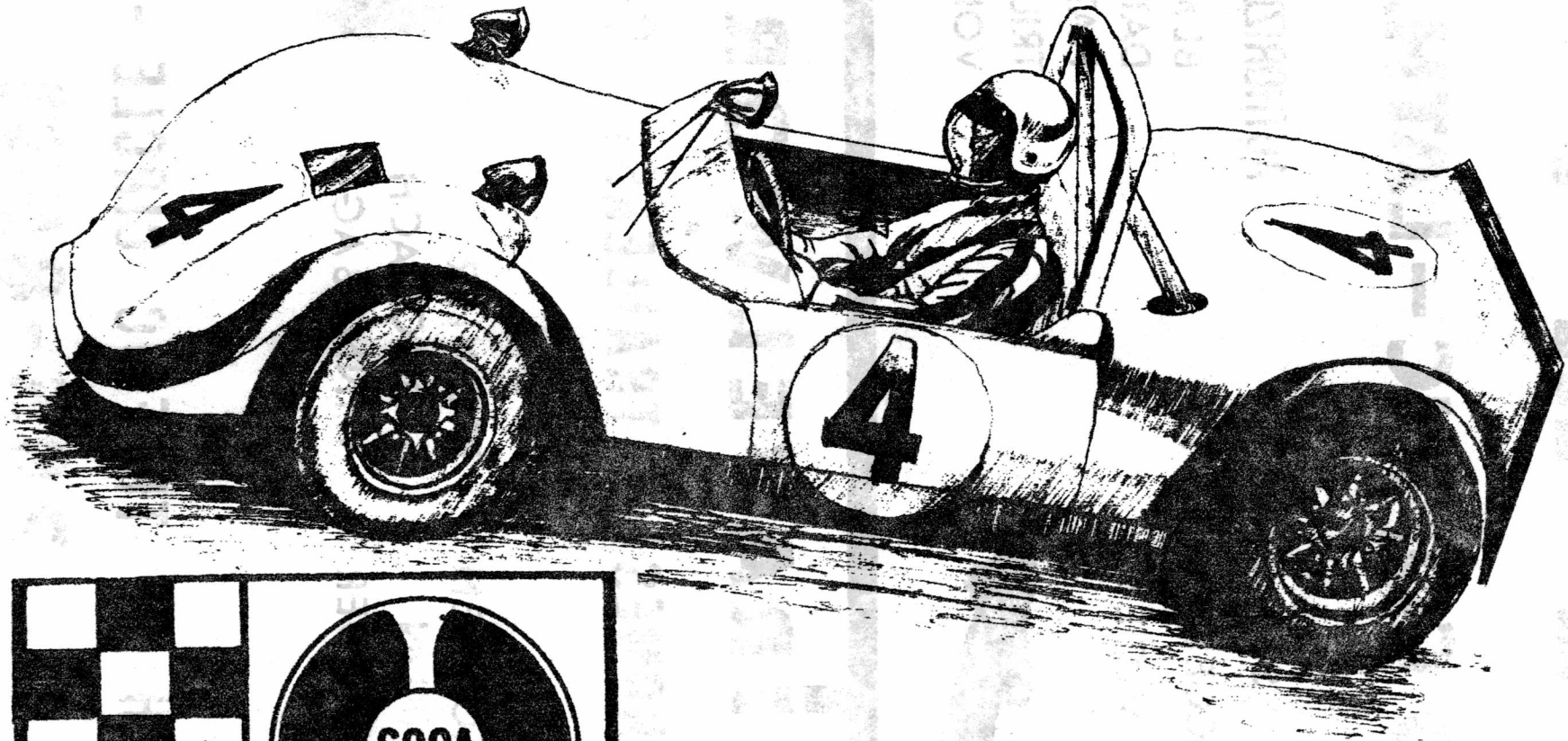


THE KNOCK OFF

APRIL, 1972



N E M I T H

AUTO CO, INC - LATHAM, NY

**IMPORTS! USED CARS!
PARTS! ACCESSORIES!
SERVICE!**

AUTHORIZED DEALER

**BLMH
DATSUN
FIAT
TRIUMPH
VOLVO**



TRAVELWORLD

MOTOR HOMES! TRAILERS! CAMPERS!

**COACHMEN
FRANKLIN
PATHFINDER**

**PROWLER
SPORTCOACH
WINNEBAGO**



NORTH OF TRAFFIC CIRCLE - ROUTE 9

785-8531

MOHAWK-HUDSON REGION, S.C.C.A.1972 OFFICERSRegional Executive

Howard Geer
6 Jones Avenue
Chatham, N.Y. 12037
392-3499

Assistant R.E.

Steve Short
182 Kingsley Road
Burnt Hills, NY 12027

Secretary

Donna Fisher
248 Sand Creek Road
Albany, N.Y. 12205
459-5223

Treasurer

Carl Corrin
27 Hunting Road
Albany, N.Y. 12205
869-6948

Membership Chairman

Nancy Geer
6 Jones Avenue
Chatham, N.Y. 12037
392-3499

Knock Off Editor

Pat Smullens
Colonie Apts.
2358 Burdette Ave.
Troy, NY
274-3506

Competition Chairman

William Morris
1466 Van Curler Avenue
Schenectady, N.Y. 12308
377-8117

Solo Events Chairman

William Getz
1067 Palmer Avenue
Schenectady, N.Y. 12309
346-5787

Rally Chairman

Campbell O'Keefe
50 Second Avenue
Bensselaer, N.Y. 121
462-3298

Activities Chairman

John Petrella
Bldg. 20 Apt. 2-Leisureville
Watervliet, NY 12189 Apts.
785-1087

Publicity Chairman

Greg Rickes
15 Marie Parkway
Loudonville, NY 12211
458-1540

Chief Scrutineer

Steve Short
182 Kingsley Road
Burnt Hills, NY 12027

INEC Representative

Gene Birdsey
Snake Hill Road
Averill Park, N.Y.
674-3022

Director at Large

Arther Frederick
R.D. #2, Box 14
Valatie, N.Y. 12164
384-4288

Director at Large

David McClumpha
319 Elsmere Ave. R.D
Delmar, N.Y. 12054
439-2828

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.

THIS MONTH'S COVER WAS SUBMITTED BY ELEANOR MORRIS

REgional Ramblings

Effective 1973, all race cars must have all their body paint removed and replaced with aircraft type paint only. This paint is available only in flat silver or army green and costs \$28 per quart. It has been found that under certain circumstances normal automobile paint will catch fire when subjected to speeds in excess of 1,000 MPH, and therefore, to prevent any possible dangerous situation, the above rule will go into effect.

Rest easy, fellow racers, I'm only kidding. However, it seems that this is the philosophy that is prevalent in both the government safety program and the SCCA. If someone thinks that an idea will save lives, it's "Damn the torpedoes, let's do it" time. Most everyone you talk to agrees that the Federal Government shouldn't try to ram air bags down our throats, but isn't SCCA guilty of the same fault? Who says our old fire extinguishers aren't adequate; who says flip top filler necks are dangerous; who says Nomex underwear is the only way to save lives; who says...? If there are valid statistical reasons for these changes -- fine! Let's hear them. But it's time this nonsense of change for change's sake ended.

End of speech!

Our drivers school to be held at Lime Rock has been canceled due to the unavailability of a date. We will still have our NARRC regional races June 17-18 at Thompson and August 5 at Lime Rock. These are firm; the contracts have been signed and it's all systems go. I hope as many people from Mohawk-Hudson as possible will be available to help out. Worker log books are available from Bill Morris or me and anyone can get one. You don't even have to be a member to obtain a log book. If you want to help, we can definitely use you.

We also have a date, July 1, for our annual Autosprint at Lime Rock. This fun event will be held again this year, and we hope it will be better than ever. The rest of the autoslalom program is not having such good luck finding sites. If you know of any new sites that are possibly available, please let us know.

We will be putting on rallies and autoslaloms this year in conjunction with the Rennselaer Sports Car Association. Ray Wong, their president, has agreed to help out and co-sponsor several events. Sounds like a good deal for everyone.

The May meeting will be held at the "Vittles and Grog" on Menands Road in Loudonville. It's a nice place and they are eager to have us. Make a point to come out for this meeting.

Howard

TSD RALLY

APRIL 30TH

BACK PARKING
LOT RPI FIELD
HOUSE TROY

REGISTRATION OPENS AT NOON

FIRST CAR OFF AT 1:01

TROPHIES FOR EQUIPED CLASS

UNEQUIPED

SEAT OF THE PANTS

PRESENTED BY

THE RENSSELAER SPORTS

CAR ASSOCIATION

AND

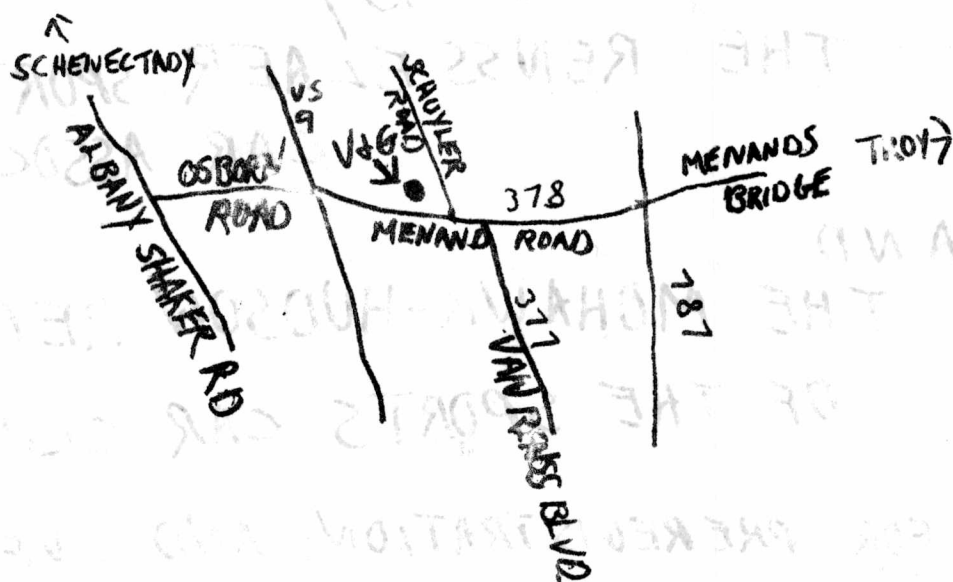
THE MOHAWK-HUDSON REGION

OF THE SPORTS CAR CLUB OF AMERICA

FOR PREREGISTRATION AND INFO

CALL CAMPBELL O'KEEFE AT 462 3298

MAY 3RD MEETING
TO BE HELD AT THE
VITTLES & GROG
AT 8 O'CLOCK



RACING RUMBLINGS

APRIL 1972

Bill Morris

The 1972 racing season is about to get underway, almost in spite of the efforts of the Club Office. I will try to maintain this monthly memo as a means of timely communication with our drivers, with a deliberate effort to keep off the soap box.

NATIONAL RACES

I have heard there is a possibility that the first and second NEDiv Nationals will be moved up one week to maintain the desirable 2 week spacing between races. Watch for the entry blanks for the authoritative word, however.

FIRE EXTINGUISHERS

Sure enough, the requirements have been updated from last year, although both the GCR and the clarifying explanation in the Drivers Newsletter stand as masterpieces of ambiguity. Basically, the old "general purpose" dry chemical is no longer acceptable. The two types of dry chemical which are legal are potassium bicarbonate (i.e., Purple K) or ammonium phosphate agent (i.e., "multipurpose"). Although the latter is generally more available and slightly cheaper, it is less desirable for engine and carburettor fires because of the adherent residue it leaves. The Region has purchased a lot of Purple K extinguishers for resale to our competition drivers at \$11 each. That price is hard to beat, and I suggest you get one from Carl Corrin before your first event.

FLIP-TOP GAS CAPS

The new rule outlawing flip-top (Monza type) gas caps applies to all competition vehicles, with some confusion remaining about the SSS class.

VEHICLE LOG BOOKS

On March 19 and 22, a total of 8 log books were issued to drivers in our region. It is mandatory that each vehicle in a driver school, regional, or national race have a log book. If you get to an event without one, the sanctioning region will issue one after a separate and comprehensive inspection of the car, which may result in a considerable delay. Some of our tech inspectors will make house calls, and it is to your advantage to get them to issue the log book.

DRIVER'S SCHOOL

Our Driver's School at Lime Rock May 13 has been cancelled.

Others as of now are:

April 8,9	Bridgehampton	NYR
May 20	Lime Rock	NNJR
June 3,4	Thompson	NER
June 10,11	Bridgehampton	NYR
June 24,25	Watkins Glen	Glen

ROAD RACING CHAMPIONSHIPS

The following road racing championship series may be of interest to you in planning a schedule.

NEDiv National Championship - - All NEDiv National races, National license holders only, top 3 invited to ARRC.

North Atlantic (NARRC) - - All NE, NY, NNJ and Mo-Hud regional races. National, Regional, or qualified Novice log book holders. Must run one race from each Region (minimum of 4 total) to qualify. Championship awards and banquet.

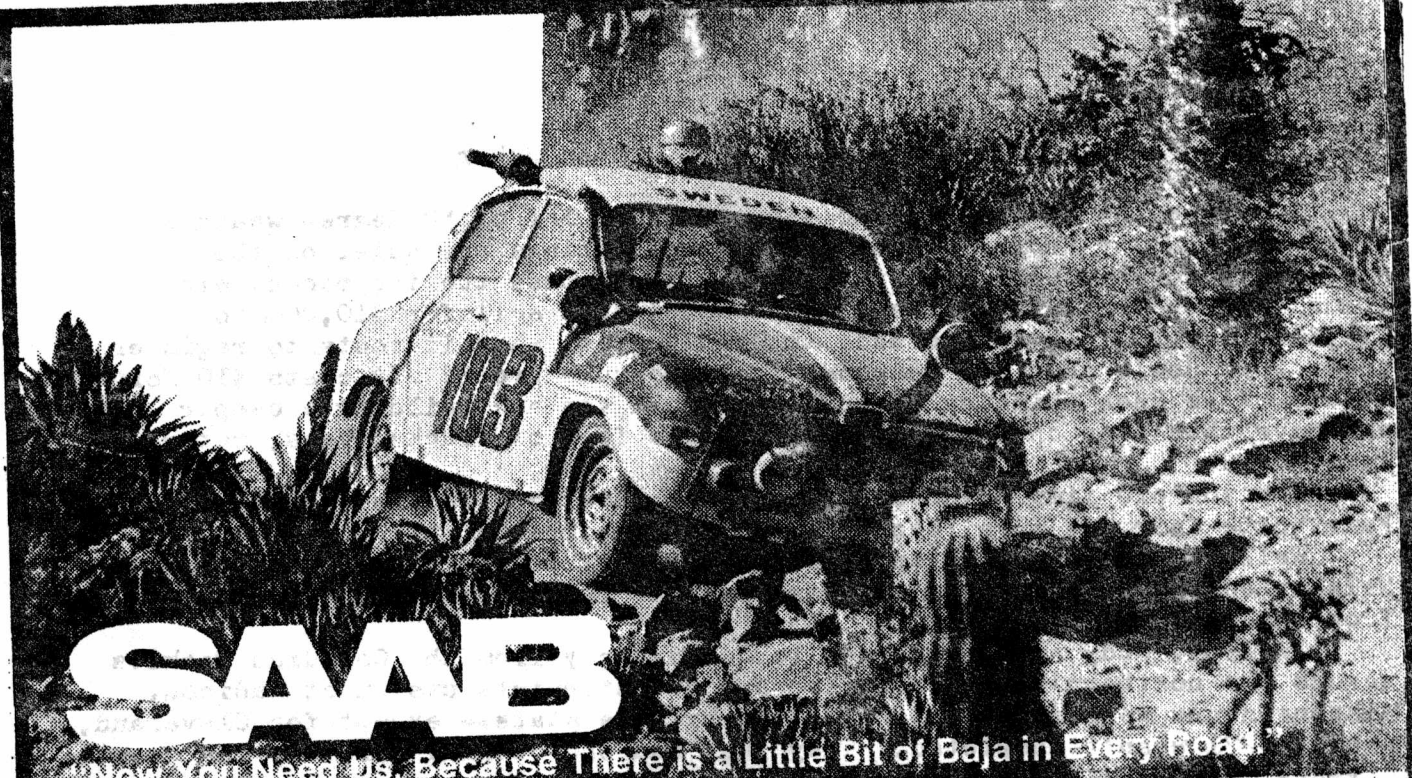
INEC Area 11 RRC - - All Area 11 regional races. National, regional, or qualified Novice log book holders. Championship awards.

Nelson Challenge Run-off - - All NEDiv regional races. Invitations to the Oct. 15,16 run-off races will go to the top 6 (or top ½) of each class from NEDiv to compete against the corresponding CenDiv champions. Placing in the top 3 of either the NARRC or INEC Area 11 series will probably net you an invitation.

NOVICE LOG BOOKS ISSUED

Peter Hermance, Albany, N.Y.

NOTICE: From April 7 to 23, contact Howard Geer or Jack Fantelli (371-7267) for competition information. Sayonara.



SAAB

Now You Need Us. Because There is a Little Bit of Baja in Every Road.

NEW SALEM. GARAGE

ROUTE 85 NEW SALEM. N.Y. PH. 765-2702

DISTRIBUTOR FOR THE FOLLOWING:

- CRANK SHAFT COMPANY
- CRANE ENGINEERING
- ENGLE CAMS
- MANLEY PERFORMANCE PRODUCTS
- MICKY THOMPSON
- JAHN'S PISTONS
- J. E. ENGINEERING
- SEALED POWER SPEED PRODUCTS
- TRW VALVES & PISTONS
- MR. GASKET
- DZUS FASTENERS
- WEBER

DON'S PORTING SERVICE

SPEED EQUIPMENT

MACHINE SHOP

1942 CENTRAL AVENUE • ALBANY, NEW YORK 12205

TELEPHONE 518-869-2929

CLEVELAND CORRESPONDENCE

Stan Bubar

It's been an easy winter so far, we had a lot of 50 degree weather right up thru the end of January. As usual, things are quiet on the sports car scene around here in winter. We do miss the ice races, etc. I imagine you've all seen these motor homes that sell for \$10,000 to \$18,000. Most of those are made in Ohio-- guess what it costs to register one-- \$5! How's that for response to a pressure group? It costs \$10 for a car. I've been thinking of buying a small van and building a camper and have thus been checking on registration fees of trucks, vans, motor homes, etc.

For you old time Mo-Huds -- who said: "How many thorpes would a Fairthorpe fair, if a Fairthorpe would fair thorpes"?

Well, a new season is approaching-- if any of you are coming out to Nelson Ledges, we have room to spare and you're welcome-- only 25 minutes from the track.

In 1964, Judy and I returned to Schenectady from the Canadian Rockies across the northern U.S. We picked up the Interstate system at Madison, Wisconsin and were able to Schenectady by interstate-- except for Cleveland, where I-271 wasn't completed. They just had the opening ceremony last month-- 8 years late!!!!!!

TRIVIAANSWERSTRIVIAANSWERSTRIVIAANSWERSTRIVIAANSWERSTRIVIA

Morrison (electric)
Oldsmobile
Holtzer-Cabot
Aldrich
Whitney (steam)
Keystone

Riker (electric)
Eaton
General Electric
International
Ovenden
New England

Hartley (steam)
U.S. Electric
Dudgeon
Sweaney (steam)
Oakman
New England (steam)

Struss
Carhard (steam)
Crouch
Anthony

Solution based on the "1972 Automobile Almanac" by David Ash.

from: group W bench

I've Been Had Dept.

Interesting "open letter" in Autoweek :to wit SCCA Denver is too busy, and too understaffed to provide periodicals with up-to-date point standings for National Races. At the same time the new classes proposed for '73 are supposed to make club racing more sell-able. And we, long-suffering, unpaid regional publicity directors for the many regions of SCCA knock ourselves out pushing club racers and amateur racing and paying \$22,50 a year besides, and then the expenses nobody ever hears about, and then Denver is too busy. If it stays like this the solution is simple: I'm getting out. We could start a nice little regional-type club along the lines of the Midwest Council of Sports Car Clubs, with dedicated people running the game. How much does a National Organization really matter?

The New York Auto Show

The economic squeeze really showed true at the Show this year, as the exhibits only took up three of the four floors. Even the girl-type models were of less impressive qualities. BRUCE was down there guarding the Lotus display, and Jim Haynes was showing Trans-Am movies. I'm not much on street cars, but there some interesting race cars: the best was the T.33 Alfa which was still all scruffy from Sebring, quite a contrast to all of the super-sanitary show cars. Not really much of a show. Couldn't even find the Autoweek rep to renew my subscription.

This England

It stands to reason that anyone interested in road racing generally regards England as Alpha and Omega. It was thus my good fortune to find out what's going on across the pond via the outstanding English weekly "Autosport" (purchased at R.Gordon & Co. 12 E.55th down in the Big Apple). Everyone, I mean everyone, sponsors race cars, or better yet a whole series: the Formula Atlantic series is sponsored by The Yellow Pages (of phone book fame), and the sedan series is called the Wiggins Paper Teape Paperchase apparently after a stationery and adhesive manufacturer. Tea companies (Brooke Bond Oxo), clothing manufacturer and on and on. Twenty-two classes is too much for SCCA to explain to the American public; in England there must be forty, and they get along just fine. And the prices of the hot stuff over there would bring most American racers to tears.

In the sedan series in England for group 2 cars there is no five liter limit: Mustangs and Camaros are running 350 cu.in. engines, and Picko Troberg is running a seven-liter Camaro.

O to be in England

The Cubic Inch Race Continues: DeLorenzo/Thompson ran a cobby 'Vette at Daytona. It didn't turn very well.....but it did 201 mph on the backstraight. Engine-wise it was 8.36 liters of aluminum chevy; My personal favorite for LeMans, especially if they could get Jun'ur Johnson to go along.

Things to watch for.

Down at the New York Auto Show the publishers of "Sports Car" had the March issue at their stand. The date was April 1. How long will it take for the membership to get their copies?

Bill Stroppe is seriously considering a Mazda/Wankel for the 2.5 Challenge, and down at New York Jim Haynes said that there will probably be a Mazda for the Trans-Am on May 6. Driver? P J, of course.

Peter Revson was disqualified at Sebring for "misbehavior" (CSI Code paragraph 138). He reportedly knocked off an officials hat, and gave an obscene gesture after being called in for passing on the yellow. From Autoweek "Two Italian visitors Signor Rigano, a CSI Delegate, and Senor Sansone president of the Auto Club de Palermo rushed to apologize to Earwood (the official who had all of the Revson wrath directed towards him) for what they considered an affront to a senior official. Are you really serious. Sebring is always a bad scene because of the rent-a-pigs, but now the officials seem to be getting a bit wiggy too. Now if ol' A.J. had been there would have been no question about the "obscene gesture", but it probably would have been settled in Fist City.

Maybe I'm just getting old, or I've been working too hard and expecting too much, but lately the whole sport seems to be stuck in some kind of limbo. Autoweek has seemed especially disappointing: circulation and advertising have probably gone up quite a bit, but the old charm is gone. Five pages of auto industry news, another page of collectors cars; next to nothing on National racing, and absolutely nothing on Regional racing, or small club racing. Maybe there just isn't a market for Fun-type racing, but it seems a shame that a lot of the real enthusiasts are ignored. Here's where our own "Sports Car" could fill the void? Again, don't hold your breath.

In spite of all of this heavy stuff, it looks like a good season coming up, so we look forward to seeing you at Lime Rock, and at the Moh-Hud Autoslalom events, and elsewhere along the way; and over the airwaves, through the good graces of Sr. Marconi, on WOKO (1460 am) every Thursday evening from 6 to 7 pm on the Pete Corey Show.

Bywords for the month (direct from Sebring): Keep on Punchin'!

peace
greg

FROM THE GROUP W BENCH"

indented and QUOTated by Hailwood

The second installment in a series on the club going to the dogs . . .

It is poor scholarship to continually quote from a single source but, in this case, there is only one source to quote: Autoweek. You will recall that last month I used this magazine as source material for numerous attacks on people and organizations. This month is no exception. The particular item appeared in Autoweek two weeks previous entitled "An Open Letter to SCCA". The editorial mentioned the club's failure to submit results from regional and national races.

We will continue to have our club run like a business as long as Messrs. Bird, Gilmartin et al continue to hold office. I have heard from various sources that the days of these folks are numbered; I hope for our sake that those numbers can be counted on one finger. So, please write the main office and bitch loud and clear. They will listen but they appear to be somewhat deaf and the only way to communicate with a deaf person is to shout. So, all you 1275 Spridget and Spitfire drivers had better oppose the new class changes unless you want your doors blown off by MGR's and Porsches. Maximum power to the members!

POSTSCRIPT: The latest issue of Autoweek (4/15/'72) has the divisional standings for each class in races held thus far. Therefore, I apologize for some of the remarks. Nonetheless, if IMSA can submit articles concerning why can't we do likewise (as in previous years) ?

MOHAWK-HUDSON ACTIVITIES CALENDER 1972

APRIL	-	30	RALLY #2
MAY	-	13	I.N.E.C. DRIVER'S SCHOOL (LIMEROCK) (TEN)
		21	GYMKHANA #2
JUNE	-	10	GYMKHANA #3
	-	17-18	REGIONAL RACE (THOMPSON)
		25	MT. EQUINOX HILLCLIMB
JULY	-	1	AUTO SPRINT
		16	GYMKHANA #4
		23	RALLY #3
AUGUST	-	5	REGIONAL RACE (LIMEROCK PARK)
		13	FLEA MARKET
		20	GYMKHANA #5
SEPTEMBER	-	10	GYMKHANA #6
OCTOBER	-	1	GYMKHANA #7
NOVEMBER	-	5	GYMKHANA #8
		12	RALLY #4

Group W, continued

I among others have noticed the lack of these results and wondered if Autoweek had thought them to be unworthy of their coverage. This, however, was not the case. The fault lies with the national office failing to comply with Autoweek's request. The club said that it was unable to supply results due to "understaffing". Autoweek suggested that the divisional points keepers submit weekly results so, if articles themselves could not be submitted, at least the points standings in each class could be kept current (something^{w. f. h.} which our own mouthpiece is usually three months in arrears). This, too, was said to be impossible to achieve. Well, folks, how do you feel? Are you tired of reading BLMC and Datsun ads to find out who's winning? If so, I suggest you write A. Tracy Bird and tell him what you think about this gross omission from the major weekly autosports magazine. And while you're at it, maybe you can tell him a few other things as well. Like "Kiss off!" You probably think that I do not like Mr. Bird and you are quite right. I have been a club member since November, 1968 and I have seen many things change since then, both good and bad. Although I've been a member only a few years, I've seen the club promote some excellent professional and amateur racing. However, I think the recent changes in the club government have been extremely detrimental. The little guy (you and me) are getting the shaft once more from a myriad minor things like the outrageous price for the GCR, unnecessary roll bar changes in the production classes, ad infinitum. The people in Denver think that token efforts to placate us such as the stock sedan class are sufficient. Well, that's sadly mistaken. The national office is supposed to be the servant of the club, much as our national government is supposed to do. However, we have become the servant of both these entities. While the latter situation is difficult to rectify (but people like the Berrigans are trying), the former can be easily done.

KAYE'S

IMPORTED CARS

AUSTIN
AMERICA
JAGUAR
MG
PEUGEOT
RENAULT
TRIUMPH
FIAT

NEW
&
USED
CARS

10

0 / 0

DISCOUNT
TO ALL SCCA MEMBERS
WITH THIS AD! — PARTS
OR ACCESORIES

LUCAS
AMCO
STEBRO

ALL NEW

SEMPERIT



TIRES
DEALER

AUTHORIZED SALES & SERVICE—COMPLETE COLLISION SERVICE

949 CENTRAL AVE., ALBANY, N.Y. PH. IV 2 - 4413



"BAVARIAN MOTOR WORKS"

Alfa Romeo



BMW



The Unbeatable Team

KLAMM'S BMW LTD.

SALES & SERVICE

MAIN ST., ALTAMONT, N. Y. 12009

Phone 861-8561 Area Code 518



LOTUS RACING EAST



- AEROQUIP
- Graviner Fire Systems
- Hewland
- Brian Hart
- Holbay

- VARLEY
- Supertanium Hardware
- Cosworth
- BRM
- Vegantune

GO-POWER ENGINE Dyno

ENGINE BALANCING, BLUEPRINTING, BORING AND REBUILDING
 COMPLETE CHASSIS TWEAKING WITH OPTICAL GAUGES & SURFACE PLATE
 BUMP STEERING ON ALL CARS
 SERVICE ON ALL MAKES FORMULA AND SPORTS RACERS

LOTUS RACE CARS

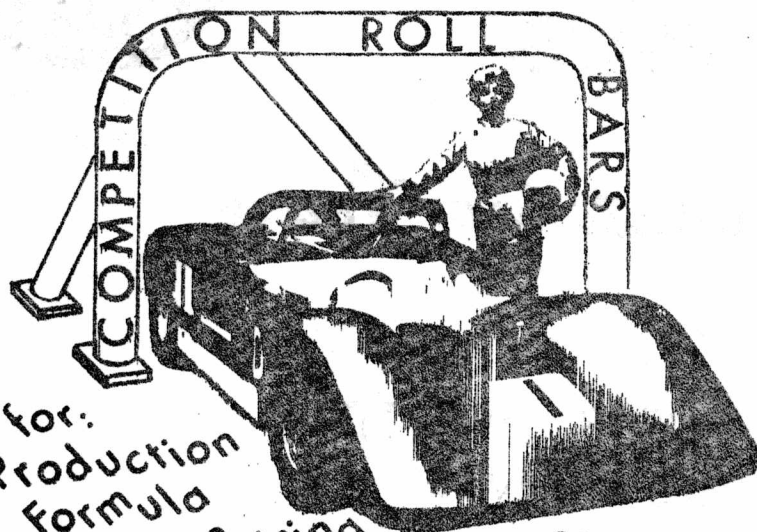
LOTUS SEVEN SERIES - 4

RT 44, Millerton, N.Y. 12546 914-789-3548

Rexford Mfg & Welding Co Inc

D. L. GEBERT

CUSTOM STEEL FABRICATION



PIPE BENDING
 AND
 WELDING

Telephone:
 (518) 399-5021
 Rustic Bridge Road
 Route 2
 Rexford, NY 12148



INEC Area 11 Council



Sports Car Club of America, Inc.

1972

AREA 11 ROAD RACING CHAMPIONSHIP

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

WNY - Nelson Ledges	May 27 & 28
MO-HUD - Thompson Glen - Watkins Glen	June 17 & 18
MO-HUD - Lime Rock	July 8 & 9
Misery Bay - Nelson Ledges	August 5
FLR - Watkins Glen	August 12 & 13
WNY - Nelson Ledges	October 21 & 22
	October 28 & 29

- 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. The points accrued by each driver shall automatically exclude the lowest number of points accrued in one race meeting. 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 being awarded to the region for the best finishing position of one regional member only in each class per race. Regional Rotating Championship Trophy to 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 Pointskeeper:

Connie Birdsey
Snake Hill Road
RD #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.

PIT TALK

by Ed Holeva

Ever since my spectacular flip last year at the Glen it has been one big rat race to get another car ready for the coming season. Between going on company field trips and trying to find a Spridget in good condition for race restoration, the picture looked pretty dark. Some people say buy a car already prepared. My philosophy on this is that you may be buying somebody else's problems unless you have six grand kicking around so you can buy a group 44 team car.

Luckily I found a 1967 Sprite in good shape and started the long task of building a race car. I salvaged what I could from the wreck and scraped the body. One may ask, "Where do you start?" Well first you strip the body bare of everything and clean all the parts.

Ask Carl Corrin about this sometime. Since I had a badly sprained wrist from the accident, his help was greatly appreciated. And to his understanding wife, Marie, I apologize for letting him go home with bleeding fingers and a sore back. I'll replace all the Band-Aids you used and supply you with a generous amount of rubbing liniment.

Meanwhile, back to the car. Right now my garage looks like a BMC junk yard except for one stall. In that stall sets the proud joy of the Holeva racing team, the new No. 71 blue and gold Sprite. Thanks to Ann, team manager; Carl and Marie Corrin, pit crew; Don Van Steel, pit crew.

The first planned race will be April 29 at Lime Rock. This will be used more as a shake down cruise than anything else, that is, unless things go well.

Many Mo-Huders stop in at my garage from time to time to see evolution in process. Areal big eyebrow was raised when they saw that BMW engine sitting in one corner. I wish that Bill Getz would leave it there, for it's a fantastic conversation piece. I heard somebody muttering about an SR Sprite and possibly a BMW Vega. But I'll never tell Bill.

Some Casual observations with drivers for the coming season are interesting. Parsimious Racing (Bob Claffie, Dave Hathaway) are spending bucks like mad. Hal Cameron is out to win HP with a dyno-tuned engine by team Spreen. Al Anderson flared his fenders on the Corvette so much that the car looks pregnant. Dave McClumpha isn't talking. Phil Reader is carefully piecing his car back together. Sandy Fisher has a new engine but can't find his car or the group W bench. If I recall correctly, the car is still at the Glen waiting to be unloaded, Greg. Dave Watchel is trying to get the Cooper ready. Wild Bill is looking for more power. Howard Geer is ready to try again. John Petrella is bit by the sport so bad it hurts.

FOR SAFE DRIVING -
FAST EDDIE

VALUE in home furnishings---

SEASONED with knowledge & experience,

LIBERALLY TOPPED with personal service.

CHATHAM FURNITURE

75 MAIN ST.
CHATHAM, N.Y.

ART FREDERICK,
PRESIDENT

392 - 4131

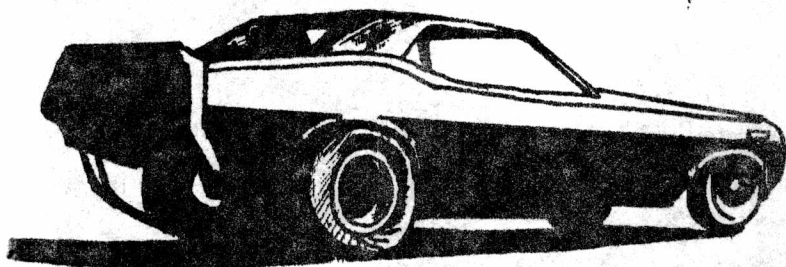
BARNEY'S SPEED SHOP

127 NO. LAKE AVE., ALBANY, NY.

Ph. (518) 463-3501

MACHINE SHOP SERVICE

**ELECTRONIC
ENGINE
BALANCING**



PARALLEL BORING
CRANKSHAFTS GROUND
CYLINDERS SLEEVED

RACE CAR EQUIPMENT

**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.

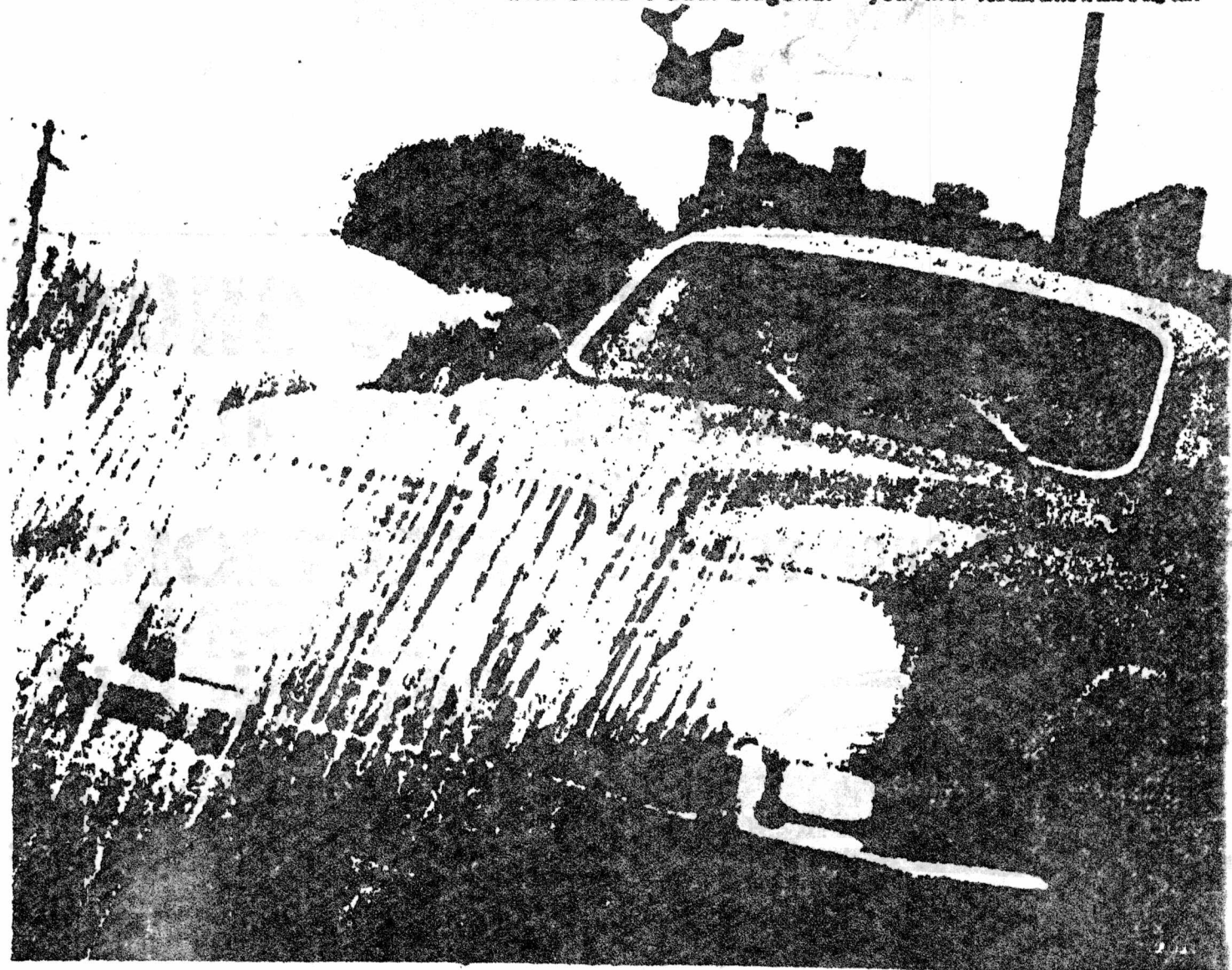
Front-wheel drive coupled with SAAB's dual diagonal

braking system (safest on any car) gives incredible control and traction in any weather.

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

ROUTE 9-11

KINDERHOOK, N.Y.

PHONE 684-2211