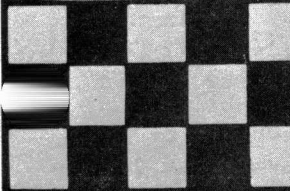


THE KNOCK OFF

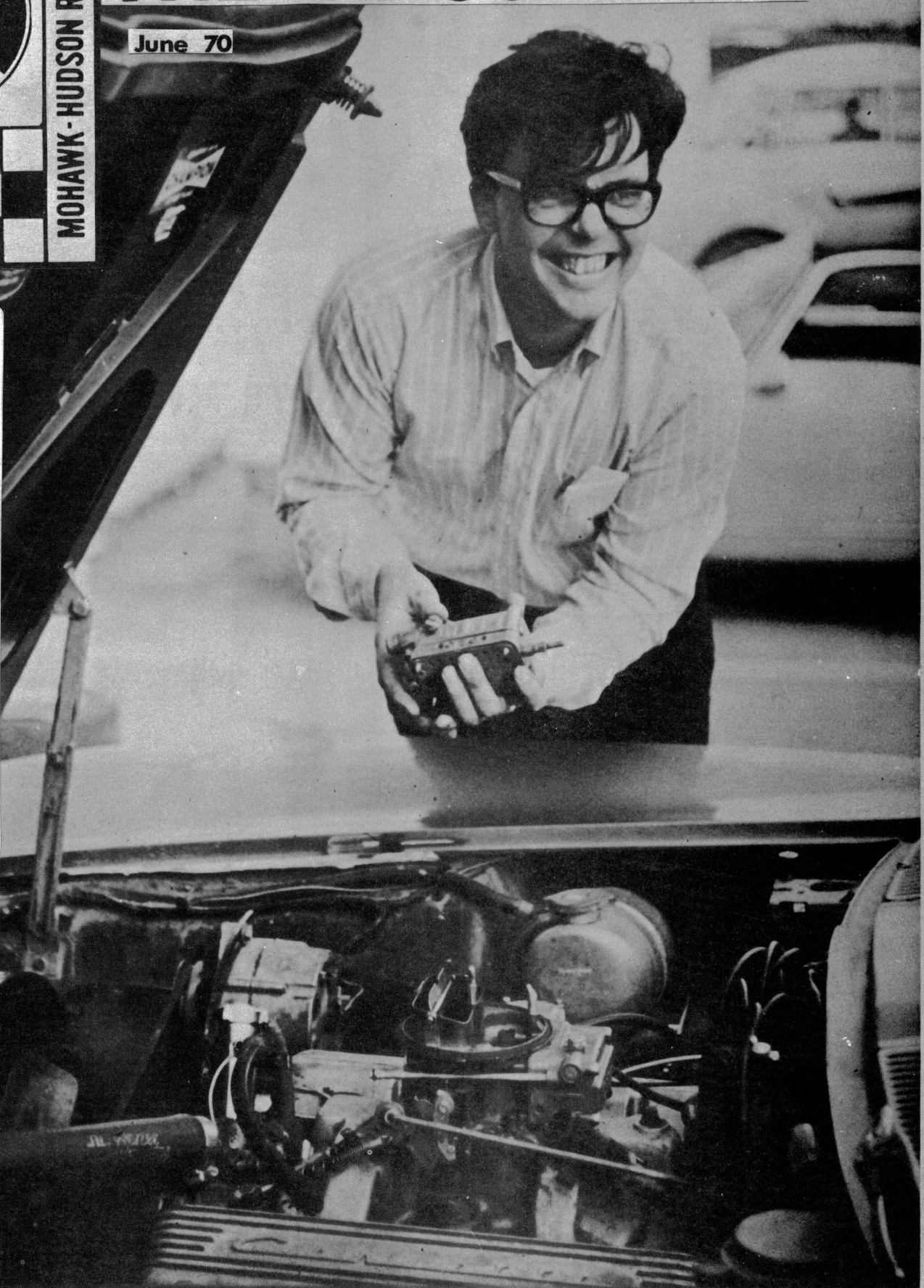
June 70



MOHAWK-HUDSON REGION



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Inside: "A Gymkhana Primer" - see page 15
Baby Bridge + Gymkhana #2 Results

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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. All material is dependent upon contributions by the members and friends, and should be mailed or delivered to the Editors at the monthly club meeting held at 8:00 P. M. on the first Wednesday of each month. The July 1st meeting place will be the Blue Apple Restaurant, 1617 Union St., Schenectady, N. Y.

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.

Editor's Notes

A recent proposal by the Nixon Administration has asked for a 33% increase in 3rd class postage rates. If enacted, this would mean an increase of about three cents in the cost of mailing each K.O. It turns out that the cost of the envelope in which the K.O. has been mailed is also about three cents if the envelopes are purchased in quantity. Therefore, the mailing envelope has been eliminated on an experimental basis. By doing so, we will be able to hold the line on postal expenditures. If you find that your K.O. arrived in unreadable condition as a result of this method of mailing, please let us know.

As many of you are well aware, third class mailing is not the most desirable way to send the K.O. Consequently, we have begun action to obtain another controlled circulation permit. Under such a permit, the K.O. is mailed second class at approximately one-third the present cost of third class mailing. This amounts to a savings of about \$100 per year over the present system or, translated into more basis economics, the savings is equivalent to the income from one or perhaps two gymkhanas. We noted last month that the Western Ohio Region has also applied for controlled circulation, and we will be watching developments in their case with some interest.

If this attempt at controlled circulation fails, other methods of mailing will be explored. If anyone has any ideas along these lines, we would be glad to discuss them.

Our aim is to see that the "KNOCK OFF" serves the region to its fullest capacity.

We would like to thank Terri Novotny for putting the mailing list in order and having a new set of labels made. It took some time on her part and we appreciate it.



TREASURER'S REPORT

\$1552.33	April Balance
278.55	Income
237.19	Expenses
<hr/>	
\$1593.69	Current Balance



August 1, Lime Rock, Mohawk-Hudson Regional Race

We have successfully negotiated a date at Lime Rock. The event will be a non-spectator Regional Race, and will count for points in the 1970 Area 11 Road Racing Championship, and possibly Area 1 also. On rather short notice, we have already accomplished a fair amount toward getting it organized. Hap Farnsworth and I have taken on the job as co-chairmen, with Hap concerned primarily with recruiting officials leaving me to take care of arrangements of the track and facilities.

Workers are needed! Mohawk-Hudson has always done a good job of getting its members out for this type of event. But in addition to our experienced loyal helpers, I want to emphasize that the new members who have joined recently ought to be participating as well. Pre-registration of workers is necessary to fulfill contract and SCCA safety requirements, and can be done either through the chief of the speciality (i. e., Jack Collins for race control workers), or by contracting the race chairmen. Free Beer after the event for all workers.

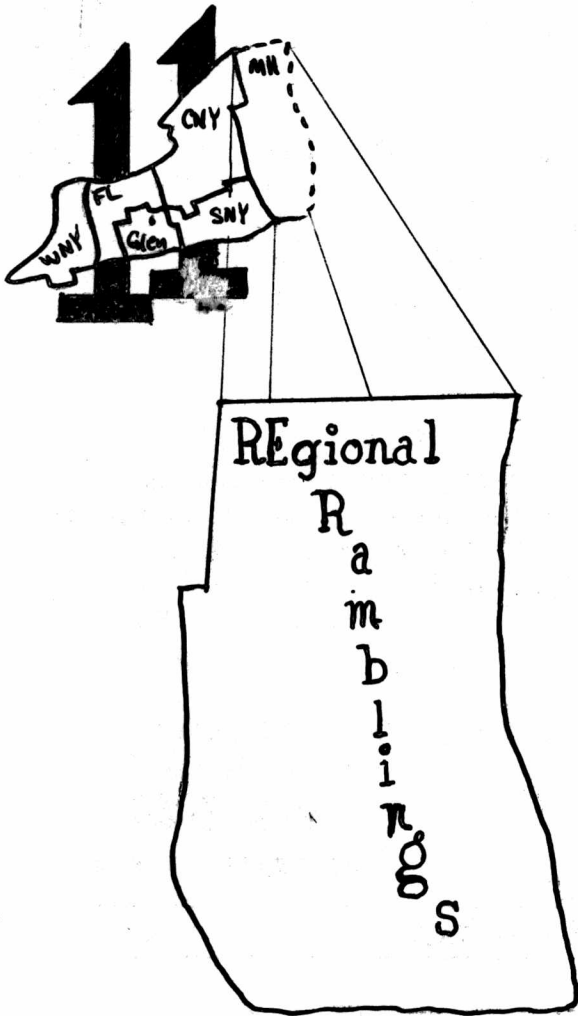
Come to the July 1 meeting; we'll be making the final arrangements at that time.

August 15, Lime Rock, Autosprint

By now you should realize that Lime Rock is where it's at for August. Two weeks after the Regional Race, we turn over the track to all those frustrated Grand Prix drivers who somehow never managed to get an FIA license as well as those who have worked or spectated at Lime Rock and would like a driver's eye view of the track. There will not be the opportunity to get up to full race speed, because a few rubber pylons will be placed at strategic locations around the course. Technically, it is a Solo II event, and is governed by the appropriate rules contained in the GCR. If you doubt that it is a fun event, contact anybody that ran last year.

August 30, Rallye, Picnic, Flea Market.

Combining several events on one day, it starts out as a rally from Rensselaer County to Columbia County, not really too far as the crow flies, but then participation in this event is not open to crows. Before you leave home that morning, load up your satchel with all those sports car goodies that have just been collecting dust for the past year. When the rallye ends in Art Frederick's back yard, you can spread out your wares in front of the crowd of hungry buyers, and hopefully go home with a pocket full of coin. In order to help satisfy that hungry (and thirsty) crowd, sandwiches and beer will be available for a nominal fee, with the profits going to the Region.



REgional Ramblings (continued...)

Driver's Suits, etc.

After running on in last month's column about approval of flame resistant fabrics, I found out from a usually reliable source that a single layer of Monsanto Durette has been approved as meeting the new requirements. Not only on this occasion but also several others, I have found the Westport officials to be quite responsive and willing to modify previous decisions when necessary. But the 1970 Snell standards for helmets are still causing a bit of a flap.

Knock Off Editors

The business of putting out this monthly publication requires a considerable effort, but can also be quite fun. Later this year we will be changing editors again, and are now looking for volunteers to take over the job. If you are interested, contact either the Rexfords or a member of the Executive Committee.

The Mystery Author

Having tried unsuccessfully to figure out who is writing "Team Pit Talk" for this publication, I was delighted to get the clue in last month's issue. It has to be Dan Gurney.

Wild Bill

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MO-HUD GOES NEW ENGLAND AGAIN

It was another good day at the races for the Mohawk-Hudson Region, May 24, at Bryar.

Two Mo-Hud drivers competed in the second race of the Herald Traveler Road Race of Champions.

Karl Danneil took 4th place in CSR for the second time in a row. Danneil lost his bid for third after spinning on that car's leaking oil as he was over-taking it on the eighth lap.

Don Flores, driving the lone FB, finished 10th overall in Formula B, C and F.

An added attraction for spectators was the surprise appearance of Marc Donahue at the track on Saturday. Donahue was there preparing for the May 31st Trans-Am.

The third race of the series is scheduled for June 20-21, at Thompson race track.

Karl Danneil and Bob Claffie, who were both 4th in class at the first race, will be at Thompson, trying to break the tie.

Submitted by Eleanor Morris

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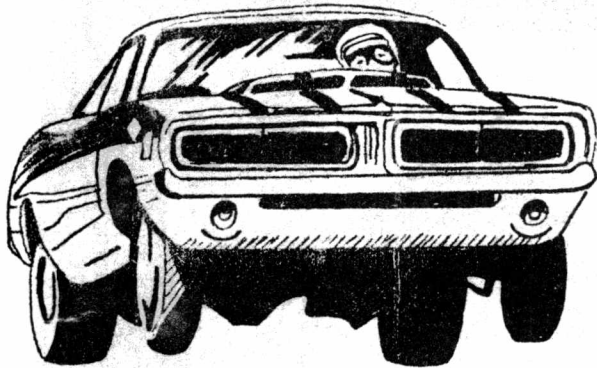
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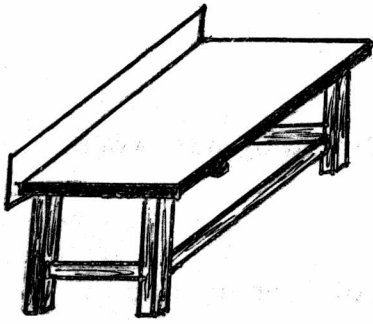
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GROUP W BENCH

Well, take heart this month, anti-Bench people, we have hardly anything to say. The cars are not together, the racing is in many cases prohibitively expensive, and so it goes.

Talking with Dick Gilmartin down at LRP. He said IMSA (the other club) had an under-two liter series planned for drivers 18-21 to bolster their on-off under two series, they even had the insurance deal all worked out with Lloyd's, plenty of interest, then it crumbled. The reason according to DG was that IMSA is almost like SCCA was fifteen years ago. Everyone got problems, man, we ain't alone. The hurt is a little more sharp when you've got a U-2 sedan, though. Will SCCA pick up the ball. I doubt it. Dream on kids, if you make it to twenty-one and if you've got bucks left (lots of them) they might let you play, too.

Doesn't it seem like a lot of our region's drivers from last year have not returned to the game?

You cannot get Goodyear tires. A fact. We tried on Memorial Day at LRP's National. Regular old thirteen inch tires, like most small prod cars use. The Goodyear man said you can't get there from here boy. They might, just might, have a set in Fort Lauderdale; strike's been goin for ninety days now. Firestone wasn't even there. Sandy went to Bryar the next day, and arrived just in time to see BMW racer Gerry Gregory get the last set of 13 inch Firestones. But we got some racing tires too. Where? Ask Lloyd, and if you wave enough money in front of him he may tell you.

Andy Gilberg has said fare-thee-well to Murica for the summer, he's gone cross the pond to work for BRM.

Bruce McLaren is dead. What can be said of it. What can I say to capture the way I feel. Perhaps those who helped in the McLaren effort are questioning what it was worth, and if it's worth it at all; the exhilaration that watching Bruce McLaren drive brought to untold numbers of people can not be measured, but it was the same as the way he'll be missed. We hope you'll carry on.

You all carry on out there too.

greg rickes

Group W Bench (continued...)

indented and QUOTated by haL woOd

Owning an Anglia . . .

Owning an Anglia means you can fill your tank weekly with high-octane at the self-service Mobil for two Amerikan dollars.

Owning an Anglia means you can pass fascist truck drivers at four grand in fourth and give them the power to the people sign without getting run over (unless you come upon a stoplight).

Owning an Anglia with a yellow stripe on the roof means you can find it easily in a parking lot mainly because it's the only one there.

Owning an Anglia means you make eight trips to various parts departments in the area for a timing chain that doesn't exist (your engine happens to have a trick one that no one has ever seen before).

Owning an Anglia means you can stuff 160-13 SP-41's under your fenders and drive rings around VW's, but don't ask them to drag.

Owning an Anglia means you can hot-lap the perimeter road at the campus without raising an eyebrow because it doesn't look like you're going fast (unless you blow the doors off of the Security Fairlane Six which can be easily done.)

Owning an Anglia means you can ride with Greg when your car is broken, especially when he's towing a certain Formula B car to an auto show. You can see all the straights saying, "Lookit them hoopers towin' that FLYing car. Musta got rich peddlin' that LDO stuff."

Owning an Anglia means you can drive flat out all the time, mainly because you must.

One further comment. Lookie here, author of "Pit Talk", whoever you may be. You keep badmouthin' our Prophet (re: "The next time I see that chicken I'll have it broiled.") and you're goin' to be in a heapa trouble, boy. You seem to forget that T.H.E. Prophet is a Head of State, the United State of Wha?. Just like Presnent Nixon and Guvnuh Rockefeller. So, any further threats will result in a barrage of wahgendi directed towards your body.

(Apparently T.H.E. Prophet has gotten to the the author(s) of "Pit Talk" as we didn't receive any copy this month. . . eds.)



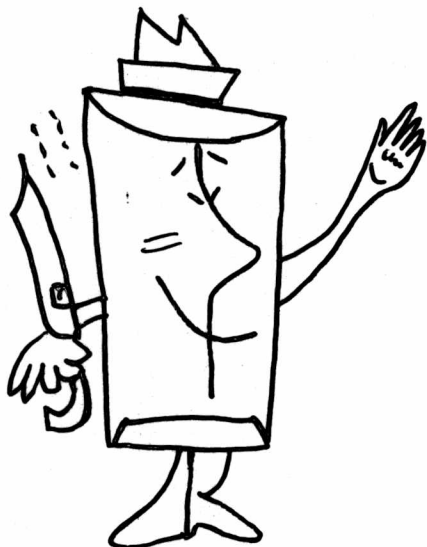
Mo-Hud Gymkhana #2 Results

May 3, 1970 - GEX

<u>Pos.</u>	<u>Entrant</u>	<u>Car</u>	<u>Best Time</u>
<u>CLASS 1</u>			
1	Joe Strykiewicz	Corvette	58.4
2	Howard Geer	Corvette	59.6
3	Tim Smith	'E' Jaguar	61.1
<u>CLASS 2</u>			
1	Pete Callaghan	Lotus Elan	56.05
2	Bill Morris	Lotus Elan	56.6
3	Stu Shalat	Lotus Elan	57.85
4	Paul Hacker	Sunbeam Tiger	58.05
5	Lee Beauregard	Lotus Elan	60.4
<u>CLASS 3</u>			
1	John Deans	Porsche 914/4	58.4
2	Jack Burns	GT6+	58.5
3	Alan Moxey	MGB	58.6
4	Donna Deans	Porsche 914/4	60.65
5	Daniel Egy	MGB	61.25
6	Tom Isley	Lotus Europa	68.95
7	Jack Fantelli	Lotus Europa	69.75
8	Michael Mirsky	Porsche 356	71.65
<u>CLASS 4</u>			
1	Marshall Minor	Sprite	56.1
2	Art Frederick	Mini 'S'	56.8
3	Dick Mills	Sprite	59.15
4	Ross Bonesteel	MGA	59.6
5	Geoffrey Stein	Midget	60.55
6	Melvin Muntz	Alfa Romeo	62.4
7	Bill DiSorbo	Sprite	149.4
<u>CLASS 6</u>			
1	Walt Herzog	Mini 850	60.3
2	Larry Verch	Mini 850	64.9
3	Walt Welsh	MG 1100	129.8
<u>CLASS 7</u>			
1	Halsey Frazier	VW	59.2
2	Don Rexford	Saab V4	59.85
3	Curtis Spangler	VW	98.7
<u>CLASS 8</u>			
1	Bill Getz	BMW	62.25
2	Ron Tucker	Opel	63.4
3	Bob Dickson	BMW	64.3
4	Fred Jackson	Opel	67.2

CLEVELAND CORRESPONDENCE

by Stan Bubar



So Mo-Hud is getting a regional afterall. Great! Now with a little arm twisting and lead-piping, maybe next year you can get your National and your driver's school back.

This past weekend I ran my first regional. The weather was beautiful - we're having a rare spring in Cleveland. SCIR is only 25 minutes from the house which makes it very convenient. It was a WNY event, so I saw Doug Speck, Bob Henderson, and a few others I had met while in Schenectady. NE Ohio's regional is out for this year as course approval wasn't obtained in time. I think I did real well, for the first time out. I got two second places. (I won't mention that there was only one other CP car there.) This was the "Lost (wheel) Weekend". At least half a dozen cars lost wheels, three of them Spitfires.

This coming weekend is the Trans-Am at Mid-Ohio. I expect to be there as part of the timing crew. Should be an interesting race.

We expect to be in Connecticut around the end of July, so there's a good chance we'll get up to see your regional on Aug. 1. Sorry I won't be able to enter it. (Would you believe a "street" BMW?) Have fun gang!

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Gymkhana #2 Results (continued...)

<u>CLASS 9</u>			
1	David Dickenson	Mustang	65.5
2	Mike Riccio	Mach I	81.6
3	Tom Hebner	Chevy	DNR
<u>CLASS 10</u>			
1	Nancy Geer	Saab V4	-1.6
2	Jane Frederick	Mini 'S'	+1.1
3	Pam Dickenson	Mustang	+9.4
4	Nancy Strykiewicz	Corvette	+40.9

Gymkhanamaster - Roly Heacox
Assistant in Training - Walt Herzog

WHY BOTHER ?

by Roly and Marilyn Heacox

As long standing members of four area sports car clubs we are constantly being asked what advantages we get out of belonging to each club. The April 12 Mohawk-Hudson Gymkhana left quite a few questions in our minds. What are the advantages of joining Mo-Hud?

Upon arriving at our first gymkhana of the season at 1 P.M., before the first run had started, we were informed registration was closed. The gymkhanamaster had arbitrarily picked a 60 entrant limit. The gymkhana-master also felt no obligation to publicize this decision. After voicing our objections to various officers of the Club and waiting around for an hour, nothing seemed to develop, so we left.

Can Mohawk-Hudson's treasury, with its sole major income being gymkhanas, afford to play this type of game? Can they expect an increase in membership for the privilege of not being able to enter a Club sponsored event?

Lest you think we're picking on one very small point we shall dispel your fears. We did manage to save seven dollars - that is, three dollars and fifty cents, doubled. That was the over-all entry fee. No special price to Club members. No special price to anybody.

So now we're asking, "What advantages do we get out of belonging to Mohawk-Hudson?" Oh yes, there is one - we get to have this article published for everyone to read.

EPILOGUE

Since this article was written, an Executive Board meeting was held at which it was voted and approved to: "Establish a gymkhana entry fee of \$3.00 for bonafide car club members, \$3.50 otherwise."

Also, deviations from normal procedures as outlined in the Gymkhana Rules must be approved by the Activities Director before implementation.

BABY BRIDGE GYMKHANA

June 7, 1970

CLASS I

1.	Tim Smith	Jaguar XKE	43.36
2.	Joe Evers	Stingray	43.36
	1st and 2nd tie decided on second best time		
3.	Art Simmers	Ferrari	46.56
4.	Mike Mirsky	Jaguar XKE	46.88

CLASS II

1.	Greg Rickes	Lotus Elan	43.06
2.	Richard Skrika	TR-6	44.63
3.	Stu Shalat	Lotus Elan	45.07

CLASS IIIA

1.	Tom Isley	Lotus Europa	42.55
2.	Jack Burns	Triumph GT-6+	43.06
3.	Jack Fantelli	Lotus Europa	43.62
4.	John Hiltz	Triumph TR4A	45.32
5.	Frank Callander	Austin Healy 3000	45.51
6.	Chuck Barbaro	Triumph TR4	46.04
7.	John Valente	Triumph TR4A	47.52
8.	Henry Chiera	Triumph GT-6+	51.90
9.	Howard Beaudoin	Triumph TR4A	52.45

CLASS IIIB

1.	Lee Beauregard	Morgan plus 4	44.29
2.	John Deans	Porsche 914/4	44.36
3.	Jerry Guarda	Porsche 914/4	45.04
4.	Donna Deans	Porsche 914/4	45.78
5.	Tom Pelkey	Porsche 356	45.82
6.	Bob Schweidert	Porsche 914/4	45.97
7.	Dom Gieras	Porsche 914/4	45.99
8.	Joe Corbett	MGB	46.50
9.	Genesee	MGB	46.90
10.	Alan Moxey	MGB	47.49
11.	Gary Mazelli	Porsche 914/4	50.50
12.	Bernard Caanon	Saab Sonnett	54.05

CLASS IV

1.	Art Frederick	Mini Cooper S	43.86
2.	Pete Keitel	MGA	45.86
3.	Ron McLagan	Sunbeam Alpine	46.49
4.	Jack Hillen	MG Midget	47.83

CLASS V

1.	Marshall Miner	Sprite	43.26
2.	Howard Geer	Sprite	45.10
3.	George Van Wagner	Spitfire	45.38
4.	Bruce Becker	Sprite	48.49

Baby Bridge Gymkhana (continued...)

CLASS VI

1.	Butch Sciarra	Saab	45.71
2.	Walt Herzog	Mini	46.04
3.	Don Flores	Mini	47.85
4.	Hanns Flebbe	Saab	47.87
5.	Jack Vishner	Opel	51.62

CLASS VII

1.	Rob Romaine	VW 1500	45.04
2.	Halsey Frazier	VW 1500	45.50
3.	Steve Finkle	VW 1500	48.17

CLASS VIII

1.	Bill Getz	BMW 1600	44.70
2.	Carl Corrin	Datsun	46.15
3.	Robert Dickson	BMW 1600	46.54
4.	Craig Robertson	BMW 2002	46.77
5.	Skip Ballou	BMW 2002	48.02
6.	Fred Jackson	Opel	48.10
7.	Jack La Bounty	Citroen	48.27
*	Dan Canton	BMW 2002	46.08

CLASS IX

1.	Mike Rossi	Mustang	43.18
2.	Dan Canton	Road Runner	44.25
3.	Sandy Fisher	Camaro	45.15
4.	Tim Shean	Camaro	47.68
5.	Barry Hans	Corvair	48.53
6.	Roger Premo	Firebird	49.42

CLASS X

1.	Jane Frederick (4)	Mini Cooper S	48.68	+1.85
2.	Nancy Geer (5)	Sprite	49.34	+3.02
3.	Maureen Becker (5)	Sprite	49.93	+3.61
4.	Mary Costello (9)	Corvair	53.16	+7.47

CLASS XI

1.	Sherm Haven	Buick Special	39.23	FTD
2.	Karl Danneil	Elva VI	39.67	
3.	Jeff Coffin	Deserter	42.67	
4.	Jon Coffin	Deserter	43.06	

LIME ROCK as seen by...



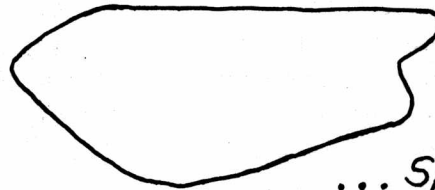
... local residents



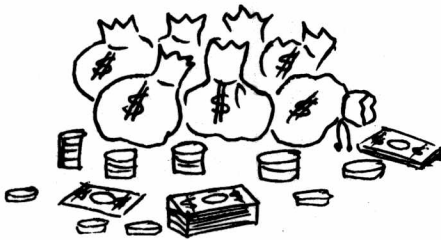
... hairy car drivers



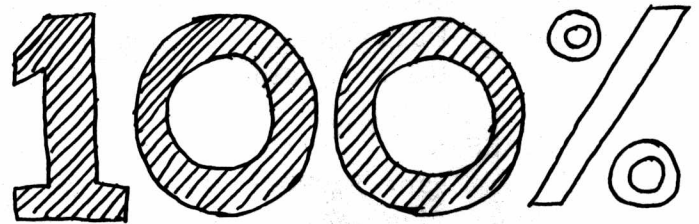
... Elan drivers



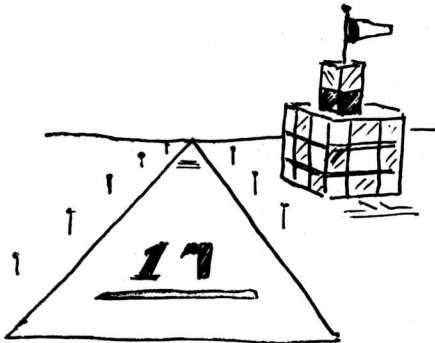
... Sprite drivers



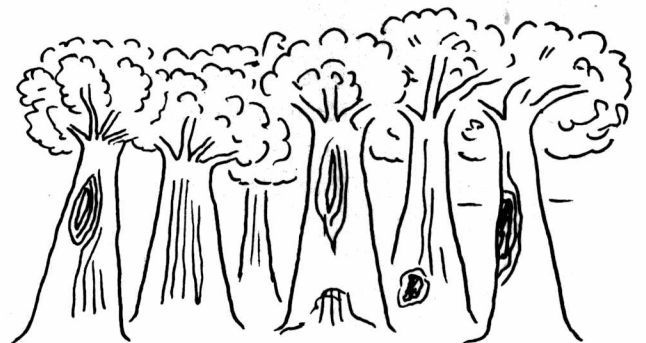
... Jim Haynes



... local enthusiasts



... airplane pilots



... beavers

idea by "Mac" Townsend

CLUB CALENDAR

of

EVENTS 1970

- June 27/28 Mt. Equinox Hillclimb
- 28 Rally - Gimmick - Empire Club
- July 1 Monthly Meeting - 8 P.M. - Blue Apple Restaurant
- 12 Gymkhana - Mo-Hud - see flyer for details
- 16 Rally - Gimmick - Empire Club
- 18/19 INEC Gymkhana - Greene Gokart Course - SCCA
- 19 Rally - BMSC
- 19 Speedcross - AMEC - Contact Colin Taylor
- 26 Gymkhana - BMSC
- 26 Rain Date - AMEC
- August 1 Regional Race
Mohawk-Hudson Lime Rock
Entry fee - \$40 Contact: Hap Farnsworth 785-4914
WORKERS NEEDED! Bill Morris 377-8117
399-9161
- 15 Autosprint (Solo II) Contact:
Mohawk-Hudson Lime Rock Bill Morris
Admission fee \$1 377-8117
Entry fee \$6 399-9161
Registration 8 A.M. at the Track
- 16 Rally - BMSC
- 16 Speedcross - AMEC - Contact Colin Taylor
- 23 Gymkhana - BMSC
- 23 Rally - TSD - Empire Club - Ed Hopkins
- 30 Rallye, Picnic, Flea Market - Mo-Hud
Starting time and place to be announced next month.
Contact: Bill Sarr 477-9107; Art Frederick 384-4288
- 30 Rain date - AMEC

Welcome New Members

We welcome MELVIN MUNTZ from Waterford, N. Y. driving a red Alfa.

COVER

Gymkhana #2, GEX

Ask Howard about 'vette carbs sometime. On second thought maybe you shouldn't.

- - - Photo by Bill Getz



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SAAB V4

The ability to accelerate quickly, to make its way over rough roads and around sharp corners, even in deep snow or on icy pavement --- these are characteristics of the SAAB V4.

The secret of SAAB's success?

The V4 engine, with 73 horsepower, gives SAAB its quick acceleration and the ability to maintain a high, even speed of over 85 mph, and top speed is considerably higher.



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Sign Up **NOW!**

Mohawk-Hudson Needs YOU On Aug. 1st
to

WORK at Our Regional Race at LRP

New Members:

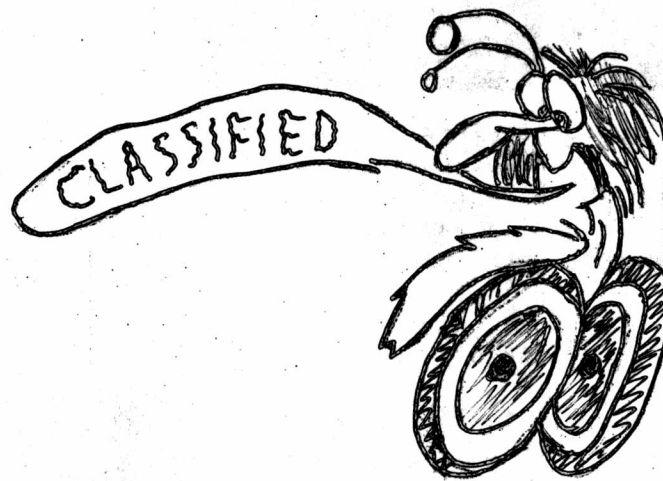
This is your chance to get started on a license. If you have questions, see the chiefs of the various specialities.

FOR SALE

Vast assortment of MGA parts, including one complete car.
Contact: Dan Egy, 765-4322 home;
434-2111 office.

One Dunlop Radial 155-15 CB 59(Dog-bone).
Call: 355-9614.

Mini Cooper S 1275. Fresh tires, competition exhaust, good body (garaged winters), Quick!! Here's your chance to go First Class and still have enough room to call it a family car (more legroom front and rear than a Beetle). If you need a good sedan and/or (especially) a gymkhana winner - always an FTD contender - call Art Frederick at 518-384-4288. Serious inquiries only, please. P.S. I won't be in the same class with my new car.



WANTED

One bumper for Mini. Phone: 355-9614.

MGTD engine, transmission, need not be in running condition.
Contact: Melvin Muntz, 371-4657 evenings.

MONTHLY MEETING

1 July - 8:00 P.M.

BLUE



RESTAURANT

1617 Union St.

Schenectady

Jim Haynes will make every effort to be there to discuss arrangements for our race August 1.

Many thanks to: PECK BUSINESS MACHINES

Repairs on all Office Machines

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Hot Fun in the Summertime

Gymkhana

If you were there in June you know what we mean.

If you weren't, you can find out July 12.

Entry Fee: \$3.00 any car club member
\$3.50 Lone Wolf, No Club types

Registration; Noon First Car Off: 1:00 p.m.

For more information call: Greg Rickes 869-7508

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If reading about it is fun, what's it like to do it??

Only one way to find out

DO

IT!

AUTOSPRINT

August 15

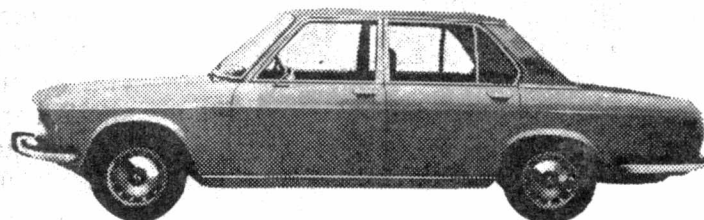
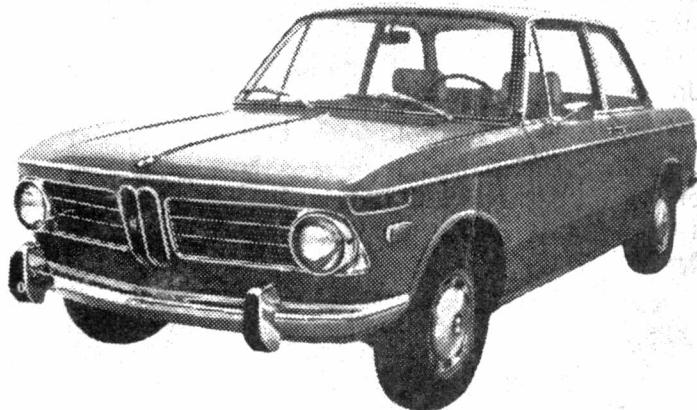
at you know where

Road and Track Magazine (May 1968) says:

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For 53 years, Germany's famed Bavarian Motor Works has established new standards in international automobile design. Now we proudly present their masterpiece—the BMW 6-cylinder series. A car designed to cruise all day at 120 mph... a car that combines racing car performance and maneuverability with every nuance of a luxury sedan's floating smoothness. Nothing but the feel of this car in your own hands can fully acquaint you with the "BMW personality." Come in today.

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It faces weather other small cars shouldn't face.



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

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

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

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

Front-wheel drive coupled with SAAB's dual diagonal

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

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

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



KINDERHOOK SALES

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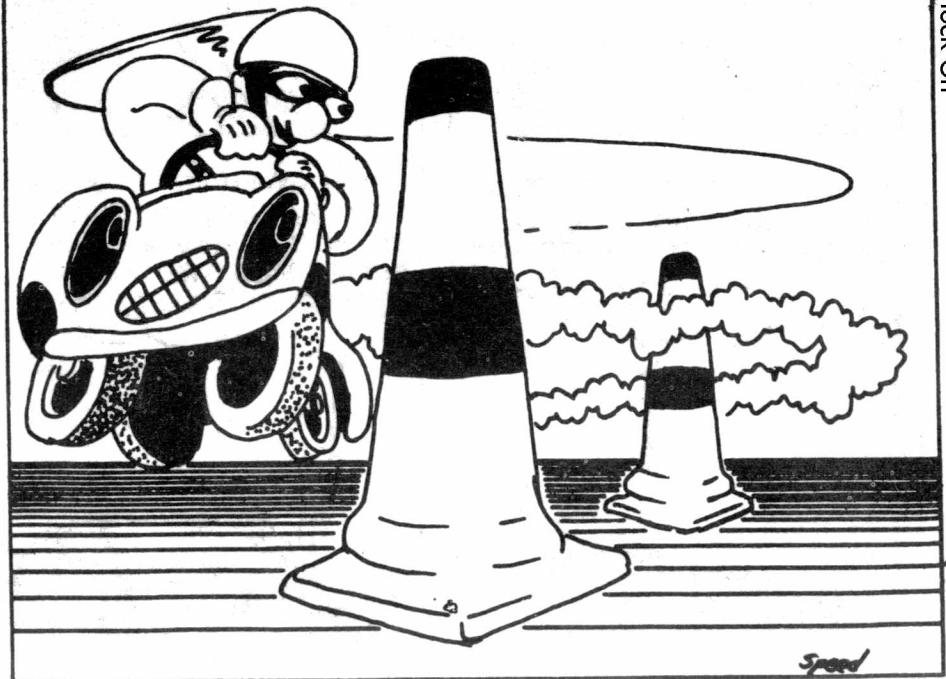
KINDERHOOK, N.Y.

PHONE 684-2211

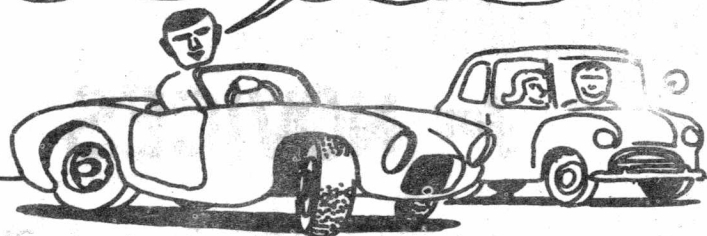
A GYMKHANA PRIMER for NOVICES

(OR ... "I WISH I COULD SLALOM
LIKE MY SISTER LOLA!")

by Art Frederick & Bob Raymond
Mohawk-Hudson Region
Sports Car Club of America, Inc.



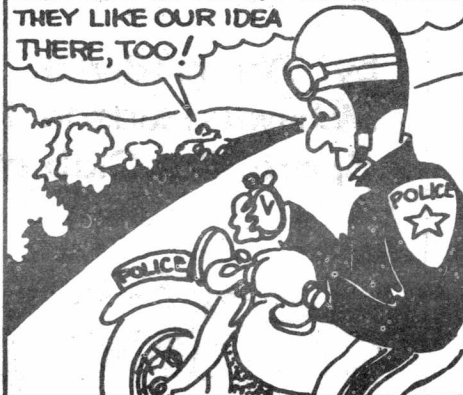
GYMKHANAS ARE FUNNY THINGS TO DO ON SUNDAYS FOR FUNNY PEOPLE LIKE US WITH FUNNY CARS. GYMKHANAS COME IN FOUR SIZES: MICKEY-MOUSE, SPRITE, PORSCHE, AND BIG-BORE. THESE ARE ALSO CALLED SLOW, TWISTY, MEDIUM, AND RUBBER-UNDERWEAR-REQUIRED!



GYMKHANAS USE RUBBER PYLONS LIKE ROAD CREWS USE. THEY LIKED OUR IDEA SO MUCH THAT THEY EVEN MAKE GYMKHANAS FOR US AT CONSTRUCTION SITES NOW!



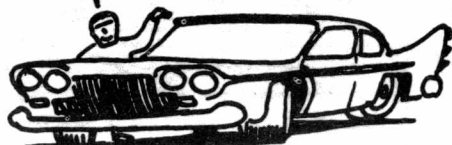
GYMKHANAS USE STOPWATCHES LIKE PEOPLE USE AT TRACKMEETS. THEY LIKE OUR IDEA THERE, TOO!



SOME GYMKHANAS USE FUNNY CARS LIKE NOBODY ELSE USES. NOBODY ELSE LIKES THAT IDEA, THOUGH!



OTHER GYMKHANAS USE CARS THAT WE THINK ARE SILLY BUT DETROIT THINKS ARE GREAT. SOMETIMES THEY MAKE US LOOK SILLY!



NOW, LET US REVIEW OUR LESSON AND SEE WHAT WE HAVE LEARNED. A JIM-CAN-NUH IS A TEST OF DRIVER SKILL, OR AT LEAST SHOULD BE. THE CARS SHOULD BE DIVIDED INTO CLASSES ACCORDING TO SIZE, TYPE AND SEX(?) SO THAT THE GUY WITH THE GREATEST AMOUNT OF CUBIC INCHES (AND CUBIC MONEY) WON'T ALWAYS TAKE HOME THE MOST MARBLES!



THE CARS RUN ONE BY ONE. THEY ARE ALL TIMED. THE ONE WHO GOES FASTEST WILL WIN - UNLESS HE DOES SOMETHING FOOLISH. DON'T LAUGH AT THE NEW DRIVER, BECAUSE YOU WERE NEW ONCE, TOO. ANYWAY, HE MIGHT BEAT YOU, AND MAKE YOU UNHAPPY. WE MUST BE HAPPY! (IF YOU CAN'T BE HAPPY, TAKE TRANQUILLIZERS AND FAKE IT!)



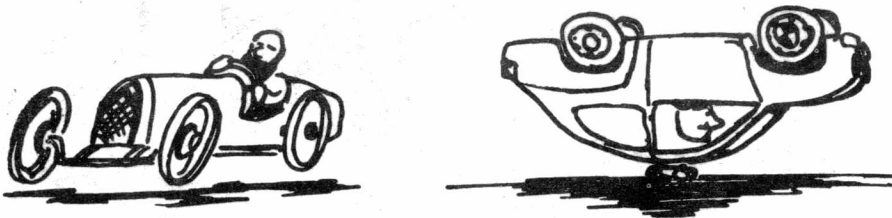
LOOK AT SPOT. HE FOUND A GIRL WITH COURREGES BOOTS. HE'S FINALLY HAPPY!



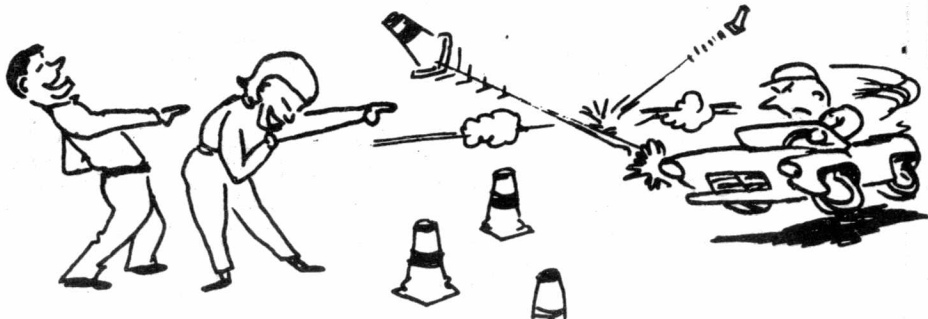
"SO THE SWEET, GENTLE LADIES, AND THE SWEET, GENTLE CARS AND THE BIG HAIRY CARS ARE IN DIFFERENT GRADES. EVERYBODY IS HAPPY!"



"SOME DRIVERS HAVE BEEN DRIVING IN GYMKHANAS A LONG TIME. THEY ARE PRETTY GOOD. OTHER DRIVERS ARE NEWER. SOME OF THEM ARE PRETTY GOOD, TOO!"



"DO NOT LAUGH AT THE NEW DRIVERS, DICK AND JANE. OH NO, THAT IS NOT POLITE. BESIDES, ONE OF THE NEW DRIVERS MIGHT DUST YOU OFF. THEN YOU WOULD NOT BE HAPPY!"



GYMKHANAS SHOULD BE DEFINED IN BASIC LANGUAGE. AFTER ALL, SOME PEOPLE THINK GYMKHANAS ARE PRETTY BASIC, SO HERE IS A BASIC DEFINITION:



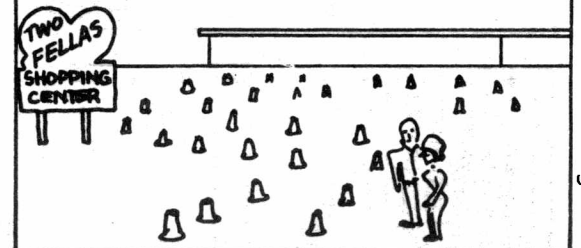
"SEE DICK AND JANE. DICK AND JANE HAVE SOME RUBBER CONES. THEY ARE PUTTING THE RUBBER CONES IN A BIG PARKING LOT."



"SEE SPOT. SPOT IS DICK AND JANE'S DOG. NO, SPOT! NOT ON THE RUBBER CONES! BAD SPOT!"



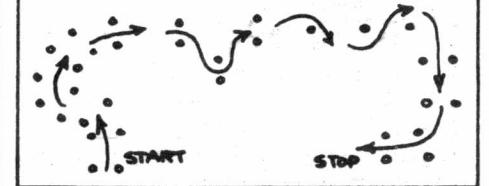
"DICK AND JANE HAVE MADE A LITTLE RACE COURSE WITH THE RUBBER CONES. THEY HAVE DONE IT ON THE PARKING LOT."



"SPOT HAS DONE IT ON THE PARKING LOT. BAD SPOT!"



"DICK AND JANE HAVE MADE A NICE LITTLE RACE COURSE. IT HAS A PLACE TO START AND A PLACE TO STOP!"



SPOT CANNOT STOP! POOR SPOT!



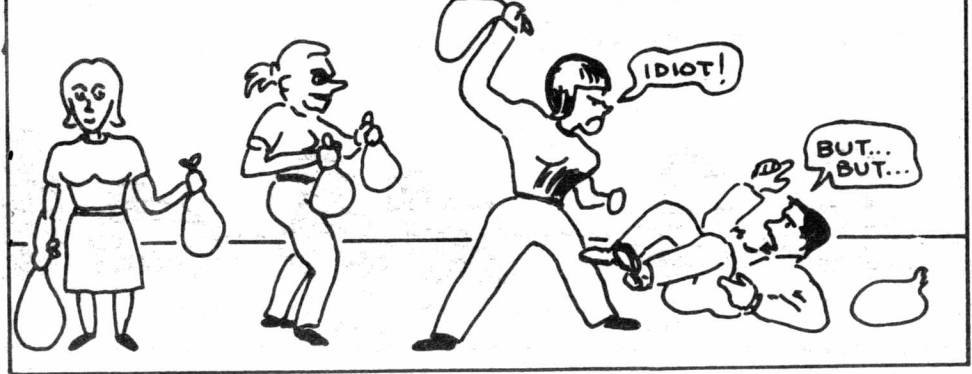
"DICK AND JANE HAVE BORROWED DADDY'S GOOD TWENTY-SEVEN JEWEL PRECISION STOPWATCH. DADDY WILL MURDER THEM IF HE FINDS OUT. POOR DICK AND JANE!"



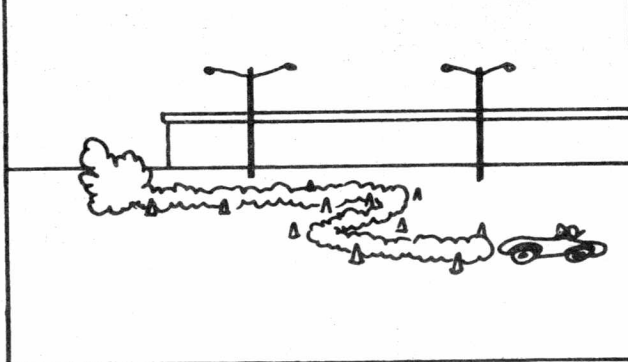
DICK AND JANE MUST USE THE STOPWATCH BECAUSE THE RACE COURSE IS LITTLE.



"JANE IS ANGRY. JANE THINKS THAT THE SWEET AND GENTLE LADIES SHOULD NOT HAVE TO DRIVE AGAINST THE BIG, HAIRY MEN. SHE WANTS THE LADIES TO HAVE THEIR OWN JIM-CAN-NUH. DICK IS SANDBAGGED."



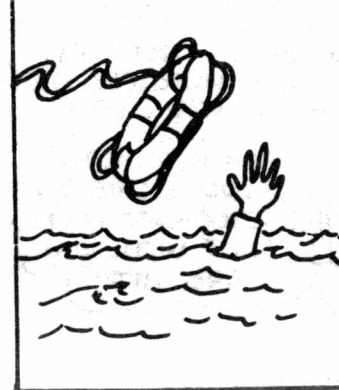
"IT IS TOO LITTLE FOR MORE THAN ONE CAR AT ONCE." THE WATCH WILL TELL DICK AND JANE WHO WON.



"THE MEN ALSO DO NOT WANT ONE BIG JIM-CAN-NUH. THEY WANT THE SWEET, GENTLE CARS TOGETHER, AND THE BIG, HAIRY CARS TOGETHER, LIKE THE SWEET, GENTLE LADIES AND THE BIG, HAIRY MEN DO."



IT IS TOO LITTLE FOR MORE THAN ONE SPOT, TOO! THANK GOD!



DICK WANTS TO SEE WHAT ONE CAR GOES THE FASTEST?



"DICK IS SANDBAGGED!"



"SPOT WANTS TO BE SANDBAGGED TOO! HE NEEDS THAT SAND!"

