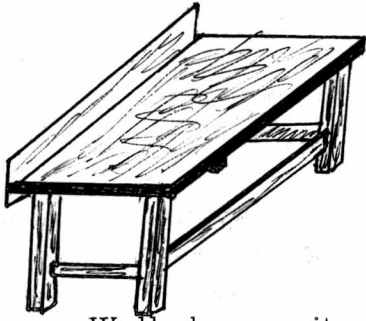
Rule 5: Hero Stories are always good. Imagine how thrilled the reading public will be when they read your account about meeting, say, "James Garner at Limerock". Key phrases to use would be "just a regular guy", "beautiful people", "dedicated racing enthusiast", "really swell person", "he asked me for a cigarette", "he even talks normal", "filthy rich", and so forth. You can even explain that he didn't mean to step on your hand while you were bowing.

Rule 6: A scathing indictment of club events, newsletters, or selection of trophies will open a few eyes. It's best to have moving plans before authoring such a piece.

Well, that's enough to get you started. I am sure the editors will have so many articles they won't know what to do, now that the "secrets are out"...

*Dave Hathaway*





From The ...  
GROUP *W* BENCH

Well, by now it seems that every aspect (except one) of getting involved in autosport has been covered. This aspect that has been slighted is in reality the one which has served to increase interest over the years. I am (of course) speaking of the noble field of automobile journalism (fanfare, please). P.T. Barnum once made a comment about man's gullibility, and this can be seen in the autowriting business. Why you, yes, you dear reader, could probably write something better than this article, and you're probably sitting here telling yourself this right now. Co something about it then, as soon as you've finished reading this, that is. Actually you can write about almost anything but here are some hints:

1. Don't write about a car you own or have owned: Either it will come back to haunt you when you try to sell it, or the current owner will come over to hit you, the previous owner, in the mouth for telling all of those expensive lies.
2. Technical articles can be dangerous, especially if you're careless with decimal points : e.g., telling someone to mill the head .30 when you meant .030, or boring out 6.0 when you meant .060. Besides losing many friends, this could get you some valuable court experience.
3. Don't write about a trip: you will probably get busted.
4. Pressing social comment is similarly dangerous: if you don't like the thought of being dragged away in the middle of the night, never to be seen or heard from again, say nothing about U.S. Gummint. Also nothing about Conn. Police State (unless you wanna be ina heap o'trouble, boy). Best leave social comment to William Buckley (the facist) and/or Gore Vidal (the fag).
5. Don't talk dirty as I did above or the censors will c-t out t--d-rt- par--, lik- th-s.
6. A scathing indictment of anything at all is fine, especially if you plan on leaving town soon or have friends in the Mafia.

So, you still want to write. No, forget it. Trade in your typewriter on a camera. After all the lens tells no lies.

greg rickes

(Lest we be accused of bias and management of news by the "spokesman for the silent majority", we have presented both sides of the issue concerning appropriate material for an article. Seriously folks, if you've been thinking about writing an article, why remain silent. Begin Now! ...eds.)

# MORE FROM GWB...

## The Team and Its Anarchy:

You can go racing without a team but having one with no system of management whatsoever will make things go as smoothly as shifting a non-synchro gearbox and definitely lessen your chances of finishing but increase your jollies tenfold.

Group W is fortunate (?) to have a bunch of really hardworking but hopelessly incompetent members. In fact, there are so many of us that the kind people at registration refuse to give us passes under the guise of being under 21. However, this is sometimes an asset because having no one in the pits is better than having all of us.

Secondly, don't train your team. If you have a team manager, it's his duty to instruct the team members in the pitfalls of crewing. But, since we don't have a team manager, why bother? However, job assignments are necessary. This applies to the expert studbreaker as well as the novice Go-For.

Thirdly, acquaint each of your team members with the equipment but don't bother practicing loading and unloading the trailer unless you're Bob Claffie and tow at 70 m.p.h. 'cause you'll never load it properly, ever. Bring the proper tools, namely a large set of hammers and chains. These perform such useful functions as pounding out dents and beating the driver.

Fourthly, Group W has a copy of Lloyd's World-Famous Pre-Race Check List. Such a list insures that all items have been neglected or broken and by whom. Remember, overheating on the pace lap DEFINITELY means you're in a heap o' trouble now, boy!

Fifthly, a clean car looks groovy for all the chicks. Dirt can be a hazard unless you keep it in a bag. Being the "dirt bag" often appears to be a menial task and, believe me, it is!

Sixthly, warm up and starting procedures must be carefully limited. After all, who wants to boil the engine in practice? Train your crew for quick pit stops to add water.

Lastly, pit procedures, signaling, etc., must be clearly defined. This includes procedures like "How do you advance the timing?", "Who's got the cojones?", and "Get the hell out of here and finish!".

In conclusion, pay attention to the broads and watch how they operate.

indented and QUOTated  
by haL woOd

"Obviously, we have all started like you. And you, you're a frustrated racing driver." Jo Bonnier, in a interview with Peter Manso, from Manso's VR000M



"I started out on the gymkhana circuit, pushing a VW around..... Gymkhanas give a driver a place to start, to acquire the feel of competition, and all for a nominal investment. This is a terrific base on which to build a racing career."

George Follmer

Winner of the Bridgehampton Trans-Am 1969, Phoenix 200 1969 United States Road Racing Champion 1965



A gymkhana is a test of driving skill, similar to a slalom in skiing. Gymkhana results are based strictly on stopwatch performance, and only a single car is allowed on the course at any time. The drivers' main competition is with the swift hands of the stopwatch. Anyone who enjoys driving can have fun competing in a gymkhana.

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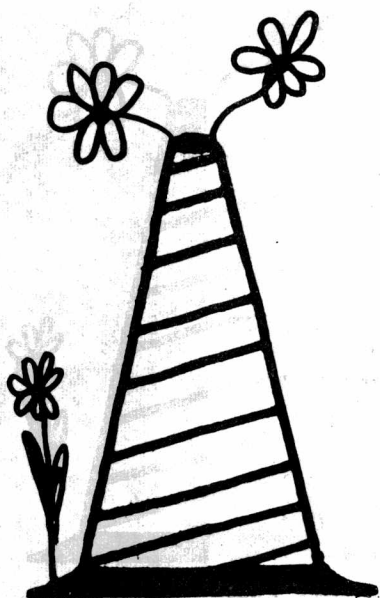
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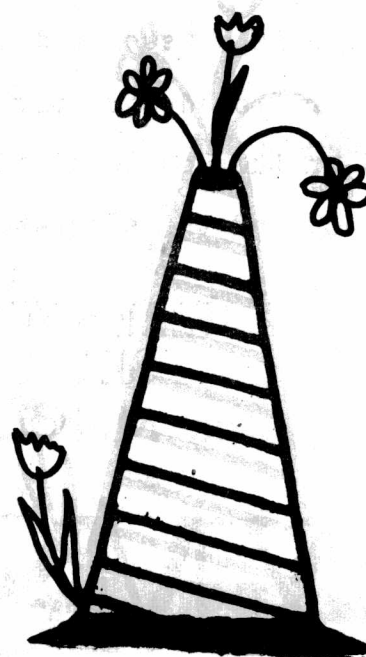
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Mohawk-Hudson Region presents

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THING**  
GYMKHANA



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12**



AT  
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Registration: 12:00

Helmets Recommended

Gymkhanamaster

First Run: 1:00

Entry Fee: \$3.50

Howard Geer

*Gentlemen, the girls are doing their thing! ...*

# PIT TALK

It has been said in the past, in jest of course, that we should stop running in auto sports and just have monthly parties instead. Financially, it would be a success. Now I don't know if a trend is happening, BUT, what do you think of a guy like Phil Raeder entering his new Titan in an auto show and winning three trophies and a cash award. Phil has shown that you don't have to race to win hardware and also just how important a CLEAN car is. By the way, Phil, have you considered National tours?

I found out Mike Rossi's secret on how to run a gymkhana in a pony car. Think small! You make believe you have a mini Cougar or mini Mustang or mini Camaro and surprise, you're suddenly going faster. There is another method which I never had nerve to try but it might work. This is where you bolt the throttle to the floor and merely use the brake. Since you're working only one pedal, there is no reaction time to slow you down. Of course, a crash barrier would be required to stop you. And you will burn out your brakes, and SCCA wouldn't like it, and, oh Hell, it was a thought!

While still on gymkhanas, did you notice that Donna Deans is making a lot of you guys look sick. The way she flogs that Cougar around is something. And Nancy Geer is right behind in that borrowed Corvette. Gentlemen, the girls are doing their thing!

Well, leave it to Greg Rickes and the Group W Bench to pull it off. They, and/or he, showed that a Nash Metro can win something. I wonder if he is going to campaign the Metro in gymkhanas. Is the Renault dead? Come on Greg, give us the scoop. I'll bet that Jack Collins is looking for his old Nash Metro right now or else he is in a state of shock. And did you know that Nash Metros are becoming collectors' items? Now I'm sure Jack is in a state of shock.

You just never know where this crazy world of motor sports will lead to.

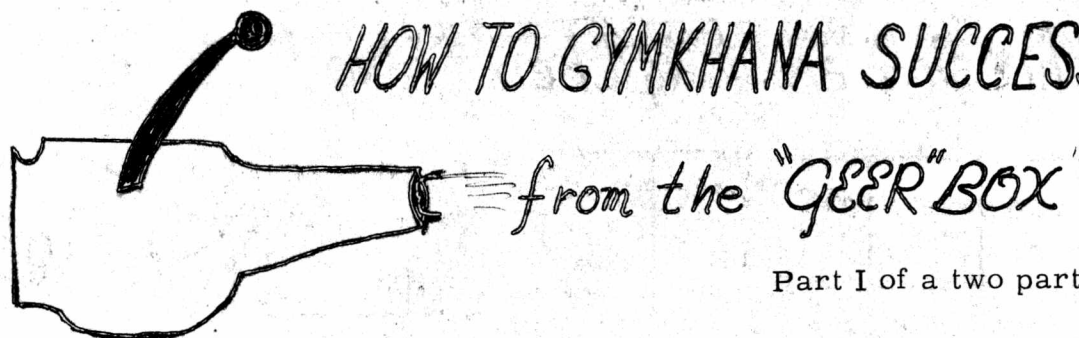
*by ??????*

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COVER

Cover photos courtesy of Gil Brookins. (Thanks, Gil !... eds.)

# HOW TO GYMKHANA SUCCESSFULLY



Part I of a two part series.

The purpose of this article is to attempt to put down on paper just what goes into making a certain driver/car combination faster than his opponent in a gymkhana. If you are under the impression that fast drivers were probably born that way, read on, for that is only a myth spread by over zealous writers pounding out copy on the life and times of Dan Gurney. The truth is that most successful drivers, that is those that most often take home the trophies, have worked for a long time developing their skills.

Now a gymkhana is a strange kind of creature for although the purpose is to go as fast as you can, you are driving slowly in terms of most performance events. You might say the trick is to learn how to drive fast slow (or is it slow fast?). The first item to consider is some of the practices that should be followed in driving a gymkhana course. The first big point is to learn how to get close to the pylons. You probably won't believe how much time you can save by getting 6 inches closer to each pylon but take my word it usually makes the difference between being at the top of your class or not. In the tight sections of any course you should be able to put your tires within 4 inches of the pylon regularly without even thinking about hitting it. When you really get pressed to turn a good time you probably should be able to go down to around one inch. To accomplish this you are going to have to know exactly where the edges of your tires are on both sides of the car. This is something that you can practice any time you are out driving around. There are a lot of harmless things in the road like drain covers, dips, small potholes, even the edge of the road itself when there is a hard shoulder that you can be constantly trying to see how close you can come to without hitting. Every time you do hit one say to yourself, "Well, there's 3 seconds". Believe me, this method works.

The second point to discuss is sliding your car in various ways, or more technically oversteer and understeer. You have probably watched someone drive in a gymkhana and had the tires smoking half the time and always half sideways in any given turn. You might have even done it yourself and you're thinking that you're really flying around. But when the results are posted and the class winner turned out to be #32 and you didn't even know he was running in the gymkhana you might have an inclination of what I am getting at. Like it doesn't work. The best way to get through a tight gymkhana turn is without any sliding whatsoever or possibly with the help of some oversteer. Understeer, or less technically, going through a turn with the front end of the car sliding out away from the way that you want to go, is absolutely disastrous in a gymkhana. Every time this happens you are losing time. Oversteer, or the rear end of the car sliding around, can be helpful if it brings the car around the turn quicker without the driver having to correct the steering back to where they are pointing opposite to the way you want to go. At this point you are now again losing time. The quickest way through a turn is to approach it, brake, drive

How to Gymkhana Successfully (continued...)

through smoothly right at the limit before sliding occurs, accelerating after the midway point in the turn. The key phrase in the preceding sentence was-- at the limit before sliding occurs. This can only be learned by experience but can be helped along by the following practices. If you are in a turn and the car is not sliding, slowly step on the gas and increase your speed until you feel something start to slide at which point you can back off a hair. If you cannot induce a slide you are going too slow and on the next run try braking later which will force you to enter the turn faster.

Which brings me to the last point under general gymkhanaing - braking. Braking is so important because so many people take it for granted. Your opponent might be able to build up a theoretical three car length lead on you on a long straight but if he brakes 30 feet too early for the next turn he has given it back to you. The ideal way to brake for a turn is to be on the verge of wheel lockup and holding it there until you enter the turn, at which point you should be going at the maximum speed to take that turn without sliding. Even good gymkhana drivers find this difficult to achieve all the time but there are some tips to keep in mind. First, most people find that they brake early for a turn because this is the way they have been trained for street driving. I found that if when approaching a turn I kept the throttle on full until I reached a point where my mind told me that I couldn't stop in time, then braked as hard as I could, I was usually right around the right brake point. This mental point will be different for each driver but if you are thinking about it, it will probably make your times quicker.

Learning the principles discussed above will probably cause you to hit pylons occasionally - but that is to be expected. The point is to learn from your mistakes.

Next Month:

Hints on car preparation and learning the course.

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NEW MEMBERS

This month's new members are Halsey and Suzanne Frazier from Cohoes, N. Y. Halsey is an accounting analyst and Suzanne a housewife with two active young men to keep her busy. Halsey drives that very HOT VW (what's your secret?) and will be back this year in the Gymkhana scene. In fact, he will be assisting Art in organizing this year's Gymschool. A warm welcome to the Fraziers.

If you are a recent new member and would like to receive the 'membershp' kit please contact Nancy Geer - 6 Jones Ave., Chatham, N. Y. 12037 - 392-3499. Hope to hear from you !

1970

Mohawk-Hudson Region  
Gymkhana Rules

I. PURPOSE : The purpose of the gymkhana rules shall be as follows:

- A. To promote gymkhanas as a sport to test driver skill.
- B. To establish standards of car classification, timing, scoring and technical inspection.
- C. To provide the gymkhana master with a basic set of rules and regulations.

II. CARS : Basically cars will fall into three groups as follows:

- A. Sports Cars: Shall include all production sports cars as currently or previously defined in the SCCA Production Car Classifications. Included in this category are performance sedans.
- B. Sports Racing, Formula and Modified Cars : Shall be defined and regulated according to the current SCCA General Competition Rules. Any car having a major body change or an engine swap for which there is no manufacturers equivalent shall be classified in this category.
- C. Sedans : Shall include all sedans previously or currently homologated under Appendix J of the FIA regulations or any car similar in design to such cars, with the exception of sports cars and performance sedans.
- D. General Modifications : Shall be permitted according to SCCA General Competition Rules as specified in the Production category. Any modifications not normal to the car, such as, supercharging, carburetors not normally issued on a car, different engine, etc., will place the car in the modified class.
- E. Engine Swapping : Will be permitted under the following condition: In the event an automobile manufacturer ceases production of a particular engine, a later version of the nearest equivalent by the same manufacturer may be substituted. Car reclassification will depend on engine displacement and/or horsepower rating.

III. CONDUCT OF EVENTS :

A. Gymkhana Category II :

1. Is defined as a non-speed test of driving skill in which contestants compete singly on a timed basis. The course will consist of straight sections and connecting turns or corners. The course layout should be such as to emphasize car handling skill and maneuverability rather than performance.
2. The course shall not be constructed so as to require undue memorization.
3. Exact layout will be at the discretion of the event chairman and should be designed to provide the most equitable challenge to all drivers competing.



## Gymkhana Rules (continued...)

4. The proper location of all moveable 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 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 for the event.
5. The entire area of the course shall be within view of the official observers at all times.
6. All legal requirements of the state and locality in which the event is to take place shall be observed.

B. Safety Precautions :

1. Adequate safety precautions shall be maintained to include at least the following, and any other precautions as may be required for the particular event.
  - 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) Presence of at least one fire extinguisher capable of extinguishing an engine fire in any automobile.

C. Technical Inspection :

1. It is recommended that two technical inspection lines be used whenever possible.
2. Each car shall be inspected prior to running and shall conform to the standards set forth in Appendix A Item 1.5 of the General Competition Rules, with the exception of the following paragraphs: d, m, o, s, t, v, w, and x. Seat belts of at least two inch width, with metal to metal hardware, must be installed and used.

D. Driver Participation :

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

## E. Re-runs shall be authorized under the following conditions only:

1. Failure of the timing equipment.
2. Presence of any unauthorized obstruction on the course.

## F. Supplementary regulations and a course map shall be published for the event, and shall be available to each contestant. These shall include all information and rules for the event not specified herein. They may be in addition to, but not contrary to, these rules.

IV. OFFICIALS :

- A. Chairman: Shall govern and control all phases of his event and ensure compliance with these rules and Supplementary Regulations for his event.

## Gymkhana Rules (continued...)

- B. Co-Chairman
- C. Timers and scorers
- D. Scrutineers
- E. Course marshalls
- F. Safety committee: Shall have the final say on course safety and compliance with SCCA Solo II events.
- G. Technical inspectors

V. PROTESTS :

- A. Any contestant shall have the right to protest an action or car which he deems to be in violation of these rules or the Supplementary regulations.
- B. Protests must be filed in writing to the Event Chairman not later than 15 minutes after the last car has completed its last run of the given day's competition. A fee of \$5.00 must be included with the protest. The protest must list all particulars of the incident in detail, and must be signed by the person or persons protesting.
- C. The event chairman shall acknowledge receipt of the protest and withhold all trophy presentations until the protest has been resolved.

VI. TROPHY AWARDS:

- A. Three cars constitute a class.
- B. One trophy awarded for 3 cars.  
Two trophies awarded for 5 cars.  
Three trophies awarded for 7 cars.

VII. CLASSES :

- 1. Sports A-B
- 2. Sports C
- 3. Sports D-E plus Lotus Cortina
- 4. Sports F plus all Mini Cooper
- 5. Sports G-H
- 6. Sedans 0-1100 cc plus 1200 VW
- 7. Sedans 1101-1500 cc plus all other VW's
- 8. Sedans 1501-3000cc
- 9. Sedans 3001 and over
- 10. Ladies class.
- 11. Sports Racing, Formula, Modifieds, Specials

In the event that there are not enough cars to make a class, the event chairman will be responsible for reclassifying these cars.

## Gymkhana Rules Committee:

Chairman: Ed Holeva

Committee: Howard Geer

Art Frederick

Butch Sciarra

Karl Scharl - representing AMEC

# From PARSIMONIOUS RACING

39

GP

At Ice Trial time everyone tries to figure out which car available, equipped in what manner, will have the best opportunity to win a trophy. --OK--not Everybody!

Between Dan, Dave + me, we have nine, yes, nine vehicles to choose from. After eliminating some for these reasons--Spitfire, runs in warm only; Karman #2, no power; bus, top heavy; Corvette, too strong; Ford + Chevelle, too big; Mustang, too old; Corvair, unsteerable, we had to settle on Karman Baby #1. Although rather tattered + beat from last year's ice "wreckum" race at Cheshire, we decided that our chance for glory rested in this old German work horse.

A trip to Becket with snow blower and shovels was necessary, as Karman #1 was buried in the snow behind Karman #2 which was buried behind Dan's house in back of the clotheslines--so much for one day's labor. Ugh! The next trip to Dan's proved that Ghia's do start well after sitting outside for four months in the snow. However, with only one 6 volt battery we kept busy switching back and forth. We also found out that although the cars started well, they objected to moving from their ruts on flat tires.

Preparation was another funny story as we were also getting Karman ready for Lake George, too. Replace good hood and trunk with dented ones from other car--just in case--replace smashed door with good door so it will close, this is adjusted by bending left door pillar out at 25 degrees and letting go. We stripped out all unnecessary weight except frozen rags where spare tire belongs, the rags were frozen to the car and the oil was checked. This was also considered the "tune up".

Now for the tires, what to use, dozens of choices but none too good. For the front we use a 5:60 and a 5:90 Michelin left over from Austin Healy days. They don't have much tread, but everybody knows you can't beat a Michelin in the wet, and what's wetter than ice (maybe I mean slippery). Next are the back tires. Well, last year David's 700-14 snows on the bus rims worked good, but they're worn out, hmmm, how about 735-14's off my Mustang--Great--. David loans me a pair of snows for the Mustang and I mount the 735's on Dave's bus rims--do they fit? Hell, no. Rub on the inside, OK we get some washers and shim out the rims. Does that work? Hell, no, the bolts are too short. PANIC. It is now Saturday morning. Brain storm: Call Dan Minecci, Famous VW + Porsche driver and mechanic and ask "What can we DO?" Dan suggested perhaps we could borrow his Chevy to VW wheel adapters and use Chevy wheel instead of VW bus--OK says I, we'll use the 735-15's off the Corvette.

Scene: Later Saturday, VW all jacked up, Chevy wheels ready to put on. Do they fit? Hell, no. Back to the Garage (cellar), change Mustang tires from VW bus rims onto Dave's Chevelle wheels, back to Lakeview. Jack up VW, try wheels, do they fit? Almost; with much swinging of the hammer and bending of fenders we are underway in time to practice; albiet scraping and dragging noises.

(Continued on p.21)

# SCCA NEWS

L + M cigarettes ups Continental Championship to \$400,000. Westport, Conn., March 1, 1970 -- More than \$400,000 in guaranteed awards have been assured for drivers in SCCA's Continental Championship series of road races with the announcement today of sponsorship by the L+M Winners Circle.

Support of the Sports Car Club of America's single-seater championship by L+M cigarettes stakes the expanded 14-event series to more than double the prize money paid last year. In its fourth year, the Continental reaches major status as the North American double championship for drivers of open-wheeled formula A and formula B cars.

The L+M Winners Circle of \$110,000 in awards includes \$5,000 to the top drivers at each event and a \$40,000 jackpot established by L+M to be split among the formula A drivers at the end of the season. The bonus for the series leaders in the points standings is the first in the history of the Continental.

Depending on race length, minimum purses committed by promoters in 1970 are \$20-25,000 for each event, totaling a promised \$300,000.

Additional contingent awards by manufacturers exceeded \$104,000 last year and will add at least that much to the 1970 Continental \$400,000 guarantee.

L+M also has set up a \$70,000 promotional fund to be used by the 14 event promoters for the sole purpose of building local attendance. This is in addition to national advertising and promotional support Liggett + Myers Inc. will supply to its brand.

The L+M Winners Circle awards at each event go to the top three formula A and top three formula B finishers. The \$5,000 in awards will be made in a special L+M Winners Circle enclosure to be constructed at each race course. New L+M trophies will also be presented in the enclosure to the six drivers.

L+M received its indoctrination in motor racing last December when it sponsored the finale of the 1969 Continental Championship series at Sebring, Fla.

"We undertake many promotions during the course of each year and we try to test each one before we make a major commitment. Our entry into motor racing at Sebring last year represented a unique marketing test for L+M. The result of the effort and additional research clearly indicated that auto racing in general, and the Continental series in particular, would provide us with a long term marketing opportunity for our products", said Jack Southard, vice-president and director of marketing for the cigarette and tobacco division.

"Motor racing is growing in popularity among the general public and attracts a mature audience that is compatible with our total marketing objectives," Mr. Southard added. (comments? eds.)

SCCA News (continued...)

James E. Kaser, SCCA director of professional racing, said, "L+M's concept is a major breakthrough. We're extremely pleased with this leading company's big and different approach to racing. The \$110,000 in direct cash to competitors is a real boost for stock-block formula car racing. Of equal importance are the direct promotion dollars L+M will put into our race organizers' hands. Topping all this with a national promotional campaign means the Continental is suddenly one of the biggest auto racing series anywhere."

The complete schedule of SCCA's 1970 Continental Championship:

April 19 -- Riverside International Raceway, Riverside, Calif.  
 May 24 -- Edmonton International Speedway, Edmonton, Alberta, Can.  
 June 7 -- Seattle International Raceway, Kent, Wash.  
 June 14 -- Laguna Seca, Monterey, Calif.  
 June 28 -- Sears Point International Raceway, Sonoma, Calif.  
 July 5 -- Dallas International Motor Speedway, Lewisville, Tex.  
 July 18 -- Road America, Elkhart Lake, Wisc.  
 Aug. 1 -- Mt. Tremblant, St. Jovite, Quebec  
 Aug. 16 -- Donnybrooke, Brainerd, Minn.  
 Sept. 7 -- Lime Rock Park, Lime Rock, Conn.  
 Sept. 13 -- Mosport Park, Bowmanville, Ontario, Can.  
 Sept. 27 -- Mid-Ohio Sports Car Course, Lexington, Ohio  
 Oct. 11 -- New Thompson Speedway, Thompson, Conn.  
 Oct. 25 -- Sebring Air Terminal, Sebring, Fla.

## INEC GYMKHANA SERIES

### MOHAWK - HUDSON REGION STANDINGS

Someone finally got the points decided for the INEC gymkhana series last year and Mohawk-Hudson did all right. It seems that everyone who made the trek to Syracuse that awful rainy day last summer finished well up in his (or her) class. Of the six people that actively supported this series we had one first, two seconds, two thirds and one fifth in total series points! And it is even more amazing that only one competitor entered more than two of the championship gymkhanas from Mohawk-Hudson. These were:

class	position	
2	5	Bill Morris
3	2	Roger Oesterreich
4	3	Howard Geer
5	2	Art Frederick
8	1	Linda Flynn
8	3	Nancy Geer

— HG —



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## NEW SALEM GARAGE

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Parsimonious Racing (continued...)

On Sunday we amazed all kinds of people. After my first run on Sunday the car stalled. Upon opening the trunk it was found that the battery box had broken-- so for the rest of the day the drill was--start car, remove battery, drive car, stop car, etc. This worked well until one of the three team drivers stalled on the start line. No, you can't start a car with no battery by pushing it.

Results for the day proved a 1st, 3rd, 4th in class and pretty high up overall. The team's thanks to Vern and crew for a good time drive.

*Bob Claffie*

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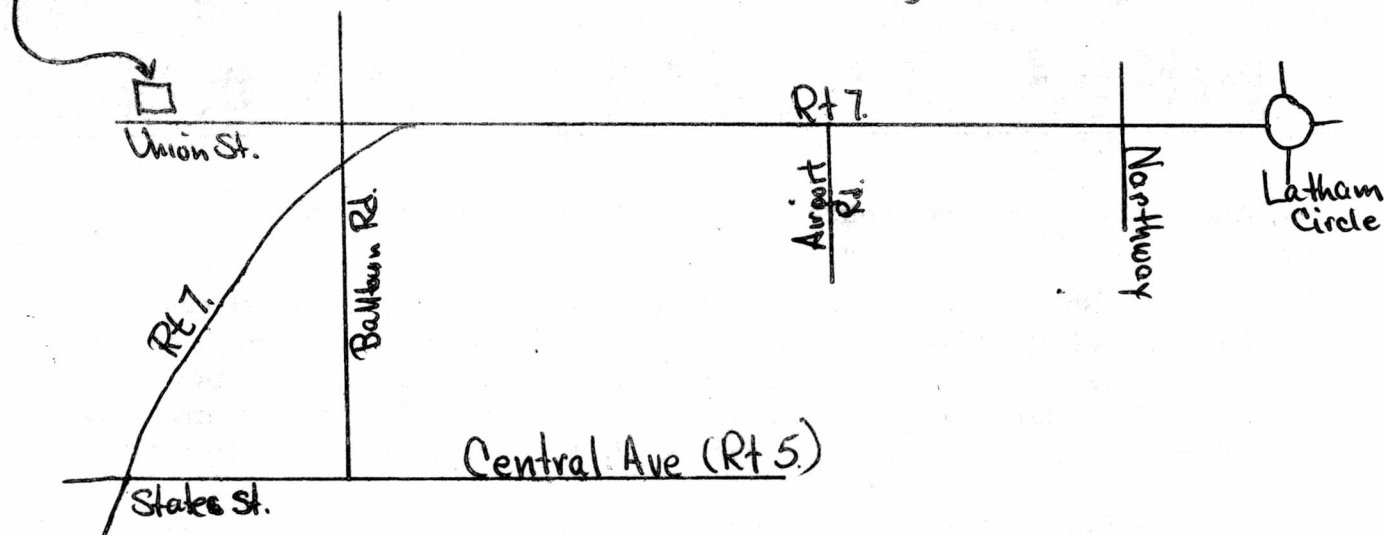
COMING EVENTS

- March 22 TSD Rally - BMSC - Leon Provost
- March 23 Executive Meeting at Howard Geer's, 6 Jones Ave., Chatham
  
- April 5 Gymschool - Mo-Hud - Art Frederick
- April 12 Gymkhana #1 - Mo-Hud - Howard Geer
- April 19 Rally - BMSC - Dave Hathaway
- April 26 Gymkhana School - BMSC - Marc Brossmer
- April 27 Executive Meeting at Don Rexford's, Altamont
  
- May 3 Gymkhana #2 - Mo-Hud
- May 10 Gymkhana - BMSC - Marc Brossmer
- May 17 Map Rally - BMSC - Reg Hinton

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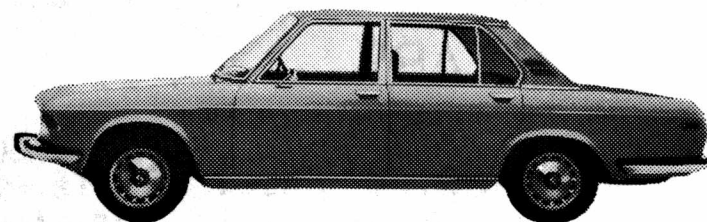


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