

THE KNOCK OFF

MAY 1971



J. C. O'KEEFFE
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RENSSELAER, N. Y. 12144



NEMITH

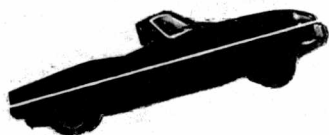
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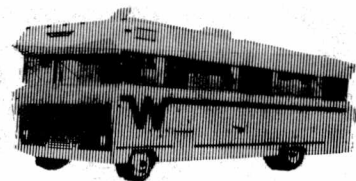


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Anyone wishing information on membership or events may attend our meetings or contact any of the Officers listed above. Membership is open to anyone residing in the Counties of Albany, Clinton, Columbia, Essex, Franklin, Fulton, Greene, Hamilton, Montgomery, Rensselaer, Saratoga, Schenectady, Warren, and Washington.

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

INEC AREA 11 COUNCIL
SPORTS CAR CLUB OF AMERICA, INC.

1971

AREA 11 ROAD RACING CHAMPIONSHIP

Any regional race put on by an Area 11 region will count for Road Racing Championship points. The following is a tentative schedule.

WNY-Nelson Ledges	May 29 and 30
FLR-Watkins Glen	July 31 and August 1
MO-HUD-Lime Rock Park	August 7
MISERY BAY-Nelson Ledges	August 28 and 29
GLEN 100-Watkins Glen	October 16 and 17
WNY-Nelson Ledges	October 30 and 31

PURPOSE: 1. To recognize the achievements of Area 11 drivers and their home regions in Area 11 events.

2. To encourage participation of Area 11 member drivers and regions in events sponsored by Area 11 regions and other designated events.

RACE ELIGIBILITY: All regional races that all cars are eligible for - this is to include all races at multiple race events where all contestants are eligible for entry.

All Race Chairmen are requested to state on their entry blanks that this is an Area 11 Championship event. Races must be designated at least 10 laps or 15 minutes to be counted towards the Championship.

POINT SYSTEM: Points are to be awarded to all Area 11 drivers on a 9-6-4-3-2-1 basis on their overall finishing positions regardless of the regional status of the finishers. One point will be awarded for each driver starting. Points are to be awarded to each Area 11 Region on a 9-6-4-3-2-1 basis plus one point for starting. The points will be awarded to the regions for the best finishing position of one regional member only in each class per race. Regional Rotating Championship Trophy will be presented by the INEC Area 11 Council to the region with the greatest total points. Race Chairmen are requested to submit the results within 5 days to the INEC Championship Chairman:

Connie Birdsey
Snake Hill Road
R.D. #2
Averill Park, N.Y. 12018

ALL RESULTS SHOULD INCLUDE THE HOME REGION OF ALL CONTESTANTS

DRIVER ELIGIBILITY: Open to all members of Area 11 holding SCCA Novice, Regional, or National Competition licenses.

TROPHIES: To be awarded by the INEC Area 11 Council to the first three point winners in each of the classes recognized by SCCA.

FOR SALE: 4 Goodyear Blue Streak (A-4's) racing tires. Many miles left (5.50-14). Will dicker price. Call 439-3750, Dan Egy, Fuera Bush, N.Y.
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FROM THE GROUP

BENCH

May 4, 1971

We are gathered at the home of Greg Rickes listening to taped interviews of Trans-Am drivers, and just being offensive (we being, me, Greg and Fisher)

Say there, Fish, what are your plans for the season?

Dig up enough Amerikan dollars for entry fees, and make the alPine wider, especially in the esses.

Rickes is still mad(?) at SCCA, and with good reason. If you've got a car, and it meets the regs, why ~~can't~~ you run it? Case in point: the Anglia is on the doomed list for 72 although people are still earning a lot of national points with them. Also the Abarth 1000 is on that list: 53 victories in D sedan didn't stop Westport. However we all know that Al has made an arrangement for exactly this situation, "Nice building you got here. Pity is, some accident was ^{planned} to happen to it."

If you watched the Mets games, you might have seen the ten-minute special by Volkswagen of America about weekend warriors who run Bugs or varieties thereof: Vees, autocross, and off-road racing (Greg: is that where FV's go into the first corner four across, to see who can go off the road first?) The best part was the ice gig from Lake George. I saw a fleeting glimpse of a certain Very Ugly Karman (Baby) Ghia (number 39, I recall) spinning, also a certain blue Porsche which had done an "endo" or two, and several other notorious people. Nice to see Mo-Hud make the national Tube.

hailwood

greetin peeples,

Many goings on this month. First, to speak officially as Publicity Director, we seem to be getting excellent press coverage this year, thanks to the hard work of your publicity staff, so the next time you see Bill Getz, Al Moxey, or our newest member, Bernie Cognon, tell them you appreciate their hard work. In case you haven't seen what's happen' in publicity, check out the Knickerbocker News on Thursday for Ron Armstrong, the Sunday Times-Union for Les Deuel's Auto Racing World, also Les's show on WGY Monday night at 7:30. Not to forget our own Bill Kane "the Wheel" in the Schenectady Gazette on Wednesday, and Steve Short's Car Talk at 7:30 on WGY (you can listen on the way to the meeting and get all the latest inside jokes.) And occasionally, you can ~~hear~~ me on the Pete Corey Show Thursday night at 7:00 on WOKO. Please, if you listen (hell, even if you don't) or read any or all of these, sit down for five minutes and write a letter. First of all, write to the particular person and tell him that you enjoy his show/column, then write another short note to the editor./program director telling him the same thing. It works, and we all stand to gain in the long run by more and better coverage. Please, it is only five minutes and 16 cents (new rates-Ed.).

On to other things: as one who was dubious about the new roll bar specs, after seeing Howard go over, I'm much more understanding about the ideas that went into making up the rules. The whole picture changes when its some-one you know out there.

peace,

greg rickes

INEC AREA II COUNCIL

SPORTS CAR CLUB OF AMERICA, INC.

Minutes of Meeting held April 10, 1971 at the Northway Inn, Syracuse, New York

1. Meeting was called to order at 1:55 P.M. by Chairman Bill Bell. Regions present were Mohawk Hudson, Southern New York, Western New York, Finger Lakes, and Central New York.
2. Minutes of meeting held March 6 approved as published. Chuck Marsh mentioned that September 11 is not a firm final date for Solo II run off.
3. Treasurer's report. A current balance of \$2,369.78.
4. Discussion was held on race dates. All dates were firm as published in previous minutes. Misery Bay may have a race on August 28 and 29. It was suggested that it be added to INEC Race Schedule.
5. Drivers School. Application has been made. Date is on the schedule for September 10, 11, and 12.
6. Solo II. Chuck Marsh will check on date for run off and report at next meeting.
7. New Business. Bob Henderson suggested that standards be set for Road Racing Championship which should establish and include: 1. Maximum entry fee. 2. Maximum second driver entry fee for INEC events where two drivers are driving one car. 3. Uniform gridding procedure practice. Frank Decker made the motion that INEC draw up a set of recommended race procedures for the regions sponsoring Area II Championship races. George Morris seconded. Gene Birdsey suggested that RE's and competition board directors be invited to the next INEC meeting in order to establish guidelines for Road Racing series.
8. Next INEC meeting will be held May 22, 1971. Meeting adjourned at 4:25 P.M.

Connie Birdsey
Secretary

Addition to minutes.

Arrangements have been completed for a site for the 1971 INEC Area II Invitational Solo II Championship, and the date has been tentatively set for August 21-22. Final decisions must be made NOW regarding rules, classes, officials, and the like. Each Region is urgently requested to send an official Solo II Rep to the May 22 meeting, to participate in a special sub-meeting to make these decisions.

Chuck Marsh, INEC Area II Solo II Coordinator

TREASURER'S REPORT

March Balance	\$2496.85
April Income	492.90
April Expenses	173.68
April Balance	<u>2816.07</u>

PIT TALK

Gentlemen and Ladies, start your engines. If the past gymnasium is any indication of things to come, we're in good shape. There's lots of interest and that is a good sign, but remember, we must keep people interested.

Greg Rickes on the publicity end has really come alive. You know he may well start giving Chris Economaki a hard time. I listened to him on the Pete Corey show and he is not the Greg I used to know. Nice Job! If this keeps up there is no question but what Mo-Hud Region will really be put on the map.

I see where Carl Corrin has finally learned how to control power oversteer in the ex-Geer Corvette. You see Carl, you just can't put your foot down like you used to. I know, I used to own one and still have a reputation at a few hillclimbs that produced some hair raising moments. Bill Getz got so shook up at the school that he went out and took a first at the event. And then there is Nancy Geer taking a first in the SAAB V-4.

The first race of the season saw three Mo-Hud drivers giving it a go at Lime Rock Park. Hal Cameron in his Hp Sprite took a third. Al Anderson in a Bp Corvette took a second with engine trouble to boot. Howard "Crash" Geer was trying out some new cornering technique's in his Bobsy. This is where you kick the rear end out and go around backwards. Luckily the car isn't too bad and Howard is OK. One word of caution Howard, grid the body. It's easier to piece together that way.

Eleanor Morris has a new racer all her own and is determined to get her license. Karl Danniell is sweating out the Elva to get it ready and running. Bob Claffie and Dave Hathaway are fighting to see who drives the Spitfire first. Speaking of Bob, have you ever followed him to a racing event when he is trailering his car? Gawwwwd! I've seen him do four wheel drifts, but a four wheel drift with a trailer and car attached is too much.

Road Test Vega GT or "one month later". Does the Vega deserve that GT emblem on the fender? In a word, yes! The handling of the car has to be tried to be believed. Car nuts have always said they could do it if they wanted to. The closest comparison I can think of is the Fiat 124. Whether you know it or not, Chevy used a 124 as a test bed for their engine. It is just possible that they learned other thing from Fiat in the suspension department. The car has other interesting things that the factory isn't talking about. For example, the door hinges are welded to the pillar and door which means there is no adjustment for a misaligned door. This is alright if the welding jigs are accurate. If you have a sagging door, the welds must be broken and a repair kit with adjusting bolts installed. Hmmm. Then there is the new anti-pollution devices. I finally understand how all this garbage works. As you know, Pinto has had some trouble already with this system. Basically, you have a potential bomb in the engine compartment that collects the gas fumes and crankcase vapors. Also did you know that GM flatly states in the owners manual that the shoulder belt is not to be worn by a person less than 4'7" in height. You can draw your own conclusions on that neck choking belt.

Cheers,
Ed Holeva

GYMSCHOOL 71
RESULTSArt Frederick
Gymkhana MasterN= Novice
X= Experienced
no trophy

Car #	Name	Car	Score	Position
CLASS 2				
2	Tom Isley	Lotus	52.2 X	
4	Lloyd Swatkin	Porsche 914/6	53.7 N	1
13	Richard Hendrickson	Datsun 240Z	56.1	3
22	Frank Callender	Porsche 914/6	--- X	
23	Emilios Kriakides	Elan +2	--- N	
24	Jerry Hall	Elan	49.4 X	
25	Alan Moxey	Europa	47.9 X	
41	George Schaefer	Elan	55.45 N	2
CLASS 4				
3	Robert Strode	TR-3A	--- N	
6	Mike Marko	SAAB	57.1 N	2
8	Bernard Cognon	SAAB	56.0 N	1
10	Joseph Marko	SAAB	57.85 N	3
12	Dennis Kaufman	MGB	58.0 X	
15	Pete Jacobs	MGB	69.7 N	4
21	Dom Gieras	914/4	52.9 X	
36	Steven Hacker	Fiat 124	--- X	
37	H J Chiera	Opel GT	68.6 X	
38	Daniel Egy	MGB	57.15 X	
CLASS 5				
1	Fred Lathwood	Fiat 850	53.9 N	1
18	William Blizzard	MG Midget	--- N	
26	Bill Bandurski	Sprite	55.6 N	2
30	Thomas Martin	Fiat 850	--- N	
48	Mike Picning	MG Midget	--- X	
50	Robert Bandurski	Sprite	56.0 N	3
CLASS 6				
47	Wilson Harris	VW	--- N	
52	Guy Purdy	VW	66.7 N	1
73	Jon Coffin	VW	54.2 X	
CLASS 8				
7	Robert Messier	Volvo 122S	59.1 N	3
28	Pat Wiseman	BMW 2002	55.9 N	1
16	Jack Hillen	Volvo	67.2 N	4
29	Dan Grzybowski	Pinto 1600	56.1 N	2
33	George VanWagner	Pinto 1600	53.3 X	

CLASS 8 cont.

34	M C Muntz	Opel 1900	57.5 X
40	Craig Robertson	BMW 2002	59.9 X
49	Tim Shean	Vega	60.6 X

CLASS 9

5	Glen Spoor	Duster	58.3 N	1
11	Chas. Moore	Mustang	--- N	
14	Howard Drake	Barracuda	59.35 N	2
17	William Hammond	Mustang	62.9 N	4
20	W R Crouss	Mustang	64.1 N	5
42	Robert Derron	Camaro	59.95 N	3
44	John Jacobson	Camaro	--- N	

CLASS 10 (handicap scoring)

9	Barbara Messier	Volvo 122S	77.3 N	6
19	Jane Frederick	Elan	65.55 X	
27	Marilyn Gieras	914/4	62.35 N	1
31	Liz Grzybowski	Pinto 1600	71.2 N	5
32	Karan Barghardt	Opel 1900	DNF N	
35	Judy Beauregard	Elan	65.7 N	4
39	Mary Alice Egy	Austin, America	71.3 N	3
43	Sue Schaefer	Elan	DNF N	
45	Pat Petrella	Datsun 240Z	59.5 N	2
53	Anne Tucker	XK-E	--- N	

April 25, 1971

SPRING THING II

Colonie Center

Howard Geer
Gymkhana Master

Official Results

Hap Farnsworth
assistant

<u>CLASS 1</u>		<u>Run 1</u>	<u>Run 2</u>
Carl Corrin	Corvette	70.6 +10	69.4
Richard Lussier	Corvette	72.4 +20	69.4
Timothy Smith	E Jaguar	79.4 +30	70.4
Joe Budd	Corvette	73.5	70.85
Bud Halsey	Corvette	72.3	74.0
Tim Zakriski	Corvette	77.8	75.05
W. Crouss	Shelby GT-350	72.3 +3	75.7 +6
David Spencer	Corvette	79.3 +20	-
George Herbst	Corvette	81.65 +20	-
Joseph Esposito, Jr.	Corvette	78.9 +30	-
Larry Mesick	Corvette	90.0 +53	-
Richard Forget	Corvette	DNF	-
Al Harding	Corvette	DNF	-

CLASS 2

Art Frederick	Lotus Elan	63.45 +10	61.7 FTD
Paul Hacker	Sunbeam Tiger	65.6	<u>63.4</u>
Frank Callander	Porsche 914/6	67.1	<u>66.6</u>
Stuart Shalat	Lotus Elan	68.1	-
Lloyd Shatkin	Porsche 914/6	85.0	68.3
Bill Morris	Lotus Elan	70.4	<u>68.7 +10</u>
Richard Hendrickson	Datsun 240Z	68.8 +10	<u>69.1 +3</u>
Brad Stevens	TR-6	DNF	<u>88.9 +10</u>

Class 3

Mike Dowling	Opel GT	71.55 +10	67.0
Campbell O'Keefe	MGB	71.3	<u>68.45</u>
Joseph Marko	SAAB Sonnett	74.7	<u>70.0</u>
Dennis Kaufman	MGB	70.1	70.1
Jack Fantelli	Lotus Europa	70.1	<u>70.75 +3</u>
Dom Gieras	Porsche	70.2 +3	<u>67.4 +3</u>
David Akim	Austin Healey	68.0 +3	70.9
Lee Beauregard	Morgan + 4	74.5 +40	<u>73.9</u>
Bernard Cognon	SAAB Sonnett	71.1 +3	<u>71.5 +43</u>
Mike Marko	SAAB Sonnett	75.45	73.3 +3
H J Chiera	Opel GT	<u>93.2 +40</u>	DNF

CLASS 4

Lynden Camin	Volvo	68.1	70.0 +3
Peter Keitel	MG	70.3	68.15
Jack LaBounty	Datsun	<u>66.6 +3</u>	70.75 +3
Charles Lowenhagen	MG Midget	77.9	74.0
Andrew Avery	Fiat	78.6	<u>71.7 +3</u>
Steven Hacker	Fiat 124	75.85 +10	77.0
Bill Richards	Datsun	77.0 +10	<u>67.25 +10</u>

CLASS 5

Jack Burns	VW	70.8 +3	73.2
Larry Welsh	VW	74.1 +26	<u>74.2</u>
Hanns Flebbe	SAAB	82.4	76.0
Kevin Williams	SAAB	79.45	76.05 +10
Guy Purdy	VW	DNF	<u>81.1 +40</u>

CLASS 6

Bill Getz	BMW 2002	70.7	67.7
Craig Robertson	BMW 2002	69.2 +20	<u>67.35 +3</u>
Mike Keogh	BMW	74.3	<u>71.65 +3</u>
M C Muntz	Rover	74.9	74.4
Jon Griffin	Corvair	71.4 +6	<u>72.9 +3</u>
Tim Smith	BMW 2002	71.5 +10	<u>67.55 +10</u>
Pat Wiseman	BMW 2002	74.6 +10	<u>72.1 +23</u>
Thomas Cook	Corvair	<u>87.3</u>	85.2 +3
John Pitcheralle	Datsun	DNF	

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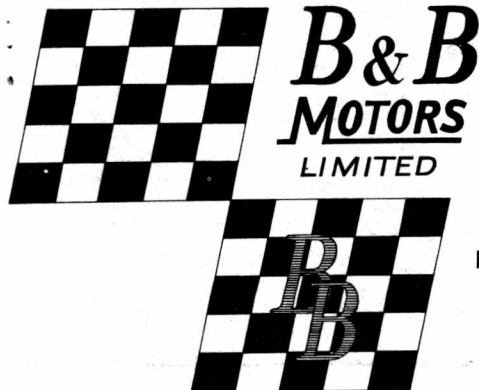
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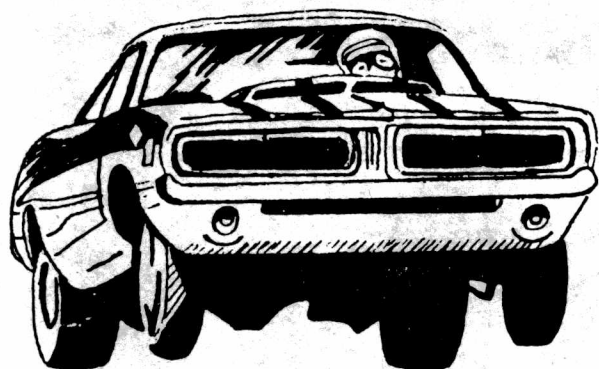
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SPRING THING II cont.CLASS 7

William Ruschett	Plymouth Duster	70.4 +10	68.55
Halsey Frazier	Camaro	95.6	68.7
Joe Stoey	Mustang	78.65 +10	76.05
Glen Spoor	Plymouth Duster	73.85 +30	72.3 +6

CLASS 8 (Ladies)

			Handicap
Nancy Geer	SAAB	80.45 +3	77.05 +3 -3.7
Jane Frederick	Lotus Elan	77.43 +43	73.3 -7.27
Marilyn Gieras	Porsche	88.4 +10	82.9 -13.38
Pat Petrella	Datsun 240Z	DNF	DNF

CLASS 9 Modified

Don Arthur	VW	DNF	-
		+3 seconds for each pylon	
		+10 seconds for each off course	

To the Editors of the "Knock- Off"

19 April 71

At the April 71 meeting of the Board of Directors of the Berkshire Motor Sports Club, Inc., The subject of your rate schedule as included in your 1971 "Auto Slalom Series" schedule was discussed with some degree of consternation.

While we feel that SCCA has every right to establish their entry fees as they see fit, we do not feel that it is in the best interest of the Sport in general or the cooperative spirit in particular, to place a surcharge on the entry fees of members of "other clubs."

After travelling some 50-60 miles to attend an SCCA event (No inconsiderable expense in itself) one would at least like to be made welcome. A surcharge (be it 50 cents or 5 dollars) certainly does little to achieve this goal. It does, in fact, make one feel as though his presence is less than desirable. A "slap in the face" so to speak.

We would appreciate your reconsideration of this rate schedule and in the meantime, extend our cordial invitation for all SCCA members to participate in BMSC events at the same old rates: Generally \$2.50 for members of ANY recognized Motor Sports Club and \$3.50 for non-members.

Yours Faithfully,
David R. Kidd
President
Berkshire Motor Sports Club

The rate schedule for Mo-Hud Auto Slaloms was thought over at great length by the club officers. Anyone member or not, may express his opinion at the monthly board meeting. One of the main reasons for the rate difference was increased trophy costs. The board felt the Mo-Hud member, who pays \$22.50 dues, was taxed enough. Rather than charge all non-members the same, the board decided to give other club members a break. As it stands we feel that our prices are reasonable. J.C. O'Keeffe, editor

CLEVELAND CORRESPONDENCE

Stan Bubar

Periodically we see advertisements by insurance companies, deploring the ease of damage to new cars, but I can't help but think that that's pure public relations claptrap. Nobody is in a better position than the insurance companies to do something about it, but they do nothing. All that they have to do is announce that they will not insure (collision) any 1973 or later car that cannot sustain a 10 mph impact without damage. Since banks won't lend money for cars without collision insurance, most people would be unable to buy the cars, and Detroit knows it. With a 1 1/2 year lead time until the 73's are due, Detroit would be prepared.

I now have the ultimate trailer for the sportsman. I bought a boat trailer with a 1000 lb. capacity, added a 3/4 inch plywood bed and ramps for the car. I now have a trailer that will carry a good sized boat, a race car, a pair of snowmobiles, or I can use it as a large utility trailer.

The cover photo on March K-O was interesting. That's where I saw my first sports car race, back around 1950. I can remember Dave Garroway racing an SS-100 Jaguar. Safety was not quite the major consideration it is today. Across the road from me, some woman was leaning against a telephone pole watching the race when a car spun out, pinned her to the pole, and broke her leg!

Those of you who missed Paul Newman's T.V. special "Once upon a Wheel" didn't miss much. It was ruined by an excess of commercials, and an excess of photographic tricks. If they showed one more car crashing into a wall, I think I would have smashed the damned set. They had essentially every name in racing with the conspicuous exception of Steve Mc Queen. I wonder why?

The Geers came out to pick up their car, and brought some ice racing movies with them which made us really homesick. We finally got to see that roll of film that the Farnsworths had sent us. Yes, we really do have a beautiful daughter (sorry 'bout that). The film also showed Pete Callaghan before he grew that heavy crop of hair-I didn't know they let 15 year olds race! Many other Mo-Huds at that event-'68 FLR.

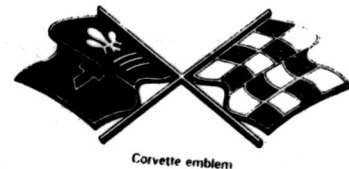
EVENTS SCHEDULE

June 6	Mo Hud AutoSlalom #3
June 20	AMEC Autocross at Albany Saratoga Speedway
June 27	BMSC Rally
	Empire Rally, John Petrella
July 5	National Races at Lime Rock
July 10	Mo Hud Auto Sprint at Lime Rock

This month's cover picture is of Howard Geer in his Bobsy at Lime Rock and was taken by Bill Getz.

April's cover was taken by Ed Holeva and was of Dave Garroway in a Jaguar SS 100 at Bridgehampton.

Thanks to Peck Business Machines for the use of their typewriter.



Corvette emblem

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