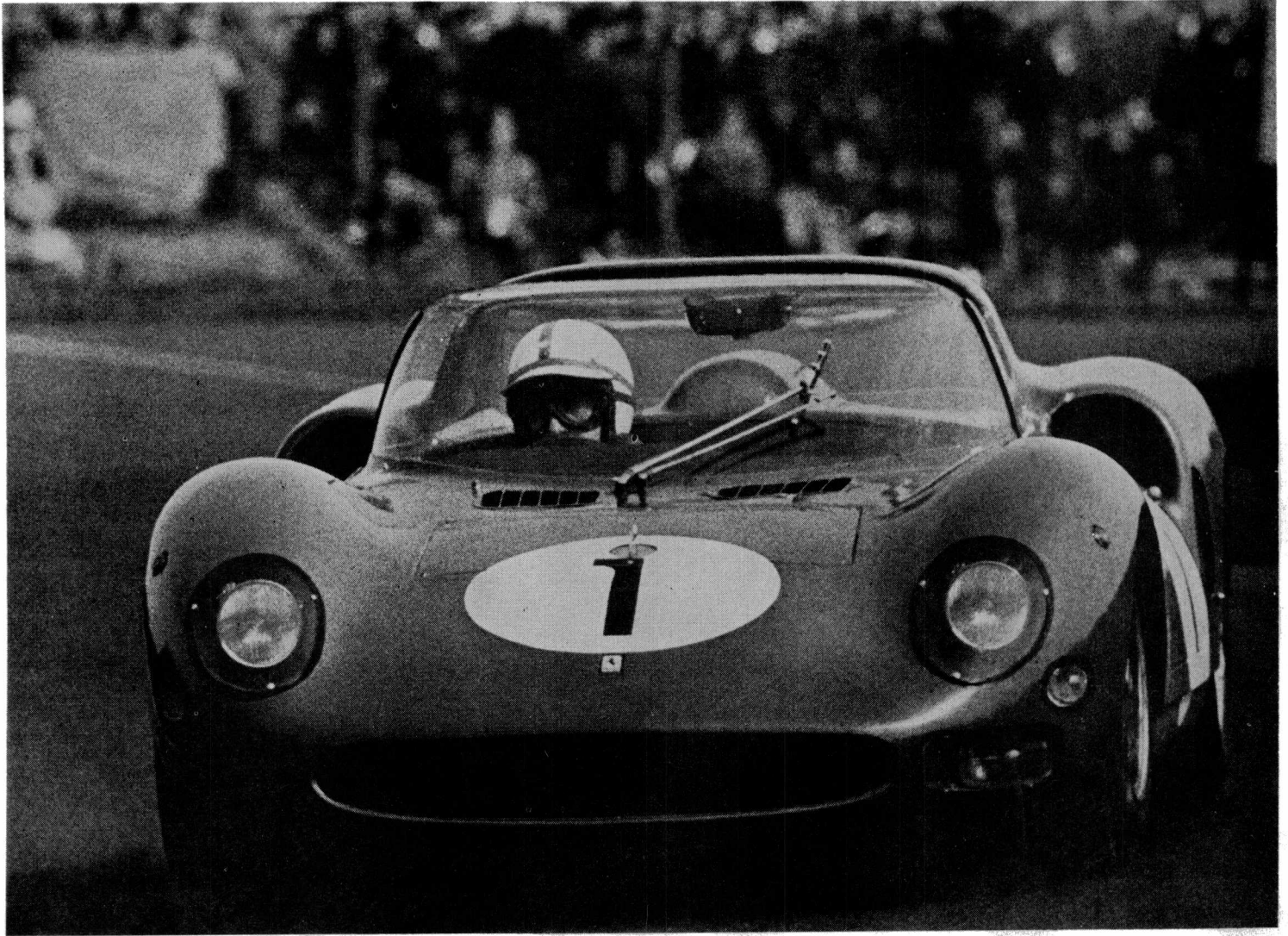


THE KNOCK OFF



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This newsletter is the official SCCA publication for the Mohawk-Hudson Region. Published once each month, it is dedicated to the news, announcements and results of sports car activities in and around this Region. The publication of this newsletter is supported by Regional dues and sponsors. All members are invited to contribute. Deadline is the 10th of each month. Send information to the Editor, Mary Schongar, 4029 River Rd, Niskayuna, NY

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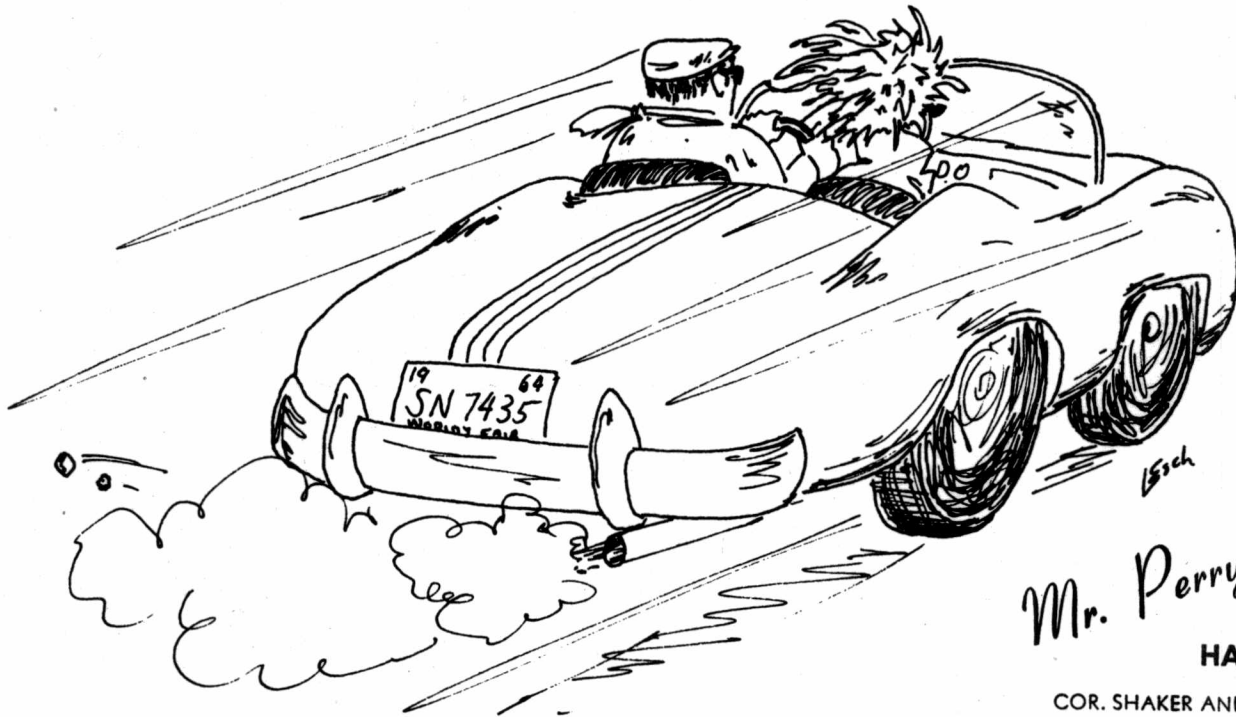
MOHAWK-HUDSON REGION MEETINGS

Regular meetings are held on the first Wednesday of each month at the Circle Inn, south of US9, Latham, NY.

Information regarding the region and its activities can be obtained from any of the club officers.

SCCA MEMBERSHIP - Membership in the SCCA is open to all persons of good character who are sympathetic to the purpose of SCCA. The procedure for joining is as follows: 1) Obtain an official application form from any of the Club Officers. 2) Present it to a Club Officer with one year's dues.

AFTER THE RALLY-- YOU'D BETTER SEE VINCE!



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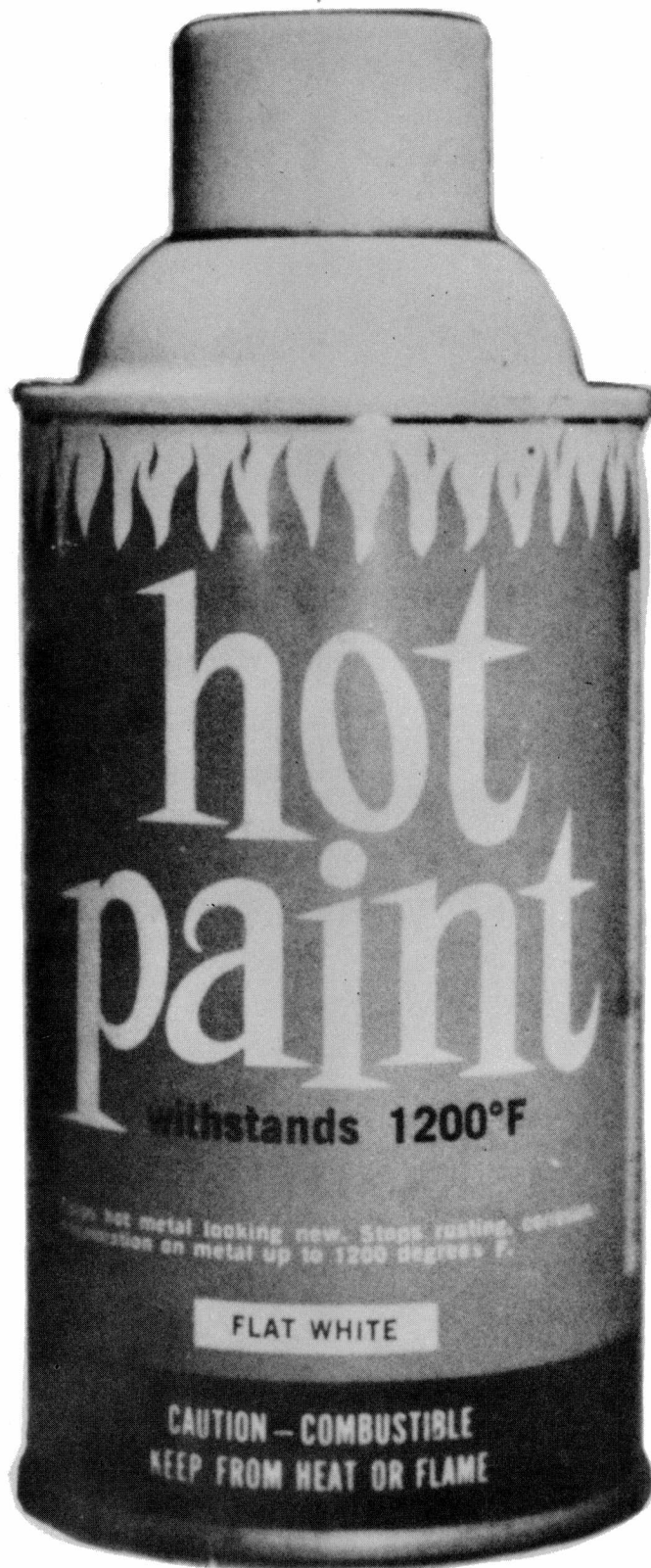
HIGHWAY SIGN.....Main highway open while detour is being repaired.

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For those of you who would like to have the formula for flameproofing your coveralls, etc. here it is:

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THE KNOCK OFF

JULY 1965

REGULAR MEMBERSHIP MEETING

Circle Inn, July 7, 1965

Meeting called to order at 8:50 p.m. Treasurer's report waived because of absence. Activities report given by D. Leonard.

- 7/17 BMSC Night TSD - Bikini Rally. Report given by BMSC member.
- 8/1 INEC-MH Region Gymkhana. Report given by G. Master B. Peterson
- 7/10 INEC Driver's - Flag and Communication School - Glen Region
Report by RE M. LeVan

RE M. LeVan announced that notification of cancellation of Whiteface Hillclimb was sent. A tentative request for a Driver's School was sent to NE Region and the calendar committee for the 3rd week in April or 3rd week in May.

It was announced that competition licenses are now issued on a calendar year basis.

Old Business - Club emblems are to be mailed and will be received within 2 weeks.

Competition Bd. Chairman reported status of rare or out of production class cars. The national committee will probably have provisions made for these cars.

As a reminder - most local clubs are requiring the presentation of membership credentials.

Reports were given concerning two of our members. K. Scharl is now recovered. G. Gaul will be in the hospital for another 4-5 weeks but is progressing.

RE announced that AMEC will attend next meeting. It is desired that closer relations be reached.

RE requested sponsor for INEC Gymkhana on 8/1. This will be checked on.

Guests introduced to membership. Motion for adjournment, seconded and carried.

Respectfully submitted,

SHARON LEONARD

THE KNOCK OFF

JULY 1965

THE GLEN AGAIN - h. manley iv

Well here they are - the results of the 18th annual Watkins Glen Grand Prix - USRRC race.....Complete!

June 27, 1965

O.A. Pos	Sec. Beh.	Car No.	Make	Driver and Address	Class	Pos.	Points	Prize
1		65	Chapparral II	Jimm Hall, Midland, Texas	02S-1	9		\$2500
2	0.2	66	Chapparral II	Hap Sharp, Midland, Texas	02S-2	6		1500
3	3L24	91	Cobra 427	Skip Scott, Devon, Pa.	02S-3	4		1200
4	3L70	16	Lotus-Porsche	G. Follmer, Pasadena, Cal.	U2S-1	9		1600
5	4L72	7	Chapparral I	Augie Pabst, Milwaukee	02S-4	3		700
6	4L81	33	Cobra 289	Bob Johnson, Columbus, O.	02GT	9		1000
7	6L38	35	Genie-Ford	Don Skogmo, Minn.	02S-5	2		400
8	6L44	28	Lotus-Climax	Gerald Bruhl, Portland, O.	U2S-2	6		700
9	8L31	71	Ford Spl.	Al Schall, Hatboro, Pa.	02S-6	1		200
10	9L47	20	Elva Mk. 8	George Ralph, Easton, Md.	U2S-3	4		300
11	9L63	69	Ferrari275LM	Dick Holquist, Pittsburgh	02S-7	-		100
12	10L96	77	Elva-BMW	Mak Kronn, Mundelein, Ill.	U2S-4	3		100
13	11L77	14	Porsche 904	Herb Watansen, Woodmere, NY	U2GT	9		500
14	13L27	38	Lotus 30	Newt Davis, Lime Rock	02S-8	-		100
15	16L69	1	Lotus-Alfa	Mike Goth, Pound Ridge, NY	U2S-5	2		100
16	18L68	3	Elva-Porsche	Joe Buzzetta, St James, NY	U2S-6	1		100
17	21L72	88	Cobra 427	Hal Keck, Hellertown, Pa.	02S-9	-		100

DNFs

Laps Compl.

6	4	427 LMD	Mike Hall, Chicago	02S	-	50
15	6	Elva-Porsche	Bruce Jennings, Towson, Md	U2S	-	50
5	12	Cooper-Chev	G. Wintersteen, Villnova, Pa.	02S	-	50
51	13	Cobra 289	Tom Payne, Yipsilanti, Mich.	02GT	-	300
18	18	MaLaren-Ford	Ludwig Heimrath, Toronto	02S	-	50
14	24	Lola T70	Rick Muther, Laguna Beach	02S	-	50
11	36	Elva-BMW	Dick Brown, Birmingham, Mich.	U2S	-	50
11	48	Brabham-Cli.	Lew Kerr, Niantic, Conn.	U2S	-	50
40	52	Lola T70	Buck Fulp, Anderson, SC	02S	-	100
46	57	Elva-BMW	Chuck Dietrich, Sandusky, O.	U2S	-	100
9	60	Genie Mk10	Don Wester, Monterey, Cal.	02S	-	50
5	93	Lotus 23	Doug Revson, White Plains	U2S	-	50
38	83	Elva-BMW	Frank Hilson, Coral Cables	U2S	-	50

Hall's total time for the 87 lap 200 mile event was 2:01:08:6 for an average of 99.11 miles per hour. Fastest lap of the day was run by Hal Sharp in car 66 at 1:19.9 for an average of 103.62 miles per hour on lap 63.

THE GLEN AGAIN - page 2

Also on Sunday morning a consolation race was run for those cars that could not qualify for the main event. This, along with \$400, was won by Dan Gerber of Fremont, Mich. in the McKee-Ford Spl. at an average of 89.90 mph for the 20 laps.

The regional races were sort of overshadowed by the USRRC cast but good performances were turned in by Dave Adams (TR-3), Bill Davis (CP Elva Courier), Wayne Kelly and Horst Kroll (Kelly Formula Vees), Gary Morgan (Sting Ray), Gary Kuhns (Sprite), and Gene Birdsey (Fairthorpe Minor). How about that select group, Sports Fans? The weather was good, the crowd was only fair, and I'm tired of seeing two white cars win all the time (at least Bruce McLaren beat them the next week-end at Mt. Tremblant). On to Lime Rock and the Bryar inaugural.

Regional Ramblings

July 10-11 was the INEC Driver's School at Watkins Glen. Among the regions workers were Gene Birdsey, Observer; Jack Collins, Course Safety Crew; Colin Campbell, Course Safety Crew; Wayne Fitzgerald, Course Safety Crew; Connie LeVan, Fal and Comm. Worker, Carlton Foster, Flag and Comm. Student, and some others I am sure I missed. My personal thanks to those who came down and worked. We also have a new member from Plattsburg, Robert Cox, who did an able job as a student in a Mk 3 Sprite. I'm sure it's unnecessary to mention that those who worked at the school feel the better for having contributed to the sport. It was a lot of fun besides.....even free beer parties.

The one other comment on the school was made by Wayne Fitzgerald, noticing the difference between the Saturday AM practice sessions and the Sunday PM sessions 'you can't believe these are the same drivers'. One of the best drivers, believe it or not, was a young lady in a very rapid G-P Morgan. To which I add, I am glad that I don't have to run my old Yeller Spitfire against her. I hate being beaten by Morgans, especially driven by girls, and most of all right out of driver's school.

Where were the rest of our members who had agreed to work this school? Remember next year when we put on our own driver's school and race, we may have to give your jobs to INEC workers because you can't take the time or effort to qualify.

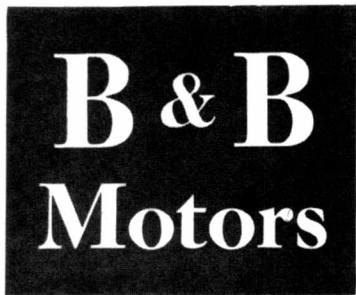
Recent discussions with New England Region's Powers show a good chance for permission to use Lime Rock for next Year's school and race.

While we are a smaller region by NE standards, the fact that we have INEC personnel to back us up has helped us to get the track.

Membership in Mohawk-Hudson as of 6/25 is 95.....while small, it is a significant increase over the past few years. Goal is 125 members by the end of the year. We need your help.

Speaking of membership, SCCA National did a recent survey and learned that 15 percent turnover is common in not only all regions, but other clubs outside of SCCA. Our members were polled in this survey, 'What can be done to improve this Club?' Of those that answered, here are some of the replies:

More Social and interesting meetings
Revise rules to make racing less expensive



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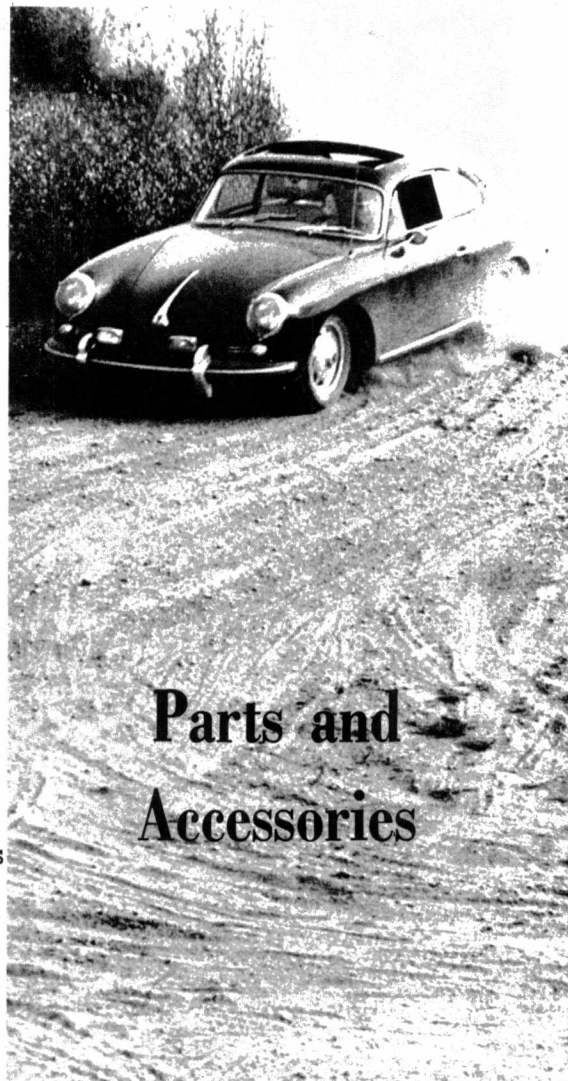


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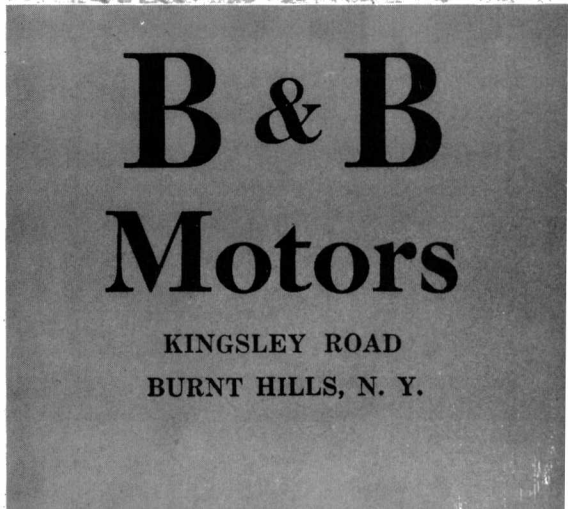
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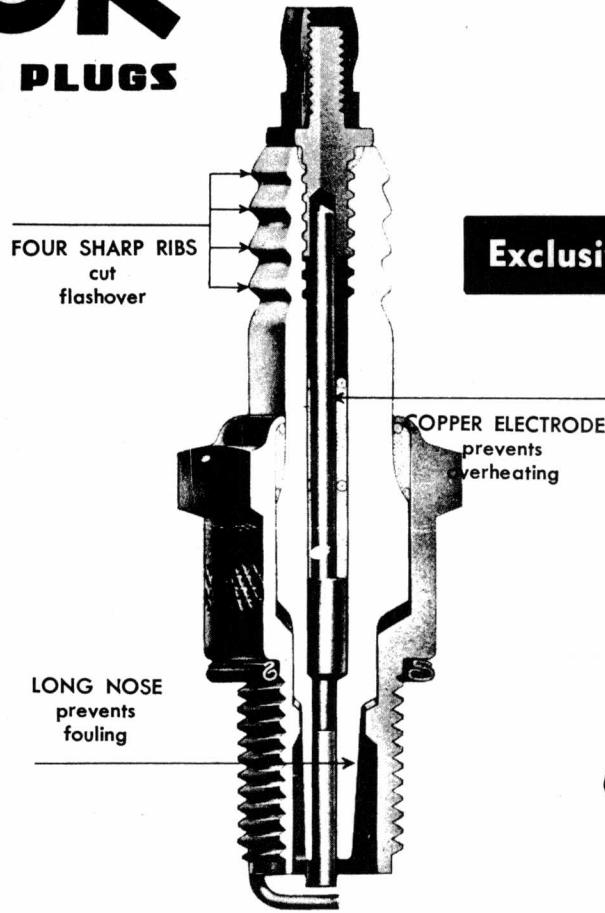
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REgional Ramblings - page 2

Mention flags at driver's school - have flag schools
Make transfers between regions easier.....(AMEN, ed.)
Don't elect officers who don't know their jobs (and who don't do their jobs, ml)
Have two production classes, hot and not
Have more activities
More friendly attitude toward new members and guests
More interest in new members
Too many cliques - need new blood
Find me a sponsor....AMEN AMEN AMEN

One final point.....this year at the driver school, many of the instructors drive the students cars from time to time. Following the practice session the instructors were unhappy to discover how poorly these students' cars were generally set up for the school. While it is not necessary to have all the latest modifications and power options, even a stock street machine can handle fine with reasonable attention before coming to the school.

However, some of the cars had worn shocks, poor tires, bent wheels, wrong brake materials, and in general made the students work ten times more difficult because of handling problems. Remember potential students, you are observed and graded not on how fast you can go, but rather how smoothly you can go fast. Cars with grabbing brakes, and weak shocks are hard to drive smoothly at speed.

All this lead to a post school discussion by the various INEC RE's. From now on this region and many others will hold a pre-driver's school tech inspection. Prior to the driver's school a tech inspector will be designated by the Region to look over the car in order to help the student eliminate potential problems. Also, a race experienced tech inspector can pass a few tips on to the student before school to help him be well prepared.

THE KNOCK OFF

FRENCH GRAND PRIX WON IN "VETERAN" CAR

by BP International Racing Service

Clermont-Ferrand, June 27

Few of the 50,000 spectators at today's French Grand Prix realized that Jim Clark won in a Lotus which was first built in 1962 and gave him the 1963 world championship.

Clark drove the car after his latest Lotus, with 32-valve Coventry Climax V-8 engine, broke in practice. Leading from start to finish, he averaged 89.2 mph for the 40 laps of the mountainous 5-mile Charade circuit (being used for the first time for a F1 race). Since the fastest machinery previous on the circuit had been F2 cars, the lap record took a beating. In all, it was broken 18 times, Clark himself breaking it 15 times, and finally leaving it at 3m 18.9s, 90.6 mph.

Clark finished nearly a half a minute ahead of his fellow Scot, Jackie Stewart, who for the last ten laps had trouble controlling his BRM when the front tyres wore nearly bald. This Clark-Stewart was a repeat of the recent Belgian GP, and with three wins from the first four championship events Clark leads the title battle with 27 points, while Stewart moves up to joint second place, with 17 points, with Graham Hill. Hill, who was in a BRM, took fifth place after driving the whole race without a clutch.

Reigning champion John Surtees lies fourth in the championship, with 13 points, after working hard to nurse an ailing Ferrari V8 into third place. "New boy" Denis Hulme, from New Zealand who took over Jack Brabham's place in the Brabham works team, drove sensibly and steadily to finish a good fourth, but he too was in trouble on the last lap when his oil pressure dropped ominously.

Lorenzo Bandini saw fifth place snatched from his grasp shortly before the finish when his flat 12-Ferrari lost a wheel, fortunately without injury. His sudden retirement gave sixth place to Jo Siffert, from Switzerland, in Robert Walkers Brabham-BRM, After a few slow laps when his goggles misted up completely during a night rain shower.

RESULTS

- | | | |
|----|------------|----------------|
| 1. | J. Clark | Lotus-Climax |
| 2. | J. Stewart | BRM |
| 3. | J. Surtees | Ferrari V-8 |
| 4. | D. Hulme | Brabham-Climax |
| 5. | G. Hill | BRM |
| 6. | J. Siffert | Brabham-BRM |

RALLY ROUTE by Halda

There are some people who do not like car rallies, or rallyists, this I'm afraid is inevitable. Some of these critics have good reason for their aversions, while the others are the sort who are 'agin' everything anyway. It is the responsibility of every rallyist not only to see that any complaints against rallies are unjustified, but also to help cultivate the opposite meaning among members of the public. It is the job of each and everyone of us to foster a true belief that, while we are rallying for enjoyment, we are also doing something for the good of everyone.

Motoring enthusiasts are already aware that motor racing and tough rally events make a considerable contribution towards improvements in the reliability and performance of motor cars. Unfortunately, there is also a growing impression in some quarters that rally drivers have a monopoly on bad manners, carelessness, and general bloody mindedness when it comes to consideration of other people who use the roads and live beside them.

Club organizers and individuals can improve relations with the public, and time must come when offenders to the ground rules of organization and driving are weeded out, and rally drivers are held up as examples of first-class driving ability, combining skill with courtesy.

The racing driver is univerally accepted as a criterion of rectitude when it comes to driving at speeds in excess of 100 mph, fast cornering, proper braking and acceleration, slick gear shifting, in fact, a general demonstration of how to make a car sit up and beg; but in the eyes of the public there is no glamour in driving cars at an average speed of 40 mph, along a common highway, be it gravel or pavement, twisting or straight. The vast, and critical, Canadian public has no yardstick of how to drive, except perhaps, book learning, and while this is desirable, and possibly effective, the really good drivers who are actually in their midst are seldom seen in action, and certainly do not capture the imagination as people to be emulated.

This is where the Rally movement has a first class opportunity to demonstrate their belief that driving is a serious business that can be concurrently enjoyable. Successful rally drivers are good drivers. They drive with success among hazards that the general motorist does his best to avoid, they drive to tight schedules, they consistently drive under conditions of strict surveillance, they take part in a ceaseless driving test, they are continually being called upon to maneuver their cars in very awkward circumstances. Their cars must be in good shape, and they must be capable of carrying out running repairs that require more ingenuity and resourcefulness than is generally displayed in changing a wheel.

RALLY ROUTE - page 2

They must, as a crew, be able to find their way about the country without relying on main highways. They drive under conditions of rain, sleet, snow, slush, black ice, white ice, blinding sunlight, stygian darkness, sun-baked mud, traffic-ribbed ice, parching heat, and sub-zero temperatures, all these must be taken in their stride by the rally crew. They must be able to make up time, while endeavoring to avoid inconvenience to others. They must be capable of driving for long periods under heavy strain, they must be able to get their cars out of ditches, and through snow conditions that would stop most people. They must be able to drive carefully without brakes occasionally, and get their cars over rough terrain with minimal damage.

The rally motorist must be able to drive a car as no ordinary motorist is ever called upon to drive, and yet in conditions which it is possible for any motorist to meet. He must be self reliant and reliable. He must be a master of punctuality, himself, and his car. He must know to a tee his capabilities, limitations and those of his car.

What a paragon, and good example, a rallyist can be to every road user. For the rallyist just has to know all the answers to the problems of good driving, of safe driving, road sense and road manners.....and he must drive accordingly.

To show only this side of our activities to the public is to make the rally, and the rallying motorist popular, thereby disarming our hostile critics.

This is our public responsibility.

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STATION X by Terry van Dyck

Must be I have a mean reputation, or something. I keep getting assigned to black flag stations. It's sort of a fun station, in a way, if you enjoy the study of facial expressions. As the drivers are screaming down the straight approaching the station and notice activity, they wonder 'is it me?' 'Why?'. Sometimes a driver knows it's for him and the face will register disgust, resignation, shame (for having passed on a yellow) or just plain incredulity.

The primary function of the black flag station is to signal a car (or cars) to leave the track. In addition to the usual station equipment, there is the solid black flag (for rules violation or bad driving) and the 'meatball' - a black flag with an orange circle, to signal removal for mechanical reasons. A number board with flip numbers on one side and the word 'ALL' on the other completes the special equipment of a Black Flag Station. Black Flag does not normally display any of the routine flags but may, when conditions warrant, display the oil or a covering yellow.

Black flagging a specific car requires the combined attentions of quite a few people, who act as checks upon each other, thereby assuring that the correct car is signalled. This is pretty important, most especially during a race and when cars are running closely together.

The first move to black flag a car comes as a call from Control to the station. Car number, color and marque and type of flag - black or meatball, is transmitted by control, written down by the phone man, repeated to Control and acknowledged by control before being relayed to the flagman.

A 'pointer' station generally works in conjunction with the black flag station and it also records these transmissions. When the car described passes the pointer station, that information is relayed to black flag. Meantime, the number board is set up to display the number of the car being signalled and two people, one to hold the board and one to point the flag - are moving into position. When the car is in sight, the number board is displayed. The flagman raises the flag and as the car passes, makes a positive pointing gesture with it. This gesture may involve leaping into the air and stabbing the driver, pounding the hood of the car - or whatever is necessary to get his attention. Drivers are supposed to acknowledge the signal with a nod or a wave. Whether they do or not is reported to control.

It is not always easy to attract the attention of the correct car, especially if the car is on the far side of the track and other cars are present.

The number board may be held high or low, should lead the car, and both station personnel should look directly at that car and no other. The vehemence of the flag work is also a function of traffic and experience. Drivers have been known to get pretty upset about having a black flag suddenly appear in their cockpit - and the other drivers are distracted making sure it's not for them and wow! what a mess.

Blackflagging all cars usually signals the end of a practice session and is accomplished by displaying the 'ALL' sign and waving the black flag in the figure 8 guaranteed not to tangle it. Marvelous fun in a 30 mph wind.

Black flag stations can sometimes anticipate control and have the number board set up when repeated reports of a mechanical malfunction are made on a particular car. But the flag is never, never pointed until control so orders and the pointer station reports the car as having gone by.

Some of the reasons a car may be black flagged are deliberate knerfing, driving too slowly, passing on a yellow, dangerous driving, helmet or goggles missing or undone, drivers' suit open. The mechanical black flag ('meatball') is called for when excessive oil leaking is observed, a part of the car (usually exhaust system) has come loose, or if a car was involved in body contact and might have been dangerously damaged.

Black flag stations are busier during a driver's school than during a race. It's got to be a pretty serious reason to warrant pulling a guy out of a race, but his safety and the safety of the other drivers on the track with him are primary - you can't win if you're dead!

Around the track..... Jim Chips, NER, killed a 7 rattle rattle snake at station 1, Lime Rock, during the practice sessio for NNJ regional.

An Alpine set a new lap record for FP cars -

It was not at a NE or NY region event - but at a certain station the flag work was so bad that an observer finally took over the emergency duties with the fire extinguisher while the assigned personnel watched. If that station is typical of the responsibility factor of that region, I'd sure think twice before I drove in one of their events....

There were too many formula cars at the NNJ regional that they split the field into two races - VEE's (30 or so) and all other. Those little buggers (angry overshoes, Brock?) sure do move. They come at you just like the first lap of an HP race.....

Pet peeves - Phonemen who keep all the activity to themselves - flag station guests who squeal and screech at every wheel off the track. Pretty awful when you are on yellow flag with your back to traffic and momentarily expecting a signal to leap for the boondocks.



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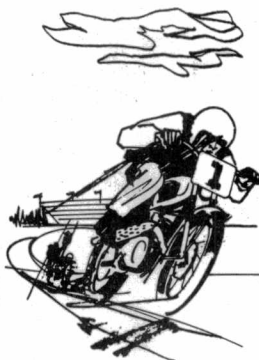
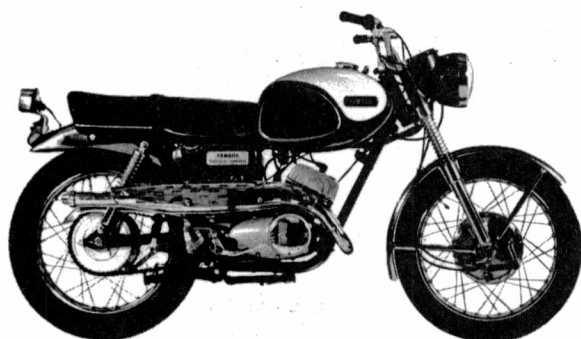
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THE KNOCK OFF

MY STATION IN LIFE

.....Happens to be the one I'm assigned to for a particular event. So far, I have claims on station 5 and 11 at Lime Rock, station 7 (black flag) at Bridgehampton and stations 3, 10, and X (black flag) at Thompson, and I have the dash plaques to prove it. And this real weird sun tan which is the flaggers badge of honor...burned nose, owl eyes, burned hands and ankles.

Collecting dash plaques and sporting a tan is really a very small part of flagging. Flag-types are very important people. You can't hold a race without them. The drivers rely on them for their safety, their reports of accidents are considered in case of protests and their quick action and communications have saved lives. Right now, I'm not exactly sure how I got involved in this flagging business-except that the MacClumpha's had something to do with encouraging me and transporting me to the first meeting I do know for sure, though, that I'm hooked!

There's a lot of nuisance connected with flagging. Except for Lime Rock it means week-ending away from home with all of the attendant expenses. I'm learning the ropes however, and hope to acquire a sleeping bag soon. There's a tremendous investment in white clothes and the washing and ironing that that implies. Anybody who knows me also knows how I despise ironing....Yet I get my whites ready for the next week-end with cheerful dispatch. I can't buy any sport clothes without asking myself if they can be used for flagging. It makes for a rather colorless wardrobe. (Except that I put red laces in my sneakers). Flaggers are at the mercy of the weather. There are days when the sun shines too hard and you forget your hat. Or the wind comes up and you don't have a jacket. And days like the Saturday of Memorial Day weekend when it poured all day but practice was held anyhow...Requireing flag personell to be out. Decked in plastic whites, with my red laces fading and my sneakers going squish-squish I spent most of the day trying to devise a method to automate flag stations.

And the stone bruises. A car falls off the road and drags some gravel with it getting back on. A car flings the gravel back at the station people. Whatever is left must be swept off the track before the next race.

Sounds pretty awful doesn't it? But, on the other hand, there is that corney sort of satisfaction in knowing that you are really contributing something to competition racing. And the personal enjoyment of being in the middle of things and knowing exactly what is going on every minute. And the excitement of the sounds and smells and activity. And the responsibility of keeping an eye out for mechanical problems the driver might not notice until too late. A well manned flag station usually has one person for each job...phones, yellow flag, green flag, emergency and re-entry. The hairier corners will usually have a few extra emergency people. Quieter corners can get by with a minimum of three. The staffing is directly related to how many flaggers show up, of course. Station equipment consists of a set of flags (green, yellow white and oil) the phones, several fire extinguishers, broom shovel, snowbar, asbestos gloves, re-entry gloves, spedi-dry, clip board and pencil, and sharp knife. Driver types worry a little about the last item but we assure them it's for cutting jammed seat belts, not amputations. Station personnel are expected to bring their lunches (enough to eat and drink for all day) suntan lotion, rain gear, and cold weather gear, something to sit on, a sense of responsibility humor, patience, and good reflexes. Another quality of a flagman we don't often discuss in polite company is particularly good power of retention.

continued

THE KNOCK OFF

MY STATION IN LIFE.....

continued

Not all stations have convenient boondocks to retire to, and when you go out on station you are there till the last car is towed away. And that might be from 10 ayem until 6pm. That;s a long time, believe me.

Learning the cars is just great. Have YOU seen the Meyer Special? Can YOU tella Stenguellini from a Taraschi? How many diffrent kinds of Lotus can you recognize? (I haven't even scratched the surface on them yet!) I'm even getting to know the drivers - with and without helmets and face shields. The green Alfa is Tom Flaherty and the Volvo P 1800 is Leo Picard and wasn't that some F production race? And Maury Schlossberg is out in old 33 and everybody knowsthat the "o" Mini is George Oulten....well I do now. Kind of a small world when the driver of the FV that bent itself on your corner turns out to be the same Ron Post who gave the lecture on real time data processing systems which you had attended three days before/

Flagging at Bridgehampton earns you aces to the "circuit club," where I met Jim Hall and Hap Sharp. Jim is just as nice as everybody says he is. I Got to touch a Chaparrel, which by the way sports s dash plaque from the Rip Van Winkle Rally. I wonder where it placed in that?

When the day is over and the flag people have all made their mad dash fo;r the john (silently cursing the civilians who had all day to go and who are on line NOW of all times) there might be a beer bash, or just clumps of people around camp fires, rehashing the day. How your reflexes were tested when the Sprite lost it and came right at your station and how mad Herb g;t when you beat him to the tree. And what a helpless feeling it was at 3 and 4 when the phones went dead, and the incredulity of those who witnessed the brake-less Porsche zoom down the escape road at ■ at a hundred plus.

Or maybe you complain about the rain and the damfool drivers who insist upon being out in it therby requireing flaggers, or the dust, or the people who build tracks and don't install facilities on every corner. More likely, though you talk about what great people flaggers are, and where they come from and why they are out there. They come from all over ad copy writers (our Pete Caroline won a Hatch award) and stock peopæ and tech reps, research engineers, housewives, tea tasters,planning board members, programmers, and college students.

Their reasons for being out in all kinds of crazy weather all over the eastern sea board add up to a passionate love of competition racing.

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TERRY van Dyck

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THE KNOCK OFF

TIPS ON TAILPIPE READING

Reading tailpipes for fun and profit is not as ridiculous as it sounds if you know how to read them properly.

If your engine is in tip-top operating condition, the coating on the inside of your tailpipe will be dry and light gray in color. This indicates that combustion within the engine is good, the spark plugs are O.K., and the rings and valves are seating and sealing properly.

If, on the other hand, inspection reveals that the inside coating of the tailpipe is wet, black and sooty, it indicates that things inside your engine aren't so good. Quite likely it means that rings, valves, cylinder walls and even bearings are worn to where they are allowing engine oil to enter the combustion chambers. Some of this oil will "burn off" during combustion, but a good share of it (especially if excessive amounts are present) will be forced out through the exhaust system. Finally, the resultant soot will cling to the inside surfaces of the tailpipe.

The best time to read your tailpipe is immediately after the car has been given a good run, say 10 miles at fairly high and steady speeds. Such a run will give engine performance factors a chance to level off so that you can get a good reading. On the other hand, stop-and-go city driving will probably lead to an erroneous reading because the engine will have been running under generally unfavorable conditions; that is low engine rpm, prolonged periods of engine idle, etc. As a consequence tailpipe deposits will reflect engine operation.

When reading a tailpipe, determine first if the engine is equipped with a positive crankcase ventilator (PCV) valve. If so, any clogging or malfunction of the valve will often result in a similarly gummed pipe.

How much engine oil should enter a combustion chamber of a normal engine? Well, as one piston ring manufacturer put it, "If an eight-cylinder engine consumed one drop of oil in each cylinder on each stroke at 60 miles per hour, it would use one-and-a-half quarts of oil per mile. However, oil consumption of 1/1,500 of a drop per stroke will give 1000 per quart.

Excessive oil in the combustion chamber can be costly in that the oil has to be replaced frequently, but it can also foul out spark plugs, cause excessive smoking and generally poor overall engine performance.

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BRAKES: Mechanics of Stopping

Mac Townsend

As was discussed last month, brakes are a mechanism which convert vehicle kinetic energy into heat by means of friction. This sound simple enough, however the problems encountered in accomplishing this task are not simple. The intention of this article is to point out the kinds of problems that exist.

Wagner Electric, makers of Lockheed systems, require the following information when they are asked to work up a design:

1. Vehicle Purpose (off the road, racing, etc.)
2. Service Conditions
3. Maximum Speed
4. Vehicle Weight, Unladen
5. Curb Weight
6. Weight distribution
7. Tire Size
8. Wheelbase
9. Center of Gravity (location)
10. Brake Type (manual or power)
11. Brake Pedal Ratio and Anticipated Travel Length
12. Parking Brake Requirements
13. Special Features or Limitations
14. Optional Equipment (gear ratios, tire sizes, etc.)

Other makers have similar lists of necessary design information. All that the above information does is tell the engineer what heat and force problems he is likely to run into.

There are basically 2 "kinds" of forces encountered in braking. The brake system exerts a force in stopping the wheel, and the wheel encounters forces in stopping the car. The first is a **result of** the pressure in the hydraulic system which forces the shoe/lining against the drum (which is **rigidly** connected to the wheel). The friction between the lining and drum causes heat. Different hydraulic pressures result in different shoe-drum contact force and different stopping distances. The second type of force is related to the first by way of the properties of the wheel - the actual relationship can be somewhat complex so we will not go into it here.

There are two types of friction, kinetic and static. Kinetic friction exists when the contacting ~~surfaces~~ are moving with respect to one another. Static friction exist when surfaces the surfaces are stationary with respect to each other (they can be moving, but they will be stationary with respect to each other if they are moving at the same speed). Static friction is greater than Kinetic - it takes more push to get started than it does to keep moving.

Ideally, all braking should take place under static conditions - the wheels are rolling so that a spot on the tread is moving at the same speed as the road is moving past the spot. If the wheels are not rolling, sliding, kinetic friction comes into play and the braking effort is reduced. This is why locking the wheels is not the fastest way to stop a car.

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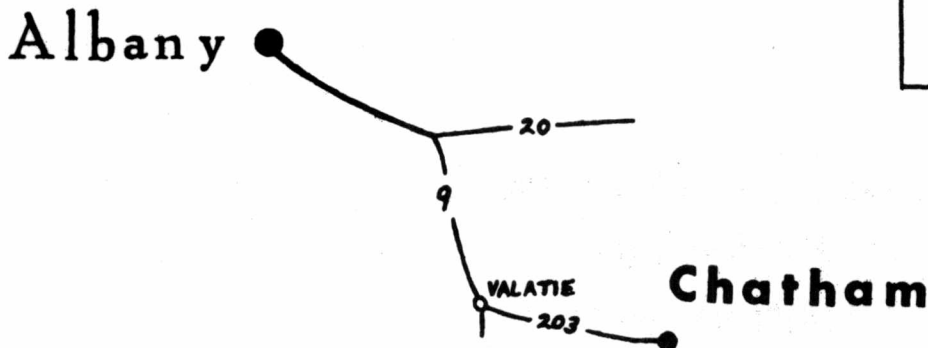
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BRAKES - cont.

The weight that a brake has to stop does not have a great deal of importance, so far as friction is concerned. It is terribly important, however, because the kinetic energy which has to be converted into heat is greater for a heavy car than for a light one with the same speed. This creates an enormous problem in getting rid of the heat which is created. Heat is developed not only at the brake, but also at the ground/tire contact area. Tire design can regulate this to an extent.

Heat developed at the brake is dangerous primarily because the frictional characteristics differ at different temperatures. The ordinary lining will lose almost all of its friction at elevated temperatures. This is Fade, and it is bad. Lining formulation can increase the temperature at which fade will occur, metallic linings are an example of this.

There are two types of brake characteristics in relation to heat: dissipative ability and storage capacity. The former is the rate at which the generated heat is removed from the brake and the latter indicates how much heat the brake can take before trouble happens. In the past there have been many attempts at fixing the heat problem. Finned drums, water jackets, drilled drums and backing plates, and discs. The caliper-type disc brake is about the best solution to the problem that has been found to date, although they have their limitations.

In stopping a car, or changing its speed in any way, the weight of the car moves. Actually the weight itself doesn't move, its point of application does. When braking, this point moves forward causing the majority of braking effort to be done by the front brakes. Designers know this, and the front brakes are bigger than the rears, or there may be discs on the front and drums on the rear. Ideally the braking effort should be the same as the weight transference: if 75% of the weight moves over the front wheels, 75% of the braking effort should be on the front. Lining and wheel cylinder sizes are common methods of distributing braking effort.

 Industry Report cont.

Another 1,295,000 cars of the 1965 vintage are still scheduled for manufacture. Last week, auto production was at 206,478 (6/14).

A 1902 Renault zoomed into Vienna a month ago, driven by two French adventurers. The car was repeating its winning run in the Paris-Vienna race, 63 years ago.

ET TU, ESSO?

The beast I carry
 In my tank
 Is obviously
 Of second rank.
 Judging by milage
 that I get
 I think it is
 A marmoset.

Industry Report by Flo T+.Valves

A new sports/racing car is being readied by Centaur Engineering Corporation. The novelty of this car is its body material, Acrylonitrile-Butadiene-Styrene, or ABS plastic (clever these Chinese). The car, called CRV-1 for Cycolac Research Vehicle, is the brainchild of Marbon Chemical Div. of Borg Warner. Cycolac is thier name for the plastic. The entire body will be made in two sections which will include seats and all. Color is to be pigmented into the material. A minor prang can be removed by gentle heating as the original shape is ingrained in the structure of the plastic.

The current CRV-1 package uses the Imp engine while the competition version is slated for the Corvair Corsa package. A space frame chassis will be constructed out of chrome-moly ~~tubing~~ tubing. The weight of this D modified car is estimated at 1175 pounds.

Armstrong will shortly have a new shock absorber on the market. Electrically controlled, the hydraulic unit will be adjustable from witjin the car. Both lever and telescopic types are to be availabe for most cars.

P+R+Mallory & Co. are working on an horizontal disc brake. Normal drum brakes are adaptable to this system. More information will be passed along when it becomes available.

Rambler Classic and American sedans and wagons are being assembled in Costa Rica. The component parts are shipped from Kenosha to the Central American Nation. This is the first such venture by an american firm in this area.

Doorne's Automobiël Fabriek (DAF) is playinf with an automatic transmission (the familiar belt drive) on a Brabham F-III car. Acceleration is said to excell the manual-equipped car.

Standard Triumph has a contract to provide up to 50,000 engines per year to SAAB. Another report indicates that Saab is ready to abando its 3 cyl. 2 cycle engine. Target date could be 1967.

Olds is reading a 425 cu.in. front wheel drive car for introduction as a 1966 model. What a handful it will be.

R

Reports indicate that VW may be ready to change its famous beetle's shape. The original design dates back more than 20 years. The new look may be similar to that of recent BMC cars. The West German magazine Zeltung reports:

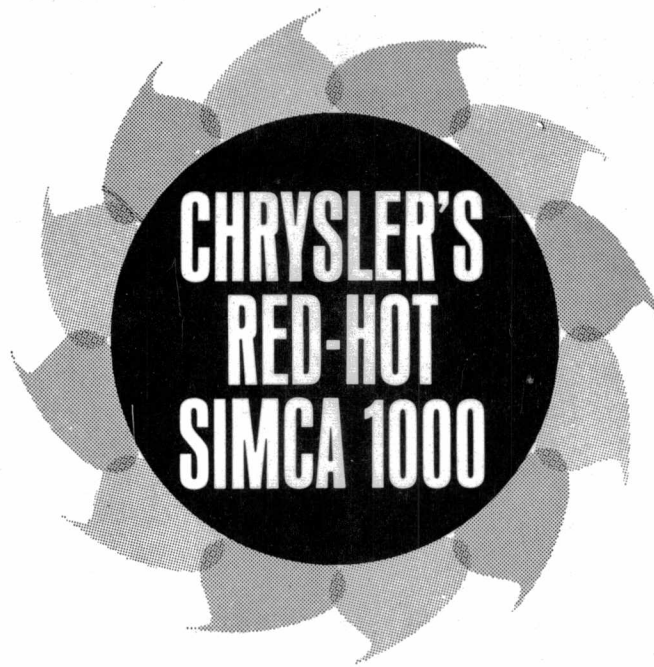
"Volkswagen has taken this radical step...

..to compete with....British car constructors."

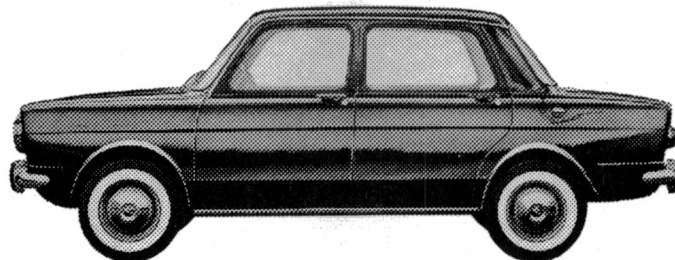
There has been an unidentified car at the test track in Wolfsburg which fits the above description. VW denies these reports, saying: "We have no need to copy BMC."

A new Vanwall? G. A. Vandervell is considering the above step in conjunction with the new 3 litre formula. Chapman is reportedly interested in a Vanwall engine to replace the 1.5 litre Climax. Mr. Vandervell has been in contact with John Surtees, currently #1 for Ferarri, to drive should things work out. Two engines are under development, a 4 and an 8. The former is developing about 300 ponies from 2.6 litres.

Public announcement of the 1966 Chevy will be Oct. 7.



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