

THE KNOCK OFF

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- '71 FINANCIAL REPORT



FEBRUARY 1972

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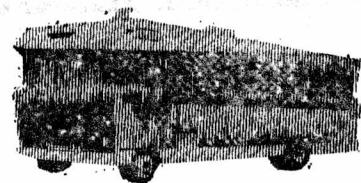


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The KNOCK OFF is published monthly by the Mohawk-Hudson Region of the Sports Car Club of America, with subscriptions limited to members only. All material for publication should be mailed to the Editors or delivered to them at the monthly meeting, the first Wednesday of each month.

THE MARCH MEETING WILL BE HELD ON MARCH 1, AT THE BLUE APPLE
1017 UNION STREET, SCHENECTADY, at 8:00 P.M.

REgional Ramblings

The big news this month concerns our upcoming racing plans. As many of you have heard we have received an invitation to participate in the North Atlantic Road Racing Championship series. To you non-racers that's the old Area 1 championship series of regionals. This invitation represents some kind of breakthrough in our relationship with the regions of Area 1. (New England, New York, and Northern New Jersey) We hope that no longer will be that "other" region from Area 11 trying to run speed events at tracks within the geographical boundaries of Area 1. be the people from Mo-Hud.

To get on with the story however, the deal involves running more than one regional race during the season. This is because a driver must compete in one of each participating regions events to be eligible to gain points in the NARRC series. To force everyone to enter one race to meet these requirements would not be possible. Therefore we have applied for a second date on the calendar for June 17-18 at Thompson, Conn. For those of you who have never been there, Thompson is about 2½ hours from the Capitol District via the Mass. Pike which makes it the second closest track to get to from here. This would be the first full weekend race that Mo-Hud has ever run and should be an excuse for a great party Sat. nite.

What this all means is that if this comes off there should be more entries at our races and our drivers will have the best of all possible worlds regarding regional racing. You see, our races will still count for the INEC road racing championship and Mohawk-Hudson drivers will be eligible to earn points in both championship series. Ours is the only region in this unique position. To do this is going to require a lot of help from a lot of people. Write those dates down on your calendar now and plan to be there. If you would like to help but don't know what you can do get in contact with me. We need flaggers, timers, tech people, registration, grid people, etc. There are many jobs necessary to put on a race so please don't be left out. Try it- you'll like it!

Our Drivers School is still on at this time and will be an INEC Drivers School. What this means is that INEC will take over the financial responsibility for it and supply many of the workers necessary to make it go. This again is an area to work and a better one to start out in. There is more time at a school to train workers than there is at a race.

See you on the track

Soward

Mohawk-Hudson Region SCCA
 Financial Report
 Jan, 1, 1971-Dec. 31, 1971
 Carl Corrin, treasurer

Balance 1/1/71	\$2488.13	<u>Expenses</u>	<u>Income</u>	1970 Figures
Regional Race	414.78	4632.97	5047.75	1252.68
Regional Events	470.66	1306.34	1777.00	269.76
Dues	705.00	242.50	947.50	575.00
Knock Off	-633.77	1038.77	405.00	-821.85
Miscellaneous	<u>-653.73</u>	<u>1259.83</u>	<u>606.10</u>	<u>-362.80</u>
Totals	302.94	8480.41	8783.35	912.79
Balance 12/31/71	\$2791.07			

Regional Race
 August 7, 1971

Total number of entries 112 @ 45.00	\$5040.00
Sale of programs at race	7.75
	<u>5047.75</u>

EXPENSES

Event Insurance	\$1627.52
Track rental	1195.00
Sanction fee	50.00
Dash plaques	78.00
Trophies	677.74
Steward fees	25.00
Supplies for printing entry forms etc.	57.40
Tech. Insp. supplies	36.74
Postage	127.98
Photos of class winners	34.00
Beer at barn	100.38
Courtesy beer	40.92
12 cancellations @ \$45.00	540.00
Miscellaneous - labels, batteries, etc.	42.29
	<u>\$4632.97</u>

\$5047.75
-4632.97
 \$ 414.78

Treasurer's Report
1971

<u>Regional Events</u>	<u>Expenses</u>	<u>Income</u>
Snowflake Rally	\$ 41.85	\$115.50
Gymschool '71	7.26	159.00
Spring thing	5.22	223.00
Hap's Happening	6.00	153.50
June Autoslam	4.50	272.00
Autosprint		575.00
Track rental	350.00	
Doctor	50.00	
Dash Plaques	56.50	
Misc.	22.00	
Flea Market	176.68	145.00
Fall Rally	17.50	49.50
Frostbite Gymkhana	9.40	84.50
	<u>\$ 747.91</u>	<u>\$1777.00</u>
Trophies	552.43	
	<u>\$1306.24</u>	
\$1777.00		
-1306.24		
<u>\$ 470.66</u>		

Dues

Regionals - 141 @ \$5.00		\$ 705.00
National dues handled	\$ 242.50	242.50
	<u>\$ 242.50</u>	<u>\$ 947.50</u>
\$947.50		
-242.50		
<u>\$ 705.00</u>		

Knock Off

Advertisements		\$ 405.00
Printing (before our printer)	\$ 335.10	
Initial set up of printer	98.28	
Payments on our printer	415.10	
Supplies	63.18	
Mailing	112.60	
Misc.	14.51	
	<u>\$1038.77</u>	<u>\$ 405.00</u>
\$ 405.00		
-1038.77		
<u>\$- 633.77</u>		

FEBRUARY 1972

Mo-Hud Competition Drivers:

The 1972 GCR is a) more expensive, b) contains many new items, c) clarifies some old ambiguous items, d) all of the above, e) none of the above. It is now in loose leaf form, enabling annual updating by changing only those affected pages, but also permitting the untimely loss of those few critical pages you always need. Anyway, read it over some evening before the first race. The following is my biased summary of what is important:

- Chapt 4.8 Recommend, not require, approved underwear with otherwise approved single layer suits. License renewal deadline - March 1. 1970 Snell stickers.
- Chapt 4.10 Competition License revokation.
- Chapt 5.3 Vehicle Log Books.
- App. A.1.5 Brake lights. Approved tires.
- App. A.1 Production Sports Cars - several modifications changes, including the fender rule.
- App. A.5 FV's - several modifications changes.
- App. A.6 Sedans - lots of modifications changes.
- App. A.9 Showroom Stock Sedans - New Class.
- App. L License renewal \$5 until March 1, \$10 after that.
- App. R.12 On-board self starters and push starts.
- App. T All new Timing and Scoring standards.
- App. X Safety Fuel Cells
- App. Y All new Driver Restraint systems, including the anti-submarine strap requirements
- App. Z Roll bars / head restraint systems.

The vehicle log book is an item we had previously endorsed, and the next month's news letter will carry detailed information on how Mo-Hud will implement it. Basically, it will involve a very comprehensive inspection by the regional Scrutineers; I estimate about 2 man-hours per car. The tentative schedule is for two consecutive Sundays in March at Cotrofeld's Sunoco, Rt. 146, Elnora.

There is no firm 1972 race schedule available yet. The first NEDiv National will probably be May 6,7 at Summit Point. We are presently negotiating for our Regional drivers to be eligible for NARRC (Area 1) points championship as well as INEC (Area 11) points championship. We are also planning a June Regional at Thompson as well as the August Regional at Lime Rock.

Bill Morris

1972 SNOWFLAKE RALLY

Chairman: Bill Morris
 Asst. Chairman: Jack Fantelli
 Jean Fantelli

<u>Place</u>	<u>Score</u>	<u>Car #</u>	<u>Driver/Navigator</u>	
1	170	27	L. Carmin/C. Wichmann	
2	490	21	A. Anderson/D. Francis	
3	530	3	B. Ross/T. Willis	
4	640	8	R. Dickson/C. Robertson	
5	690	19	B. Getz/C. O'Keefe	
	690	26	M. Moore/S. Moore	
6	720	1	R. Hendrickson/J. Wood	
7	740	7	K. Simons/J. Andrepont	
8	820	9	H. Geer/A. Frederick	
9	840	4	J. LaBounty/S. Jamke	
	840	12	D. McClumpha/B. Sullivan	
10	910	16	R. Schweikert/	
11	1000	5	A. Reinbold/J. McCullough	
	1000	20	L. Campbell/ K. Lavigne	
12	1020	10	M. Pinchuk/M. Pinchuk	
	1020	28	M. Rossi/G. Brookins	
I.F.	1100	6	T. Halpin/B. Bradey	
	1100	11	R. Gilday/P. Smith	
	1100	13	H. Farnsworth/H. Farnsworth	
	1100	14	L. Beauregard/J. Beauregard	
	1090	17	M. Waters/S. Seidel	
	1100	18	J. Hillen/G. Hillen	
	1100	22	J. Randall/D. Randall	
	1100	24	D. Gieras/B. Richards	
	1100	25	M. Vinciguerra/J. Miller	
DNF		2	T. Ebert/J. Anthony	
		15	J. Spring/B. Whitney	
		23	T. Kelley/	
		29	A. Ianniello/	
		30	P. Hacker/J. Hacker	
		31	M. Piening/M. Wilson	
Workers:	Wally Tracinsky	J. Pierce	G. Rickes	Mel Bartlett
	Candy Schaf	K. Dickson	T. Nick	Martha Bartlett

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1972 SNOWFLAKE IN RETROSPECT

1. Protests were placed regarding the validity of controls #1 and #2. The control captain at #1 moved his vehicle from the right side of the road to the left side for safety reasons, with which I concur. One car missed the control stating that the sign was temporarily obscured when he passed.
2. Control #2, located at 40.14 miles, was on location at 5:45, received a phone call from me at 5:50 stating that 31 cars had entered, officially opened at 5:56, timed six cars through from 6:21 to 6:55, and closed at 7:20. The control sign was leaning against a mailbox, directly under a mercury vapor street lamp, and not more than 3 feet from the edge of the pavement. The sign was not marked by a flare or lantern. The control personnel were located inside a glass front building (B&B Motors) with signs taped adjacent to the door "SNOWFLAKE RALLY" and "CHECKPOINT CHARLIE # 2". (The "Charlie" was the control captain's idea.) That portion of the building had all of its interior lights on. The store signs near the road were not lighted (they never have been wired up) and the two adjoining areas of the building were dark. The control was conspicuous by normal rally standards, but admittedly inconsistent with other controls on this rally.
3. In the attached scoring, both controls #1 and #2 are counted, although the above protests will be turned over to the protest committee for action.
4. The strategy on route instructions is markedly different when mileages are given for each instruction. The most important item in each instruction is the mileage. You watch your odometer, and as it approaches the mileage for a given instruction, you read the instruction, and execute it to the best of your ability. Many instructions were inserted to take care of unlikely circumstances or necessary departures from the "straight as possible" rule. With the exception of an inaccurate mileage for #76a, no combination of mileage and instruction was ambiguous.
5. It was my intention to emphasize the first leg, but not to the extent it turned out. It counted for 600 pts. max., while the remaining 5 legs counted for only 500 pts. max. total.

6. Leg nos. 1, 3, and 5 were for the driver; nos. 2, 4, and 6 were for the navigator. There were 23 non-max scores for 1, 3, and 5; 30 non-max scores for 2, 4, and 6. Apparently the navigators were slightly better than the drivers.
7. The road conditions were slightly better than "reasonable" for the average speeds used. Twenty-four hours earlier when the snow was drifting, it was perfect. A day later when it was thawing, it would have been no challenge at all. Ten days earlier when a hard freeze followed a thaw, certain sections were virtually impassable.
8. If you would like to see another similar rally next year, please let me know. My present inclination is not to organize one, but my arm could be twisted.

Rally chairman
Bill Morris

Treasurer's Report
1971

<u>Miscellaneous</u>	<u>Expenses</u>	<u>Income</u>
Postage and supplies	\$ 26.93	
GCI, PCS, Novice Permits	60.45	82.00
Emblems, patches etc.	26.20	40.10
Inec travel expense	60.00	
Membership Kits	69.15	
SCCA Calender Listing fees	50.00	50.00
NEDIV Convention	100.00	
Banquet awards and trophies 1970	98.21	
1971 Annual Banquet		
Dinner	457.50	429.00
Trophies	231.11	
Misc.	11.78	
Photographs 1970 Banquet	9.00	
INEC Area II Dues	25.00	
NEDIV Assesment	15.00	
Misc.	11.78	5.00
	<u>\$1259.83</u>	<u>\$ 606.10</u>
\$ 606.10		
-1259.83		
<u>-\$ 653.73</u>		

ALBANY AUTO SHOW

A drawing was held at the Auto Show, New Scotland Avenue Armory on Jan. 28-30. Two free passes to our races at Thompson and Lime Rock were won by:

Lime Rock:
Ronald Peterson
45 Surrey Lane
Ballston Spa, N.Y. 12020

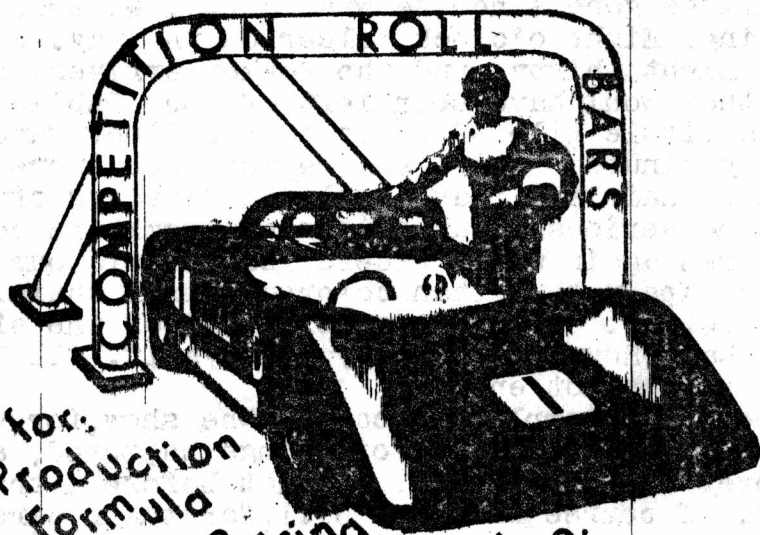
Thompson:
Henry Kwolek
1682 Providence Avenue
Schenectady, N.Y. 12309

Fifty cars were on display. SCCA display included Bill Morris - Screaming Yellow Zonker, Dave Wachtel - Cooper and Kaye's lent us a Renault Sedan to show the new Show Room Stock Sedan Class now being offered by SCCA. Many thanks to Greg Rickes for organizing the event and to those who worked the "24 hours of Albany"!

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CONFESIONS OF AN EXHIBITIONIST
at the Albany Custom Car Show

As most of you know, Mo-Hud had a display at the Albany Custom Car Show, and as the chief perpetrator of this adventure I suppose it's fitting that I should submit a report on this gruelling test of man and machine which went on for a full twenty-four hours: I know, because I spent that much time there over the three days, plus practice, oops, I mean set up.

Bad vibrations started the week off, as George Smith had to cancel out the appearance of his Porsche 914/6 on Tuesday night. Panic. Do we go with a two-car display, try to find another car, or what? Well first off, we tried everyone in the region, and there were no together (or nearly) cars. I cancelled our third spot. Naturally, after I did we thought of an alternative: why not get a showroom stock sedan, put up a display of safety equipment, and push SCCA's newest class. Okay, but we have one day to get it all together. Thanks to Dan Egy, we managed to convince Kaye's that it would be a GOOD THING for them, as well as for us. Next cajole Gail into making up four more signs-actually I didn't have to cajole, she volunteered, but to ask anyone to make up four signs on a day's notice is a bit much, even for me. Finally, we couldn't get a hold of the Tri-City Fly-Wheelers (who put the show on) to get our spot back. Press On.

Thursday; time to move into the New Scotland Ave. Armory. The plan was to get everyone together about seven, get set up early and be on our way, to rest up for a busy weekend. Kaye's got the R12 down about seven-thirty, after I had haggled out (with the help of Joe Scalzo of TCF) a spot with the lady who sets the thing up on a strange system that combines the cars size, color, and display needs. Then I waited, and waited. Howard stopped by with our display material, he said he was afraid we'd all be gone since he was late. I waited, and the stomach started growling. Eight o'clock, ulcer on the way. Eight fifteen, argh, burble, blub. Eight thirty, and the Zonker arrives. A few minutes more and all that would have been left of your Publicity Director would have been a little pile of sweat on the floor. Dave Wachtel got in about twenty-minutes later, and we were set (more or less). Compared to the angel-hair and flashing light displays of the folks who take this game seriously, our pylons and gymkhana ropes looked really cobby. But then again we're racers, so we hold our display together with silver tape rather than colored tinsel chain.

Friday night: Showtime. Gail, after doing all of the signs, volunteered(?) to help out Dave, Howard and Nancy and myself. All I can say is thank you, and that's not enough.

If you're expecting a complete recap of the show, forget it. Twenty-four hours is a long time, a lot of things happened, and now, two days after it's over I want to rest. But not before I thank the people who helped out: of course Dave and Bill, for their cars, and their time, plus Bill's whiskey sours which made Saturday night a bit more bearable; Howard and Nan for their work on our display materail and their time.; Dan Egy for his help in getting the R12, and keeping me company Saturday afternoon; John Petrella for bringing me dinner, and smoothing over some of the rough edges Saturday night, and Pat for adding some class to an otherwise cobby looking display; Campbell helped out Sunday, and of course Gail, who deserves the most profound thanks for helping and understanding.

Results? Wait and see I guess, but I think it was good public exposure for the club. There'll be some new members no doubt, plus a lot of people who have a greater understanding of who we are, and what we do. And when all of those little kids who took our literature get old enough to drive, maybe they'll remember us.

I feel this initial effort was well worth the energy expended, and would be willing to try again next year. Given the proper amount of time to plan ahead (so we can buy some angel hair, and trash) I think this could be a fine annual project for us to become involved in. Our thanks to the Tri-City Flywheelers for the opportunity to participate in this years show, and we hope you'll invite us back, to the bigger and better '73 version.

Publicity Notes

Naturally, I am still looking for help. As usual

To all Mohawk-Hudson Region Competition Drivers: you may have or soon will receive a driver biography form: please fill it out and return it to me. These forms will be going into a press kit which will be mailed to all of the newspaperes and radio stations which cover racing. You are the one's who stand to benefit from this, so please fill out the form legibly (so we can run it through our copier) and return it to to me: the address is

15 Marie Parkway
Loudonville, New York 12211

peace
greg rickes

THE MARCH REGIONAL
MEETING

WILL BE HELD ON WEDNESDAY, MARCH 1, AT THE BLUE APPLE,
1617 UNION STREET, SCHENECTADY

TRIVIATRIVIATRIVIATRIVIATRIVIATRIVIATRIVIATRIVIATRIVIATRIVIA

It seems as though everyone in the Region has submitted trivia contests to the Knockoff, mainly Greg Rickes, Dave McClumpha and the Columbia County Grand Prix Association at the banquet. Since then my diabolical mind has been at work producing this masterpiece. (actually only one hour) The solution is to place the correct name of the U.S. manufactured automobile after the initial letters of the Region's name. Production dates are given to eliminate the possibilities where two or more makes of cars were produced in the same year. Good luck. Bill Getz

M	_____	1890-1896
O	_____	1896 to date
H	_____	1892-1895
A	_____	1897
W	_____	1895-1898
K	_____	1899-1900
H	_____	1895
U	_____	1899-1901
D	_____	1859
S	_____	1895
O	_____	1897
N	_____	1898-1900
R	_____	1896-1900
E	_____	1898
G	_____	1898-1899
I	_____	1900
O	_____	1899
N	_____	1899-1901
S	_____	1897
C	_____	1871
C	_____	1897-1900
A	_____	1897



LOTUS RACING EAST



Mohawk-Hudson Region SCCA - Knock-Off

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- Brian Hart
- Holbay

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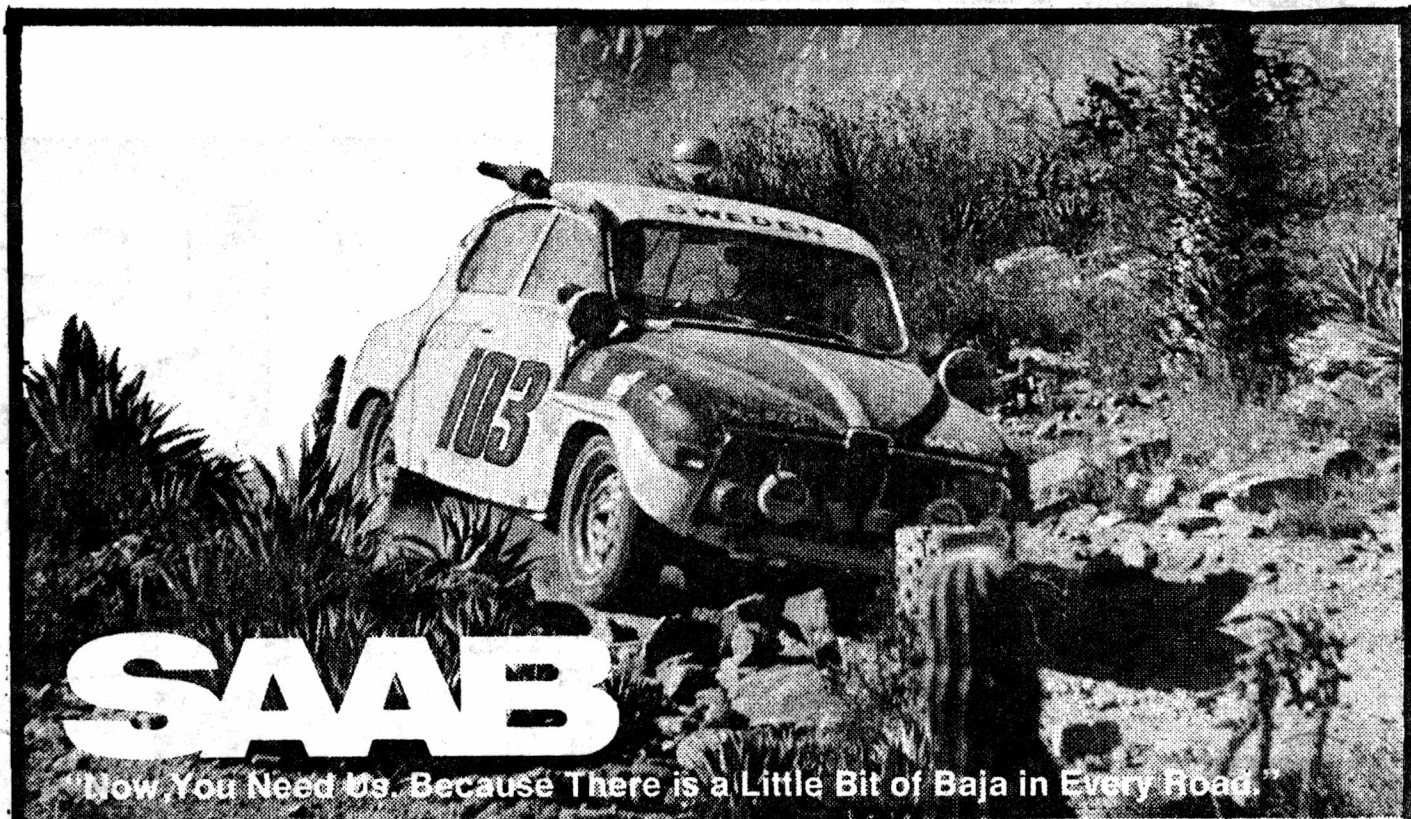
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	Leg 1	Leg 2	Leg 3	Leg 4	Leg 5	Leg 6
<u>Car # 6</u>						
Finish	N. T.	N. T.	N. T.	7:47:35	N. T.	10:00:00
Start	<u>5:06:00</u>			<u>5:06:00</u>	<u>7:58:00</u>	<u>7:58:00</u>
Time				2:41:35		2:02:00
Error				<u>2:17:00</u>		<u>1:40:04</u>
				24:35		21:56
Score I.F. 1100	600	100	100	100	100	100
<u>Car # 7</u>						
Finish	6:11:25	6:37:10	7:07:52	8:01:46	8:54:50	9:58:20
Start	<u>5:07:00</u>	<u>6:12:00</u>	<u>6:38:00</u>	<u>7:08:00</u>	<u>8:12:00</u>	<u>8:56:00</u>
Time	1:04:25	25:10	29:52	53:46	42:50	1:02:20
Error	<u>40:00</u>	<u>25:00</u>	<u>27:00</u>	<u>45:00</u>	<u>40:03</u>	<u>1:00:01</u>
	24:25	:10	2:52	8:46	2:47	2:19
Score 740	600	0	20	80	20	20
<u>Car # 8</u>						
Finish	5:54:25	N. T.	7:15:27	8:05:59	8:55:55	9:55:00
Start	<u>5:08:00</u>	5:55:00	<u>5:55:00</u>	<u>7:16:00</u>	<u>8:16:00</u>	<u>8:57:00</u>
Time	46:25		1:20:27	49:59	39:55	58:00
Error	<u>40:00</u>		<u>52:00</u>	<u>45:00</u>	<u>40:03</u>	<u>60:01</u>
	6:25		28:27	4:59	0:08	2:01
Score 640	380	100	100	40	0	20
<u>Car # 9</u>						
Finish	6:06:27	N. T.	6:56:25	7:46:40	8:43:15	9:43:51
Start	<u>5:09:00</u>	<u>6:07:00</u>	<u>6:07:00</u>	<u>6:57:00</u>	<u>7:57:00</u>	<u>8:44:00</u>
Time	57:27		49:25	49:40	46:15	59:51
Error	<u>40:00</u>		<u>52:00</u>	<u>45:00</u>	<u>40:03</u>	<u>60:01</u>
	17:27		2:35	4:40	6:12	0:10
Score 820	600	100	20	40	60	0
<u>Car # 10</u>						
Finish	N. T.	N. T.	7:38:36	9:21:56	N. T.	11:35:09
Start	<u>5:10:00</u>		<u>5:10:00</u>	<u>7:39:00</u>	<u>9:32:00</u>	<u>9:32:00</u>
Time			2:28:36	42:56		2:03:09
Error			<u>1:32:00</u>	<u>45:00</u>		<u>1:40:04</u>
			56:36	2:04		23:05
Score 1020	600	100	100	20	100	100

	Leg 1	Leg 2	Leg 3	Leg 4	Leg 5	Leg 6
<u>Car # 1</u>						
Finish	5:54:06	6:21:25	6:51:14	7:44:55	8:32:35	9:32:12
Start	5:01:00	5:55:00	6:22:00	6:52:00	7:55:00	8:33:00
Time	<u>53:06</u>	<u>26:25</u>	<u>29:14</u>	<u>52:55</u>	<u>37:35</u>	<u>59:12</u>
	<u>40:00</u>	<u>25:00</u>	<u>27:00</u>	<u>45:00</u>	<u>40:03</u>	<u>60:01</u>
Error	13:06	1:25	2:14	7:55	2:28	0:49
Score 720	600	10	20	70	20	0
<u>Car # 2</u>						
Finish						
Start	5:02:00					
Time						
Error						
Score DNF						DNF
<u>Car # 3</u>						
Finish	5:48:28	N.T.	6:44:39	7:36:25	8:28:15	9:27:15
Start	5:03:00	<u>5:49:00</u>	5:49:00	6:45:00	7:47:00	8:29:00
Time	<u>45:28</u>		<u>55:39</u>	<u>51:25</u>	<u>41:15</u>	<u>58:15</u>
	<u>40:00</u>		<u>52:00</u>	<u>45:00</u>	<u>40:03</u>	<u>60:01</u>
Error	5:28		3:39	6:25	1:12	1:46
Score 530	320	100	30	60	10	10
<u>Car # 4</u>						
Finish	6:19:45	N.T.	7:24:40	8:09:16	8:56:55	9:56:07
Start	5:04:00	<u>6:20:00</u>	6:20:00	7:25:00	8:20:00	8:58:00
Time	<u>1:15:45</u>		<u>1:04:40</u>	<u>44:16</u>	<u>36:55</u>	<u>58:07</u>
	<u>40:00</u>		<u>52:00</u>	<u>45:00</u>	<u>40:03</u>	<u>60:01</u>
Error	35:45		12:40	0:44	3:08	1:54
Score 840	600	100	100	0	30	10
<u>Car # 5</u>						
Finish	5:56:08	N. T.	6:54:31	7:45:31	N. T.	10:31:46
Start	5:05:00	<u>5:57:00</u>	5:57:00	6:55:00	<u>7:56:00</u>	7:56:00
Time	<u>51:08</u>		<u>57:31</u>	<u>50:55</u>		<u>2:35:46</u>
	<u>40:00</u>		<u>52:00</u>	<u>45:00</u>		<u>1:40:04</u>
Error	11:08		5:31	5:55		55:42
Score 1000	600	100	50	50	100	100

	Leg 1	Leg 2	Leg 3	Leg 4	Leg 5	Leg 6
<u>Car # 11</u>						
Finish	6:10:45	N. T.				
Start	5:11:00	6:11:00				
Time	<u>59:45</u> 40:00					
Error	19:45					
Score 1100	600	100	100	100	100	100
<u>Car # 12</u>						
Finish	N. T.	6:32:20	7:04:00	8:02:06	8:54:00	9:54:00
Start	5:12:00	5:12:00	6:33:00	7:05:00	8:13:00	8:55:00
Time		<u>1:20:20</u>	<u>31:00</u>	<u>57:06</u>	<u>41:00</u>	<u>59:00</u>
Error		<u>1:05:00</u> 15:20	<u>27:00</u> 4:00	<u>45:00</u> 12:00	<u>40:03</u> 0:57	<u>60:00</u> 0:00
Score 840	600	100	40	100	0	
<u>Car # 13</u>						
Finish	6:10:05	N. T.				
Start	5:13:00	6:11:00				
Time	<u>57:05</u> 40:00					
Error	17:05					
Score 1100	600	100	100	100	100	100
<u>Car # 14</u>						
Finish	N. T.	N. T.	7:30:08	N. T.	N. T.	N. T.
Start	5:14:00		5:14:00	7:31:00		
Time			<u>2:16:08</u>			
Error			<u>1:32:00</u> 44:08			
Score 1100	600	100	100	100	100	100
<u>Car # 15</u>						
Finish						
Start	5:15:00					
Time						
Error						
Score						

	Leg 1	Leg 2	Leg 3	Leg 4	Leg 5	Leg 6
<u>Car # 16</u>						
Finish	6:11:55	6:39:30	7:38:55	8:29:06	N. T.	10:24:1*
Start	<u>5:16:00</u>	<u>6:12:00</u>	<u>6:40:00</u>	<u>7:39:00</u>	<u>8:40:00</u>	<u>8:40:00</u>
Time	55:55	27:30	58:55	50:06		1:44:1*
	<u>40:00</u>	<u>25:00</u>	<u>27:00</u>	<u>45:00</u>		<u>1:30:00</u>
Error	15:55	2:30	31:55	5:06		4:1*
Score 910	600	20	100	50	100	40
<u>Car # 17</u>						
Finish	N. T.	N. T.	N. T.	7:43:55	N. T.	11:12:5*
Start	<u>5:17:00</u>			<u>5:17:00</u>	<u>7:54:00</u>	<u>7:54:00</u>
Time				2:26:55		3:18:5*
				<u>2:17:00</u>		<u>1:40:00</u>
Error				9:55		1:38:4*
Score 1090	600	100	100	90	100	100
<u>Car # 18</u>						
Finish	N. T.	N. T.	7:54:00	9:15:06	N. T.	10:25:4*
Start	<u>5:18:00</u>		<u>5:18:00</u>	<u>7:55:00</u>	<u>9:26:00</u>	<u>9:26:00</u>
Time			2:36:00	1:20:06		59:4*
			<u>1:32:00</u>	<u>45:00</u>		<u>1:40:00</u>
Error			1:04:00	35:06		- 40:2*
Score 1100	600	100	100	100	100	100
<u>Car # 19</u>						
Finish	6:05:40	N. T.	7:05:04	8:00:20	8:46:45	9:47:0*
Start	<u>5:19:00</u>	<u>6:06:00</u>	<u>6:06:00</u>	<u>7:07:00</u>	<u>8:11:00</u>	<u>8:47:00</u>
Time	46:40		59:04	53:20	35:45	1:00:0*
	<u>40:00</u>		<u>52:00</u>	<u>45:00</u>	<u>40:03</u>	<u>1:00:00</u>
Error	6:40		7:04	8:20	4:18	0:0*
Score 690	400	100	70	80	40	0
<u>Car # 20</u>						
Finish	6:13:15	6:55:45	7:27:26	8:20:25	N. T.	10:26:0*
Start	<u>5:20:00</u>	<u>6:14:00</u>	<u>6:56:00</u>	<u>7:29:00</u>	<u>8:31:00</u>	<u>8:31:00</u>
Time	53:15	41:45	31:26	51:25		1:55:0*
	<u>40:00</u>	<u>25:00</u>	<u>27:00</u>	<u>45:00</u>		<u>1:40:00</u>
Error	13:15	16:45	4:26	6:25		14:5*
Score 1000	600	100	40	60	100	100

	Leg 1	Leg 2	Leg 3	Leg 4	Leg 5	Leg 6
<u>Car # 11</u>						
Finish	6:10:45	N. T.				
Start	5:11:00	6:11:00				
Time	<u>59:45</u> 40:00					
Error	19:45					
Score 1100	600	100	100	100	100	100
<u>Car # 12</u>						
Finish	N. T.	6:32:20	7:04:00	8:02:06	8:54:00	9:54:00
Start	5:12:00	5:12:00	6:33:00	7:05:00	8:13:00	8:55:00
Time		<u>1:20:20</u>	<u>31:00</u>	<u>57:06</u>	<u>41:00</u>	<u>59:00</u>
Error		1:05:00	27:00	45:00	40:03	60:00
		15:20	4:00	12:00	0:57	0:00
Score 840	600	100	40	100	0	
<u>Car # 13</u>						
Finish	6:10:05	N. T.				
Start	5:13:00	6:11:00				
Time	<u>57:05</u> 40:00					
Error	17:05					
Score 1100	600	100	100	100	100	100
<u>Car # 14</u>						
Finish	N. T.	N. T.	7:30:08	N. T.	N. T.	N. T.
Start	5:14:00		5:14:00	7:31:00		
Time			<u>2:16:08</u>			
Error			1:32:00			
			44:08			
Score 1100	600	100	100	100	100	100
<u>Car # 15</u>						
Finish						
Start	5:15:00					
Time						
Error						
Score						

	Leg 1	Leg 2	Leg 3	Leg 4	Leg 5	Leg 6
<u>Car # 16</u>						
Finish	6:11:55	6:39:30	7:38:55	8:29:06	N. T.	10:24:1*
Start	5:16:00	6:12:00	6:40:00	7:39:00	8:40:00	8:40:0
Time	55:55	27:30	58:55	50:06		1:44:1
	40:00	25:00	27:00	45:00		1:30:0
Error	15:55	2:30	31:55	5:06		4:1
Score 910	600	20	100	50	100	40
<u>Car # 17</u>						
Finish	N. T.	N. T.	N. T.	7:43:55	N. T.	11:12:5
Start	5:17:00			5:17:00	7:54:00	7:54:0
Time				2:26:55		3:18:5
				2:17:00		1:40:0
Error				9:55		1:38:4
Score 1090	600	100	100	90	100	100
<u>Car # 18</u>						
Finish	N. T.	N. T.	7:54:00	9:15:06	N. T.	10:25:4
Start	5:18:00		5:18:00	7:55:00	9:26:00	9:26:0
Time			2:36:00	1:20:06		59:4
			1:32:00	45:00		1:40:0
Error			1:04:00	35:06		- 40:2
Score 1100	600	100	100	100	100	100
<u>Car # 19</u>						
Finish	6:05:40	N. T.	7:05:04	8:00:20	8:46:45	9:47:0
Start	5:19:00	6:06:00	6:06:00	7:07:00	8:11:00	8:47:0
Time	46:40		59:04	53:20	35:45	1:00:0
	40:00		52:00	45:00	40:03	1:00:0
Error	6:40		7:04	8:20	4:18	0:0
Score 690	400	100	70	80	40	0
<u>Car # 20</u>						
Finish	6:13:15	6:55:45	7:27:26	8:20:25	N. T.	10:26:0
Start	5:20:00	6:14:00	6:56:00	7:29:00	8:31:00	8:31:0
Time	53:15	41:45	31:26	51:25		1:55:0
	40:00	25:00	27:00	45:00		1:40:0
Error	13:15	16:45	4:26	6:25		14:5
Score 1000	600	100	40	60	100	100

	Leg 1	Leg 2	Leg 3	Leg 4	Leg 5	Leg 6
<u>Car # 21</u>						
Finish	6:01:10	N. T.	7:26:44	8:20:19	N. T.	10:54:5
Start	5:21:00	6:02:00	6:02:00	7:27:00	8:30:00	8:30:00
Time	40:10		1:24:44	53:19		2:24:5
	40:00		52:00	45:00		1:40:0
Error	0:10		32:44	8:19		44:4
Score 490	10	100	100	80	100	100
<u>Car # 22</u>						
Finish	N. T.	N. T.	N. T.	8:27:46	N. T.	10:52:0
Start	5:22:00			5:22:00	8:38:00	8:38:0
Time				3:05:46		2:14:0
				2:17:00		1:40:0
Error				48:40		33:5
Score IF 1100	600	100	100	100	100	100
<u>Car # 23</u>						
Finish						
Start						
Time						DNF
Error						
Score						
<u>Car # 24</u>						
Finish	N. T.	N. T.	N. T.	9:09:09	N. T.	11:13:
Start	5:24:00			5:24:00	9:20:00	9:20:
Time				3:45:09		1:53:
				2:17:00		1:40:
Error				1:38:51		13:
Score I. F. 1100	600	100	100	100	100	100
<u>Car # 25</u>						
Finish	N. T.	N. T.	N. T.	N. T.	N. T.	9:58
Start	5:25:00					5:25
Time						4:33
						4:07
Error						26:
Score I/F. 1100	600	100	100	100	100	100

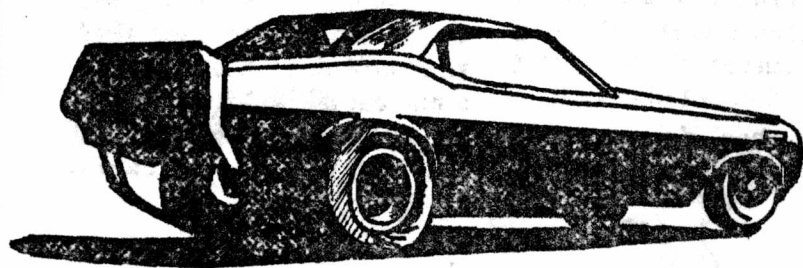
	Leg 1	Leg 2	Leg 3	Leg 4	Leg 5	Leg 6
<u>Car #26</u>						
Finish	6:12:56	N. T.	7:27:03	8:18:16	9:13:00	10:14:4
Start	5:26:00	6:13:00	6:13:00	7:28:00	8:29:00	9:14:0
Time	46:56		1:14:03	50:16	44:00	1:00:4
	40:00		52:00	45:00	40:03	1:00:0
Error	6:56		22:02	5:16	3:57	:4
Score 690	410	100	100	50	30	0
<u>Car #27</u>						
Finish	6:09:25	6:34:55	7:04:25	7:53:20	8:44:00	9:45:0
Start	5:27:00	6:10:00	6:36:00	7:06:00	8:04:00	8:45:0
Time	42:25	24:55	28:25	47:20	40:00	1:00:0
	40:00	25:00	27:00	45:00	40:03	1:00:0
Error	2:25	0:55	1:25	2:20	0:03	
Score 170	140	0	10	20	0	0
<u>Car # 28</u>						
Finish	N. T.	N. T.	7:46:12	9:05:55	N. T.	10:53:2
Start	5:28:00		5:28:00	7:47:00	9:16:00	9:16:0
Time			2:18:12	1:18:55		1:37:2
			1:32:00	45:00		1:40:0
Error			46:12	33:55		2:3
Score 1020	600	100	100	100	100	20
<u>Car # 28</u>						
Finish						
Start						
Time						
Error						
Score <i>DNF</i>						
<u>Car # 30</u>						
Finish						
Start						
Time						
Error						
Score <i>DNF</i>						
<u>Car # 31</u>						
<i>DNF</i>						

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