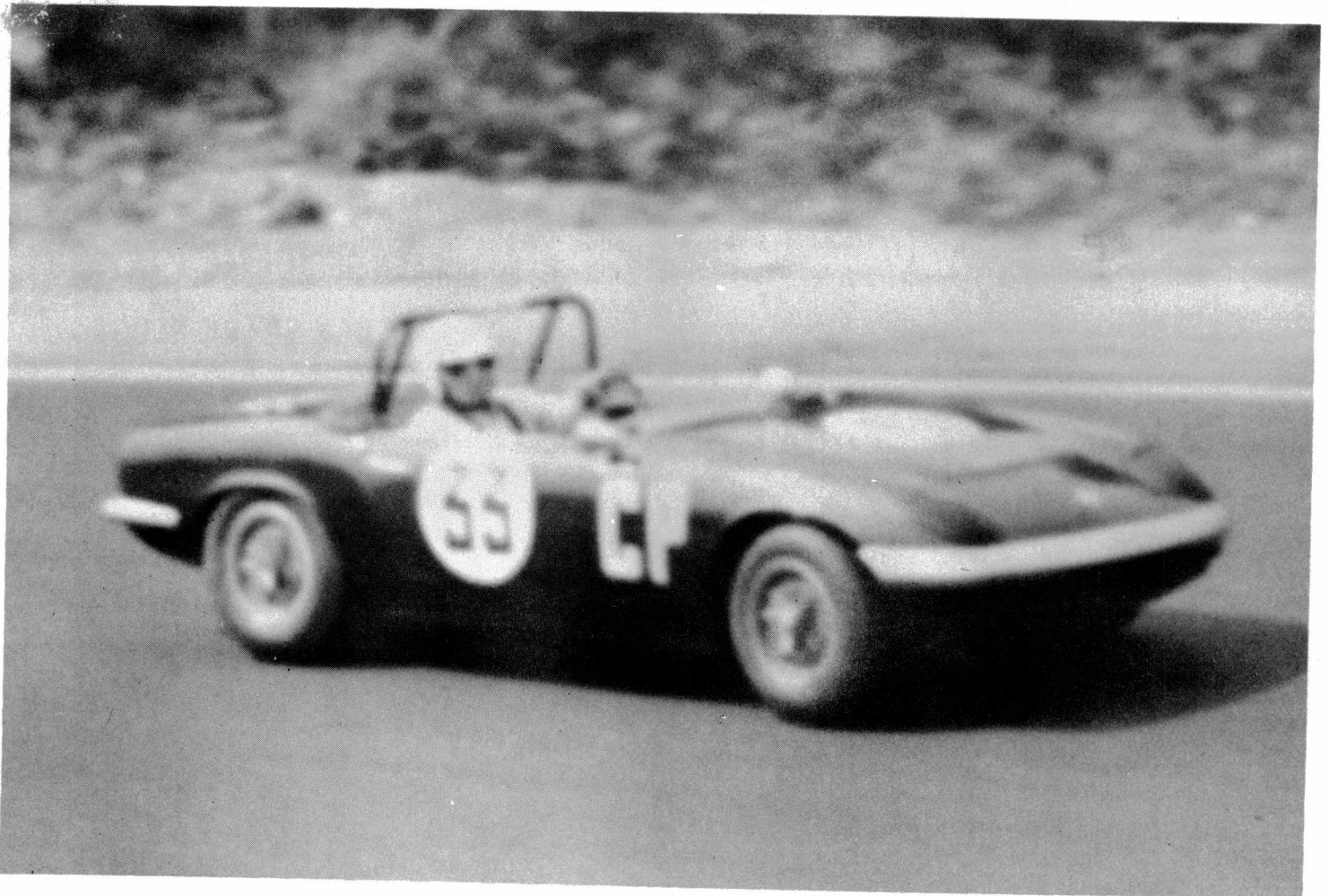


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This newsletter is the official SCCA publication for the Mohawk-Hudson Region, which includes the following counties of New York State: Rensselaer, Schoharie, Montgomery, Albany, Schenectady, Fulton, Greene, Saratoga, Columbia, Washington, Warren, Hamilton, Essex, Franklin and Clinton. The Knock-Off is published once each month and is dedicated to the news, announcements and results of auto sports activities in this region. The publication is supported by regional dues and sponsors. Material may be submitted directly to any of the editors or club officers. Deadline for guaranteed publication in any month is the 15th of the preceding month.

1965 OFFICERS

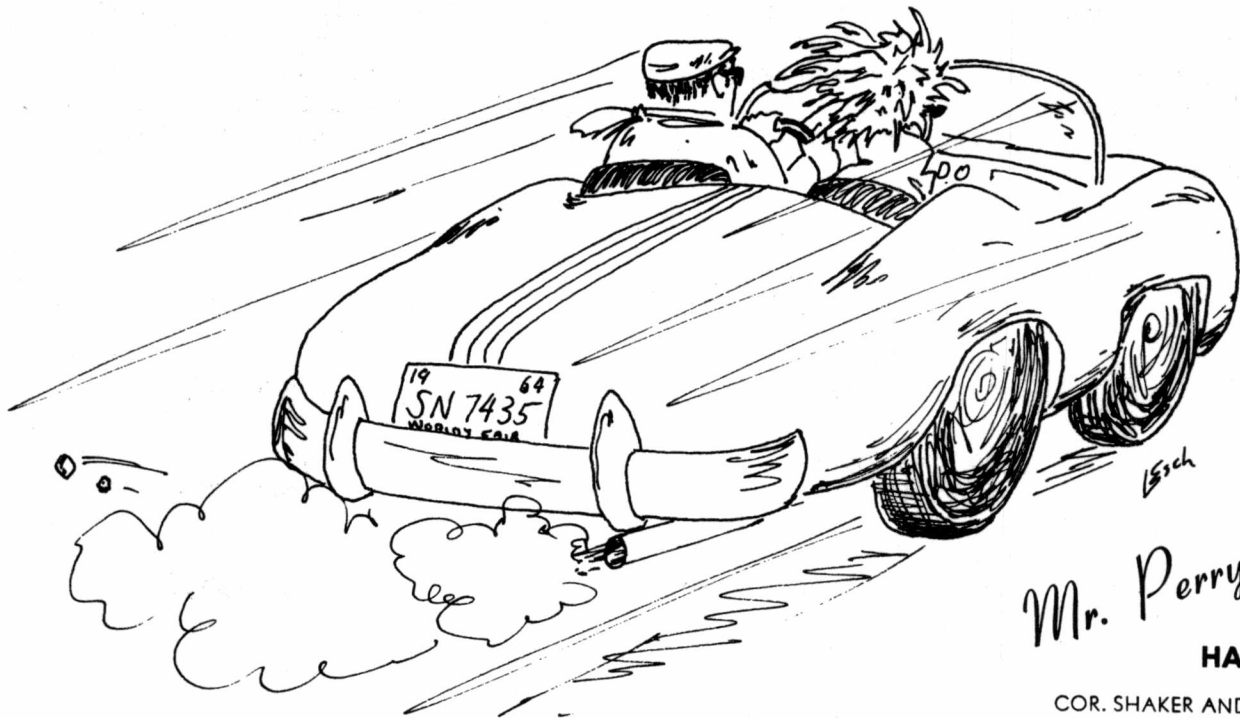
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MOHAWK-HUDSON REGION MEETINGS

Regular meetings are held on the first Wednesday of each month at the Circle Inn, south on US9, Latham, New York. 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. Membership applications are available at meetings from the Treasurer or Membership Chairman.

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



Mr. Perry

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RAY GAUL AND SON

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EVENTS CALENDAR

This month's events calendar was put together in a hurry, what with one thing and another, but look for surprises in this department next month. All members aware of anything going on, please call one of the editors or the events chairman to be sure we also know .

September

- 4-6 NER Regional/National Races at Thompson
Gymkhana at NYS Exposition
Late info and registration, call Syracuse HO9-3863
- 11-12 NER Drivers School
Mt. Equinox Hill Climb NYR
- 19 BMSC Last Roundup Gymkhana
INEC Gymkhana - Finger Lakes
- 26 Pumpkintown Rally (Empire)

October

- 3 BMSC Gymkhana
- 10 Toys for Tots Gymkhana - Mohawk-Hudson
- 16-17 Empire Night Hare & Hounds Rally
- 24 INEC Gymkhana (Mohawk-Hudson)
- 30 BMSC Halloween Rally

COVER STORY

Phil Groggins has been a competition driver since 1962, when he ran an EP Elva. In 1963 the big Morgan was run in EP so he changed to that Marque. The Morgan proved to be an Engine Eater. 1964 saw another Marque change. This time it was a Lotus S-7, built from a kit without the help of a proper instruction book. This car was moderately successful.

At the end of the 1964 season, the Lotus Elan appeared to be a "comer." A new GT competition model was ordered from Lotus-SouthWest. The first race with the new car was at VIR, followed by Cumberland, Vineland and Meadowdale. Four national races, 4 wins = 45 points. A win at the N.Y. Lime Rock regionals didn't count towards championship points. Things were going smoothly until.....

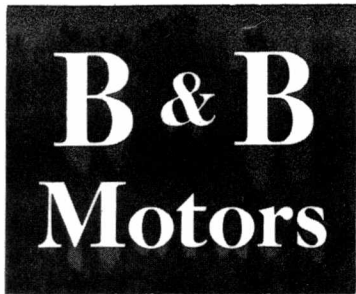
The Nationals at Lime Rock, July 5, saw Phil run away to a very comfortable lead only to have a rubber universal joint give out. DNF. This was repaired and other problems solved during the next month. Then it was time for the NER Nationals near Concord, N.H.

Running very well in practice - when the cover photo was taken - Phil picked up a good grid position. The C and D production race was 5th on the card, August 8. A new race tactic was to be tried. Instead of running away from the pack, Phil decided to hold back and make his play a little later. Before one lap was over, Phil was out with over \$500 damage to the Lotus. On one of Bryar's banked hairpins Phil shut the door on an MGB (Picard Racing Team). The "B" opened the door by hitting Phil, who spun in front of Bob Tullius' TR4. Tullius pit after 2 more laps for a DNF.

While at Indy for the 500, Team Lotus entertained Phil and offered encouragement. This may be a factor in the relatively rapid shipment of parts. At this writing, the car is at Millerton (Lotus-East) being fixed. Next race on the schedule is at Connellsville, Pa on August 28. Results will be known by the time this is read. The Knock-Off staff offers Phil all of its best wishes and hopes to follow him to Daytona for the Race of Champions.

Phil's point standing is the highest Nationally in ANY class. Continued Success, Phil.

We apologize for any omissions from this issue. The change in management was rather sudden and not all supplies and news items reached the new editors in time. We especially regret the absence of the INEC Gymkhana results. The officials were remiss in submitting them.



NEWSLETTER

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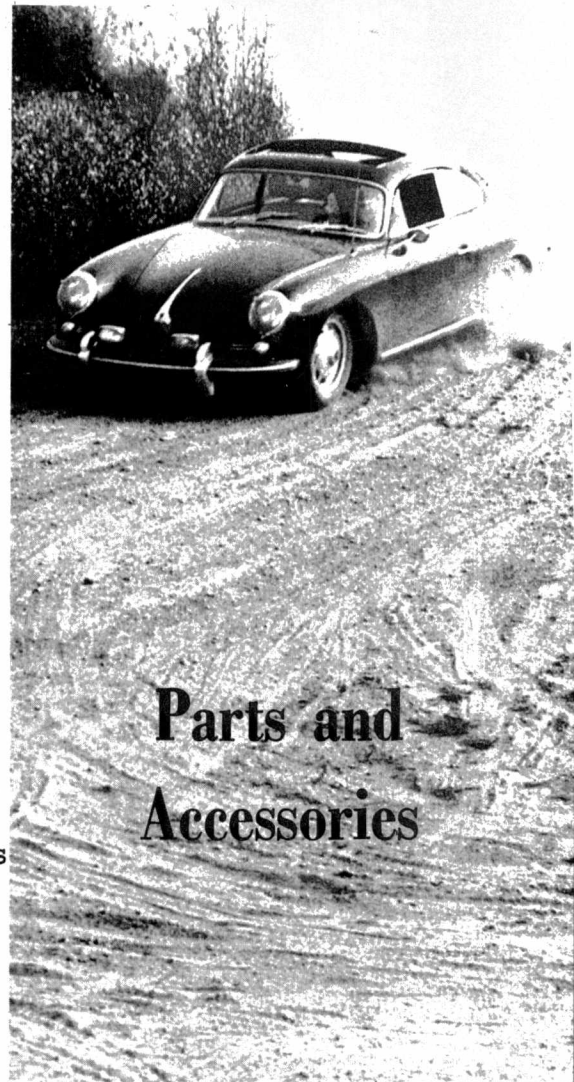
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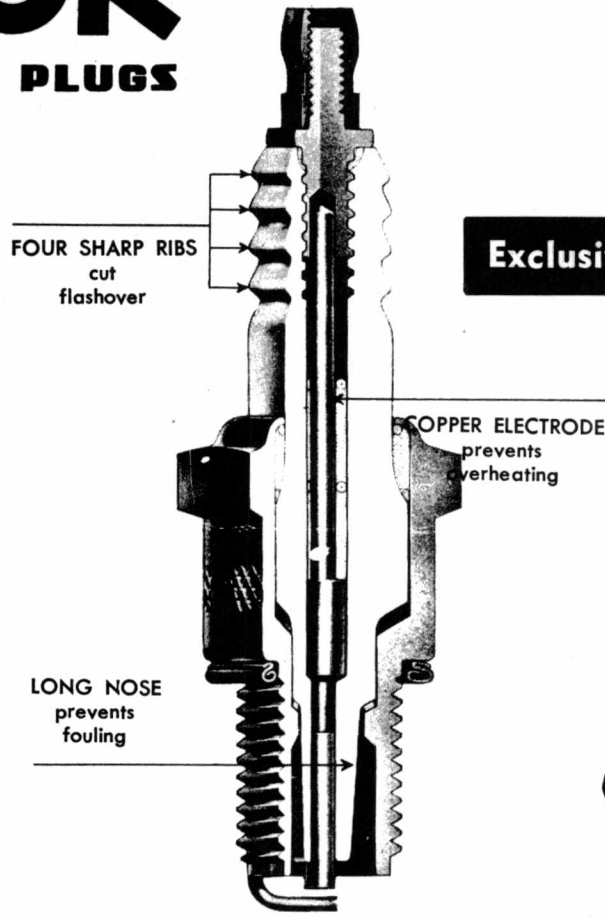
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REgional Rambings

Well now! Congratulations to Chuck and Mary Schongar on his promotion and transfer - unfortunately we are losing two very valuable Regional workers. Mary has done a fine job as editor of this news letter for the past year and a half and Chuck has worked wonders, enlisting sponsors for the paper to the point where it has become a major supplement to our Regions's treasury. We will miss you both, Mary and Chuck. Good Luck and many thanks.

Two Items of Regional Importance

1. Harry Palmer, Mustang piloto (mit goodies), Dunlop Tire Commercial Rep, Past Sprint car driver and current gymkhana enthusiast has agreed to fill the post of Membership Chairman, vacated by Joe Schneider. Harry will welcome your ideas and suggestions.

2. Terry Van Dyck and "Mac" Townsend have agreed to edit and Tech-edit the Knock-Off. Phil and Marcia Schatz will be their assistants. Phil is a top grade illustrator and will be doing layout and artwork for our new "rag." Watch for BIG changes - starting with this issue.

I have recently been impressed by the breath of clean air voiced by the antics and jabs of David E. Davis who supports his mustache as editor of Car and Driver magazine. I don't always agree with him, but I like his free swinging heavy artillery aimed at the inflated egos, impressions and prejudices of this game. Knock-Off editor, Terry van Dyck will no doubt pattern her policy and format along these lines. In fact, Davis has even threatened to write an article for her. Terry has been told to touch all bases in pursuit of a top grade paper - she will hold nothing sacred, and knowing her seldom understated opinions, I'm sure I'll get a few of the very first barbs. Controversy stimulates interest - so from here on in gang, let's have your gripes, ideas and opinions - we'll even print them unsigned if so requested.

Mickey LeVan

P.S. Looks like we have a Driver's School and a Regional Race next spring at Lime Rock.

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FROM THE RUMBLE SEAT: Hy Liftcam

Help Stamp Out New England Region! Seems to be a movement underway from various groups -

Outside Reason: Too large an area to hold regular meetings

Inside Reason: Too much of a voting and power block for National tastes

Our RE tells me he requested use of Lime Rock from N.E. Region Directors as required by National policy - was told OK but not a week during, before or after N.E. Race (seems they have 9 race dates on order for next year wiping out 27 weekends). So, dear readers, they said yes in a no sort of way.

Meanwhile back at the Ranch, Lime Rock track owner, Jim Haynes threatens Westport with restraint of trade legalities, stating N.E. powers are denying other regions use of track that they no longer plan to use.

New England Region has three tracks in its area. We have only the Glen which is only available for non-spectator/non-profit events. I am told next National meeting an amendment will be made to By-Laws stating a region has no jurisdiction over a track they don't use.

Other musings - Watkins Glen officials admit in quiet company that the recent curbing installed after request by Grand Prix drivers was a mistake, improper construction has made this a very dangerous hazard. Despite drivers petitions and FIVE (count them) wrecked cars caused in part by the Curb, the Curb still stands. Call this a monument to either obstinate stupidity or stupid obstinacy. They know it's wrong, but they state that they might consider replacing it. Guess how fast they would act if one of Colin Chapman's Loti were wrecked. Fact is, it might be interesting to see the reaction of the G/P Drivers when they see this botched up inverted slot racing track.

Recent observations - Roy Holquist in Briggs Cunningham's stock car (Ford) turning practice in low 107's at Lime Rock. Like zooooooooooooom. (Very hot Lotus Elan times).

Speaking of Elans - Lotus Meister Groggins (our very own), let Bob Tullius use his front end as a springboard for the first airborne TR4 in Bryar history. Result: Bushels of very light plastic scattered about. Seems that a Picard nudged Phil on the tight left hander at Bryar during the first lap (running C and D production together). Phil spun in front of Tullius - cars were like all over the place. A protest was lodged and glory be, it was upheld. Picard was "reprimanded" by the officials. (Ed note - yeah Hy, anybody else would have had his license held for awhile)

More Drivel:

Why in the heck doesn't the Exec Board schedule a beer party, picnic or social something or other in midyear? Might be fun to see ourselves in daylight. We must have the loot in the kitty. How's about it, let's get them going. Also, we should have more events.

Read Denise McCluggage's column in the September Car and Driver - Are YOU a purist?

Motto of the month: "He who hesitates is last."

Continued

From the Rumble Seat (Cont'd)

Late RUMOR

Denise McCluggage has - uh-left-uh-departed from -uh-is no longer with Car and Driver. Quo Vadis, Denise?

Late TRUTH

John Peckham's 1900 A.D. Benz made its first sputtering gasps after many years of rest and recent successful restoration. We Heard 'em

Spritely Background (With some help from PSCC'S "Camshaft")

The frog-eye was born in May 1958. Utilizing various parts from the A35 Austin and Morris 1000 (YEA!) the Sprite became the people's-sprite-car. From its 948 cc's 45 ponies were extracted at 5500 RPM. The model ran until 1961 when the MK II was introduced. Same engine, but 50 HP. Made it go somewhat better. The new styling helped sales, but otherwise the car was almost the same. The 1100 was born in 1962. Along with it came disc brakes on the front, 55 horses, and a better cog-can. Two years later the MK III came out with Roll-up windows and 57 HP @ 5750 RPM.

1958-1962 is four years. That was the model life of the 1000 engine. 1962-1966 is four years. The Mini Cooper S puts out 67 at about 5800 RPM from 1275 cc. Could it be

Mickey and Connie LeVan's six year old daughter is undergoing plastic surgery and skin grafts after being severely burned at a barbecue. She's going to be out of things for quite a while. How about cards and things -

Denise LeVan
Kenmore Mercy Hospital
Kenmore, New York

WHO'S WHO IN MOHAWK-HUDSON

JACK COLLINS, a SCCA member since 1964, is one of those people who believes in balancing the imports with some domestic machinery too. He can be seen at sports car events driving a red Porsche 1600 S, '61 vintage but he also has a Mustang of the "homegrown variety" tastefully colored a twilight turquoise, according to him. Jack's been a member of Berkshire Motor Sports since 1961. He seems to like all types of events and is usually in evidence, happy and smiling at gymkhanas, ice trials and rallies. Another one of Jack's claims to fame is that he works on Gene Birdsey's Fairthorpe, sweating in the pits and watching the wheels go by.

WAYNE FITZGERALD has two machines and drives them "piggyback" style. He has a '62 VW pickup and transports his dark red Lotus Seven on the back. It's about time the Lotus had a rest since he drove it on the road for two years as his only car. At that time the only options were 6 $\frac{1}{2}$ foot skis on the back and two heaters in front for wintertime. Asked about the interior in winter, Wayne added, "Well, it's got birth control seats." Now the Lotus has been transformed; the 948 BMC (55,000 miles) is being bored, ported and polished, balanced, high compression pistons inserted, the flywheel lightened, 1 $\frac{1}{2}$ inch SU carbs, heavy duty valve springs matched with oversize valves and an electric fuel pump. Yes, he plans on going racing, starting with Driver's School at Thompson in September. Wayne likes gymkhanas best right now. He's been a member of SCCA "for the last couple of months."

HANS FLEBBE is owned by a red '64 Saab. He's been working in SCCA since 1961, taking part in hill climbs, rallies, and gymkhanas, but prefers ice trials and winter rallies when they are in season. Hans is a three time veteran of the Abominable Snowman Rally. Hans is interviewing for a navigator; qualifications - someone ready to operate all night under all conditions and also accustomed to and comfortable with Saab interiors. When asked, Hans didn't specify age or sex, he just smiled. Other events: he took a 2nd overall at the Crooked Lake Ice Trials in '63 and this past year was Chairman of the Snowflake Ralleye. He'll be heading up that ralleye again this coming year. Plan to make it.

Sharon Leonard, club Secretary, was seriously injured when she was thrown out of her flipped TR-4. Ruptured spleen and compressed vertebrae. Sharon is in Albany Medical Center.

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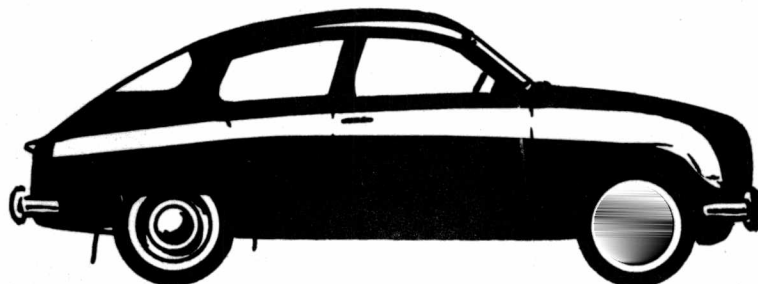
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IN MEMORIAM



SEPT. 19-20, 1964

No, Barnett, there will not be a Whiteface Mountain this year.

The "would-be Barney Oldfields" will not be "desecrating" the mountain with their noisy, stinking race cars and the highway will not be closed to tourists for the two days during the peak of the autumn leaves season.

Rejoice, North Country patriots, for the memory of our honored war dead will not be violated by the screaming of powerful engines and the smell of hot exhaust.

Men of courage and skill - many of them veterans of that same war whose dead the Memorial Highway honors - will not be pitting their vitality against the inexorable infinity of time and the stark, brutal majesty of a mountain "because it is there."

There will not be the heart stopping suspense as man and machine (the one indistinguishable from the other, like a fighter pilot and his plane or a soldier and his gun) live one of the oldest traditions of our country - to be the BEST.

It seems to us that a few people have confused sacrosanct with sanctimonious.

Too bad.

MORE ON WHITEFACE -

In retrospect, we offer the following quotes and observations.

The Mohawk-Hudson Region of SCCA broke even financially. For a first year event and considering a date conflict with other major events, this fact is but a sample of what could have been.

The motels in Wilmington were well patronized. (Do leaf-lookers stay over nite, B.F.?) The restaurants were busy and the concession at the top of the mountain didn't suffer. Had the local buses been more reliable, the number of people taken to the top could have been doubled.

An excerpt from the Troop B report in the New York State Police publication, "The Trooper" reads as follows:

"The State Police detail at the scene, commanded by Lt. C. A. Stephens of Saranac Lake, encountered no difficulties on their first assignment of this sort, with no mishaps or injuries during the two-day event, and no problems with crowd control."

Adirondack Mountain authority officials had been enthusiastic about the prospect of an annual Hillclimb event to bridge the summer vacation and winter sports season.

So you could say that the event was a success - except in the eyes of a narrow sighted newspaper columnist (whose commentary on the North country we ordinarily love and dote on) and the impassioned blindness of a supposed patriotic organization.

With the probable demise of Mt. Equinox, which has been re-scheduled into what would have been our Whiteface Mountain weekend - September 11-12, the devotees of Hill Climbs in the Northeastern Region don't have too much to look forward to.

Anybody know any friendly mountains?

Understand Ferrari is building a new production car called a "Mongoose." They kill cobras, you know.

Elsewhere in this issue we made mention of an "MG Midget TwinCam." That description has been appearing under "marque" on gymkhana and Hill Climb entry blanks lately. A red roadster with that identification on the boot (trunk deck to you D.I. people) has been seen out-dragging Porsche's and E-Jags on the Troy-Schenectady Road.

Oh - you want to know what it issorry.

Well, Phil Raeder simply dropped a 1600 Alfa engine into an MG Midget, 5 speed gear box and all. The exquisite workmanship includes all new plumbing, reconstructed gear box tunnel, re-upholstered interior. It has Pirelli's all around and goes like stink. Phil calls it "the Beast." Betcha can't guess why!

Wanted

Rider to Daytona Beach, Florida for SCCA Race of Champions in late November. Transportation via Morris 1000 or Fiat 600 (whichever is running) or contact Mac Townsend - 274-6105.

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Gladys Gaul is recovering sufficiently to be home three days a week and criticize Ray's housekeeping. Stay with it Gladys! When not at home, Gladys is also at Albany Medical Center. Maybe we should set up a branch office.....?



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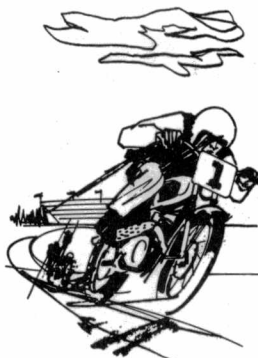
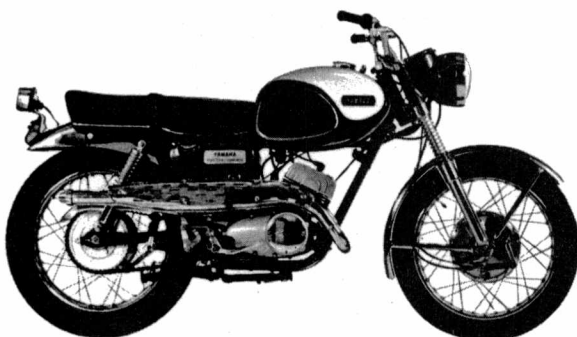
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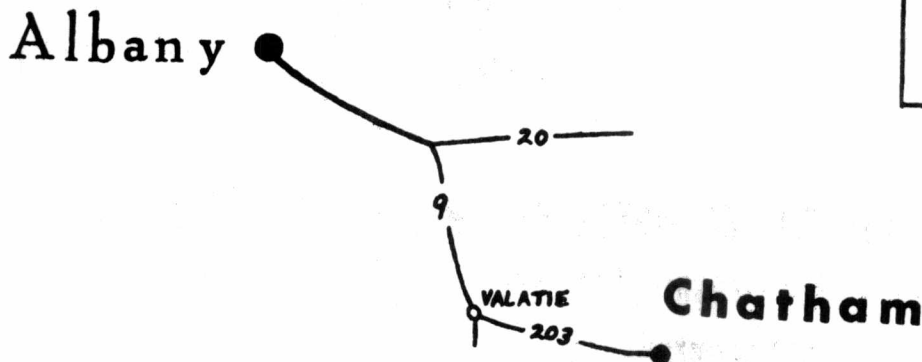
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4. Ex Briggs Cunningham Healy-Silverstone. Older members will remember this car. Won Glen Classic in 1961 (B mod.) lapping 2nd place Allard Twice. George Weaver's wife once drove this on the street. A beautiful restorable classic racing car. The Knock-Off will run a feature on this car in the near future. \$500 as she stands.

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Ray Gaul
Altamont Road
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Phil Raeder and his wife, Marianne, have presented the world with another potential SCCA member - a little girl, Janice. Phil's third child, second daughter. Congratulations, Phil.

TUNED EXHAUST

With the expanding ambitions of the Mohawk-Hudson Region, there are bound to be some changes in the organization and its products. The first palpable change will be in the Knock-Off - in its staff and in its policies. There are some exciting activities planned for the club and its publication - all of which will demand more than beer drinking participation from the members and officers.

We have firm dates for our first drivers school and regional race. The School will be for competition drivers, flag students and race workers - the date is April 11, 1966 at Lime Rock. The first Regional Race sponsored by Mohawk-Hudson will also be at Lime Rock on May 14, 1966. We hold an invitation for another race in July and are tentatively considering it, contingent upon the success of the two scheduled events. And we can't do this in clique mode.

You'll notice on the mast head page that all officers and members of the region are listed as contributing editors - because that's the way it should be. This region has quite a few members holding titles, yet whose impact is scarcely apparent. We'd like our activities director to submit commentaries on the success or failure of events. We'd like to see a more complete activities calendar - of at least two months and with times and places listed. The competition chairman must have something to report to the membership and to the world at large. The membership chairman should assume the responsibility for writing up personals on new and old members.

We want members to sound off on topics of local or inter-regional interest. The Knock-Off is mailed to other regions and to Westport, too. Here's your chance - "the pen is mightier than " - remember! Any commentary, gripe or opinion expressed constructively and in good taste and signed will be printed. We want more than just placings in events. Let us know what people did and said at a gymkhana or a ralleye. One great story for instance, would be a run down of P. Raeder and his MG Midget Twin Cam cleaning that Porsche RS61's clock - in the rain, yet. We're interested in technical articles - it is obvious from the performance of our members that they are innovative and competent, and we'd like to tell the world about it.

We'd like to see the girls get into the writing act - even the non-drivers. They, most of all, since it takes a special kind of girl to aid and abet this marvelous madness of auto sports. Marge Groggins packs a great picnic basket and we just love Penny Cosentino with grease on her nose. Where would we be without the gals who handle registration and check points? Come on, pussy cats - let's hear you purr. You must have SOME adventures you can talk about.

We will not print minutes of meetings as a regular feature - best you come to the meetings to keep track of what's going on. We will not print pages of race results which are available in other magazines - especially international stuff. We will keep "boiler plate" to a minimum. Race reports by h. manley IV will be continued, of course, as well as Industry Reports and REgional Ramblings.

(Cont'd)

TUNED EXHAUST (Cont'd)

We are going to present guest editorials by NAMES in the auto sports world. We have several promised and will start the series in our new format next month. We plan a "cover" story for each issue. And we want the Knock-Off to be all Mohawk-Hudson member material. Don't worry about typing or spelling or format if you don't want to - that's what editors are for. We'll edit or not, as you choose. We'll even be glad to receive long hand material if we can't get it any other way.

As to the general policy of the editors of the Knock-Off, it couldn't be better expressed than in Denise McCluggage's "Bird's Eye View" in the September issue of Car and Driver. We won't quote much of it because we love C&D and want you all to run out and buy a copy of your own to read. This editor loves the smell of gas and grease and oil and hot paves and engine noises no matter which end of a car they come from and wheel spin and gear boxes and like that. Sitting at our desk mid-week, we can't wait to get back out in the hot sun under layers of sun tan lotion and dust. We have come to love and to enjoy every aspect of auto sports and competition.

Indeed, yes, Denise - you said it well "The new thing is to admire excellence wherever it's found. In a car made here or abroad. In a driver on the road at the 'Ring, or on the dirt at Reading."

"What's happening is that the world is wider than it's ever been."

"Enjoy! Enjoy!"

"Love! Love!"

Terry Van Dyck

The AMEC dirt track trials at White's Beach were a lot of fun. Choking dust and fishtailing in the loose sand merely added to the sensation of going like the hammers of ----- . They plan to run an event approximately every two weeks starting September 12.

BRAKES - Drum Brake Systems

Now that we have an idea how a brake works, we can consider various ways of constructing one. All that is needed is a way to apply force and two rubbing surfaces. Seventy years ago a common brake consisted of a lever, a block of wood-or leather- and the wheel, along with suitable linkages.

The automobile soon reached a stage of development where this crude brake didn't work, at least not well. Next came the external-contracting band brake. Force was still applied by a lever, but a special belt was hung around a drum. When the lever was pulled, the band tightened up on the drum. The band was often woven asbestos impregnated with some sort of goo - asphalt, resin, tar, etc.

This set up didn't last too long either. The internal-expanding brake took its place, and up until a few years ago wasn't threatened. Subsequently, most cars - particularly domestic ones - are equipped with a type of internal-expanding drum brake. The old mechanical linkage is now used mainly for parking brake application. Somewhere in this issue, I hope, is a page of diagrams. These 4 bad drawings are intended to illustrate the rest of this article.

Perhaps the simplest brake is the non-servo brake. Figure 1 shows this type in its simplest form. The main components are two shoes, two anchors, and one cylinder. The anchors are attached to the backing plate, but many varieties exist. Upon application the two shoes move out against the drum. The leading shoe is called the primary and the trailing shoe, the secondary. From the diagram you can see that if the wheel is turning counterclockwise, the primary will tend to dig into the drum. This is called self-energization. When backing up, the secondary is self energizing. The primary thus works harder than the secondary in normal driving. The lining on the primary shoe will normally wear faster unless certain steps are taken to equalize the wear. Two ways of doing this are to use different kinds of lining (different formulas) or to use different size pistons/cylinder bores for each shoe.

Other difficulties are inherent in this type of brake, primarily because of bad adjustment. If most of the lining contact area is near the cylinder, the brake will be "grabby" and difficult to control. On the other hand, if the major contact area is too near the anchor, the brake loses much of its effectiveness. These maladies are the result of excessive anchor wear and improper centering. The situation can be eased somewhat by using a "floating" anchor - one which can move a bit.

Next we have the Servo brake (figure 2). Again there is a primary and a secondary, but they are connected together at the bottom. When the brakes are applied the primary wedges itself against the drum and slips. Since it is attached to the secondary, the secondary also moves. Using the given rotation, the primary will slip down forcing the secondary up onto its anchor, thereby increasing the effect of the force on the secondary. This is "servo" action. The secondary is also self energizing. The combina-

(Cont'd)

BRAKES - Drum Brake Systems Cont'd

tion makes for a rather effective brake. As in the case of the "NSFS" (Non Servo Fixed Anchor) brake, one shoe wears more than the other, in this case it is the secondary. Different lining formulations help here.

The third major type is the balanced brake shown in figure 3. Each shoe has its own cylinder and anchor, and in this drawing each shoe is self energizing. Although each shoe is self energizing, there is no servo action and the brake is less effective than the Duo Servo brake (Bendix's trademark for this type). Still it is better than the non servo.

Although these are the three main type of passenger brakes in use today, the centerplane has been used to some extent. Again let me emphasize that each manufacturer has their own pet system each hooked up a little bit differently. Each brake has slightly different effectiveness and so on. It would take all day to run through each system, but the above is the gist of them all. I'll try to hit domestic disc brakes next time.

Mac Townsend

INDUSTRY REPORT

by Flo T + Valves

Innocenti is assembling Minis in Italy. Ford has a new 4wd ready for this fall, pronounced Bronco. Rover wants to buy Alvis, and will pay \$6.5 million. VW sold 137,259 cars in the U.S. through May (first 5 months). Russia will build the Volga and the Moskavitch 408 in Austrailia if market tests work out. Bob Challman's Ecurie Shirlee has lost Lotus. Previously Bob had an exclusive in the West. He is hopping mad and plans to sue Cheshunt. BMC in San Francisco will take over Lotus distributing in the West.

VW has lots of goodies in store if reports are right. Item: a Mini-like car seen in Wolfsburg. Item: a 50 HP 1300cc engine to replace the venerable 1200. Item: a 1600 sports coupe. Anyway, VW is hurting bad in Europe and one of these may come to pass to help the situation. If it does, don't look for it in the U.S. for a long time.

Three liter Formula Thoughts:

Vanwall in a Lotus? Chaman is trying to convince the bearing king to get busy. Good chance he may.

Ford & Chrysler? Lots of rumors about so and so seeing a 180 c.i. with FoMoCo or Chrysler on it. Fair chance.

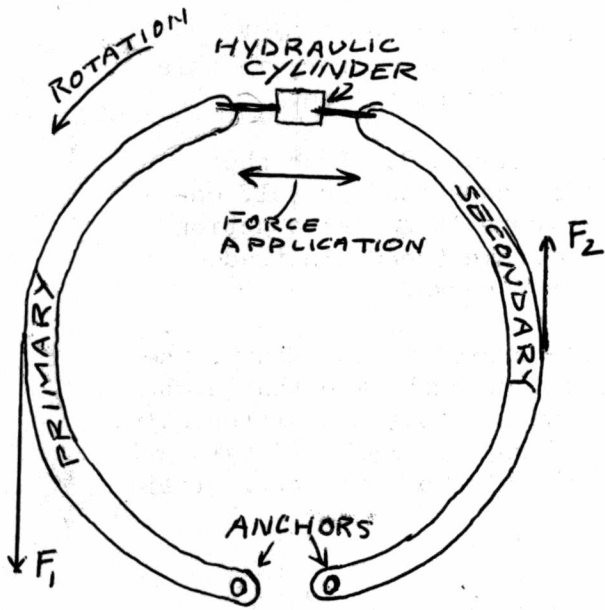
Mercedes and Jaguar? M-B is hurting sales wise (like it was 15 years ago). Coventry Climax also belongs to Jaguar. Hmmmmmm. No distinct reports yet.

Maserati? Yes. It's no secret that they are interested. Money is their problem. Very good chance.

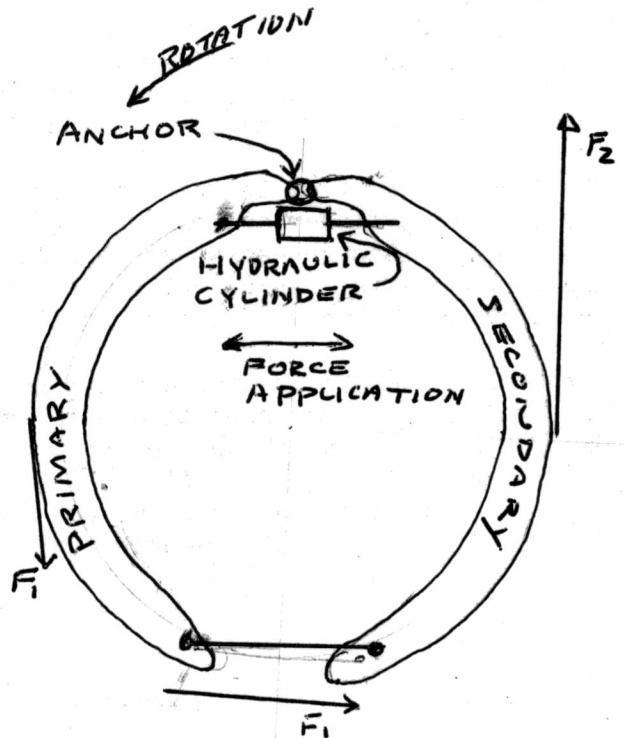
BRM & Ferrari. What else? Question is will BRM have 4wd? Remember Ferguson's P-99?

Fiat? Not a chance inna carload.

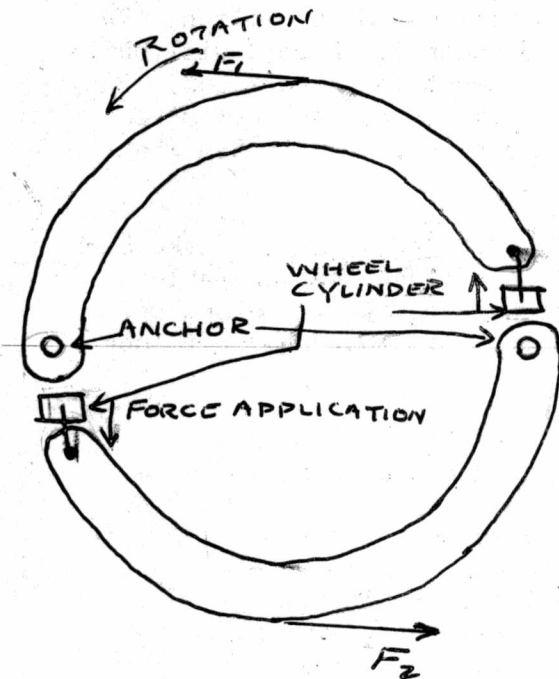
Things could get very interesting. One thing's for sure, Lotus must buy an engine or quit, and the British industry is proud of the little Scot and the boss' machines.



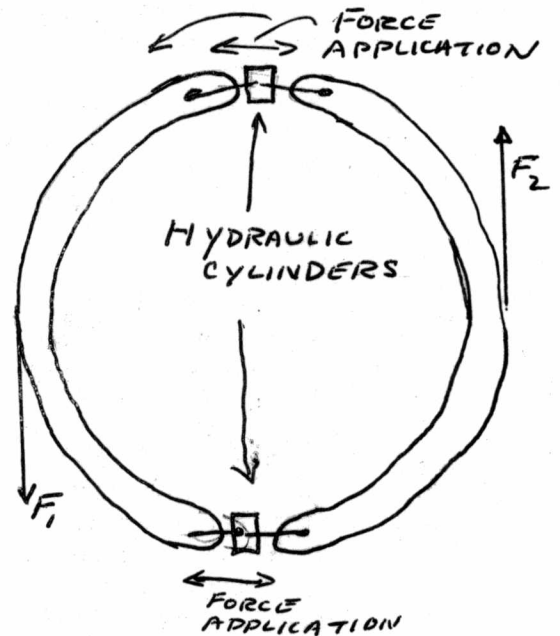
NON SERVO BRAKE
FIGURE 1



SERVO BRAKE
"BENDIX TYPE"
FIGURE 2



BALANCED BRAKE
FIGURE 3



CENTERPLANE BRAKE
FIGURE 4

allergic to tigers?...ride a wild **MUSTANG!** the new

GT. 350 (powered by Cobra)

Want to feel tall in the saddle? Come in and take the reins of one of these ponies, but be warned, it's not for the faint at heart. It's for those who don't want to run with the herd, for those who want to be a frontrunner, in complete command. This one is trained to do your bidding, to respond to your slightest touch. Nudge it with your toe and it'll move out with the smooth grace of a thoroughbred, or give it the spurs and unleash a wild-horse stampede. It'll handle like a cow pony, cruise like a Tennessee Walker or go like a three-year-old at the Kentucky Derby.

We can take the Mustang you have, breed it to a Cobra, feed it a few wild oats and turn it back to you with a new personality. We recently made a Shetland pony think it was Man O'War.

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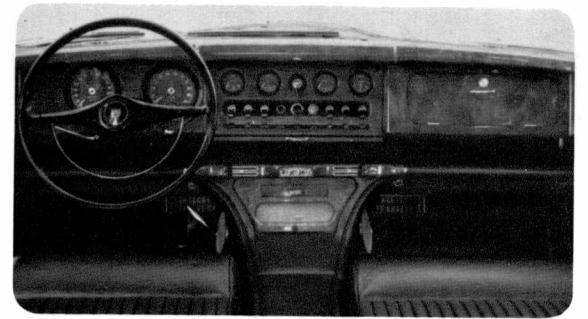
Manhewk-Hudson-Region-SCCA



Jaguar 4.2 Sedan

KAYE'S AUTO EXCHANGE
1033 CENTRAL AVE.
ALBANY, N. Y.

"A different breed of cat"



Jaguar 4.2 Sedan... specifications... dimensions... options...

BODY CONSTRUCTION. All steel four-door, five-seater sedan of monocoque construction providing maximum rigidity with minimum weight. Large windshield and rear window with slim cornerposts provide maximum visibility. Front and rear quarter windows are hinged for ventilation. Chromeplated window frames on all four doors. Doors have assist springs for initial opening. Wrap-around bumpers with overrides front and rear. Individual jacking points on either side of car.

APPOINTMENTS. Seats upholstered in finest quality leather, over deep foam rubber cushions. Reclining type front seats, with folding armrests. Combined adjustment for height and reach. Backs of seats have flush-fitting tables and ashtrays. When opened each table reveals a large rectangular mirror. Sun visors. Deep pile carpets over thick felt underlay. Rear seat has folding armrest. All doors have armrests. Seat belt anchor points fitted for both front and rear seats. **Instrument Panel.** Polished, figured walnut instrument panel features: tachometer and speedometer positioned directly in front of driver; separate instruments for oil pressure, water temperature, fuel gauge and ammeter; and, a row of labelled toggle switches for accessories. Glove compartment on passenger's side has interior light and lockable lid. A large parcel shelf runs full width of car. A panel on the forward side of the central console separating the two front seats has the heat and vent controls, a large ashtray and provision for a radio (optional). Speakers are on each side of the console (with provision for an additional speaker behind rear seat). Electric window controls (optional) for driver control are in top of console. **Heat and Air Vent.** Fresh air heating system with individual controls for each side of car to regulate temperature, volume and direction of air. Separate ducting to rear compartment. Air intake and temperature controls are servo-operated. Twin 2-speed centrifugal blowers controlled by switch on instrument panel. **Luggage Compartment.** Ample luggage space in spacious 27-cu. ft. fully-lined and lighted compartment. Lid is counterbalanced by torsion bars. Spare wheel is covered and set upright in the compartment for easy removal. A fitted tool kit together with wheel changing equipment is housed behind the spare wheel.

ENGINE. Six-cyl. in-line engine develops 265 bhp at 5400 rpm, 283 lbs.-ft. torque at 4000 rpm. Displacement 4.2 litres (4235 ccs., 258.4 cu. ins.). Bore 3.63 ins. Stroke 4.17 ins. Compression ratio 9 to 1. Chrome iron block fitted with dry-type cylinder liners. Aluminum alloy pistons, steel connecting rods, dynamically and

statically balanced crankshaft carried on 7 large precision bearings. Aluminum head with hemispherical combustion chambers. Twin overhead camshafts driven by 2-stage roller chain. Three S.U. horizontal carburetors. An electric fuel pump for each of 2 tanks (located in each rear fender). Filter in fuel line. Dual exhaust system. Pressurized cooling system with thermostatic control and fluid drive fan. Forced lubrication through submerged pump, with full flow filter. Vacuum and centrifugal automatic ignition control. Oil coil ignition.

TRANSMISSION, REAR AXLE. Borg-Warner Model 8 automatic transmission with torque converter and planetary gearbox providing low, intermediate and direct top. Dual drive range (D-1 and D-2) affords a high degree of driver control: D-1 gives start in "low" and after it shifts to "top" permits a kickdown to "intermediate" or "low"; D-2 gives start in "intermediate" and after it shifts to "top" permits a kickdown to "intermediate." Gear selector lever on steering column. Axle ratio: 3.54 to 1. Limited slip differential.

ELECTRICAL EQUIPMENT. 12-volt battery. Alternator used in place of generator. Pre-engaged type starter for cold weather starts. Separate column lever for flashing headlights. Twin reversing lights. Self-cancelling directionals. Instruments and labelled switches have 2-position dimmer switch. Map reading light. Interior courtesy lights above center doorposts and over rear window. Cigar lighter with luminous socket. Twin, dual-tone horns. Two-blade 2-speed windshield wipers, electric windshield washers.

SUSPENSION. Front. Independent, with semi-trailing wishbones, coil springs, telescopic shock absorbers and anti-roll bar fitted to lower wishbones. **Rear.** Fully independent, self-contained unit

mounted in pressed-steel crossmember attached to the body by pairs of rubber blocks on each side. Lateral location of wheels is by transverse links of unequal length, with universally jointed live half-shafts acting as the upper pair. Longitudinal location is provided by rubber mountings locating the sub-assembly in the body structure, and by radius arms between the lower links and mounting points on the body structure. Pairs of coil springs, each enclosing a telescopic shock absorber, provide the suspension medium at each wheel. **Wheels and Tires.** Pressed steel, 14-in, bolt-on disc wheels fitted with Dunlop high performance tires and tubes.

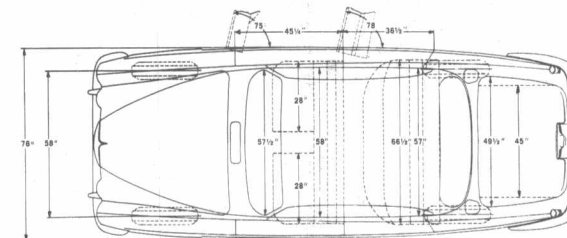
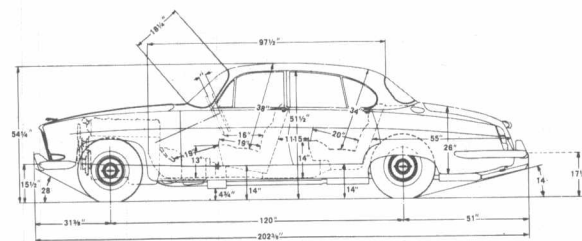
BRAKES. Dunlop 4-wheel disc brakes with quick-change pads. Servo-assisted, self-adjusting. Front brakes are mounted at wheel hubs, rear brakes mounted inboard adjacent to differential. Two independent systems with separate master cylinders for front and rear. Self-adjusting hand brake. Combined hand brake and brake fluid level warning light on dash.

STEERING. Bendix "Varamatic" variable ratio power steering. Ratio 21.5 to 1 in straight ahead position, varying to 13 to 1 at full lock. 2¾ turns lock to lock. Turning circle 37 ft. Steering wheel adjustable for reach.

DIMENSIONS, CAPACITIES. Wheelbase 120 ins. Overall length 202 ins. Overall width 76 ins. Overall height 54½ ins. Track, front and rear 58 ins. Ground clearance 6½ ins. Dry weight 3920 lbs. Weight distribution: front 53%, rear 47%. Fuel 24 gals. Oil 7¼ qts. Water 14¾ qts.

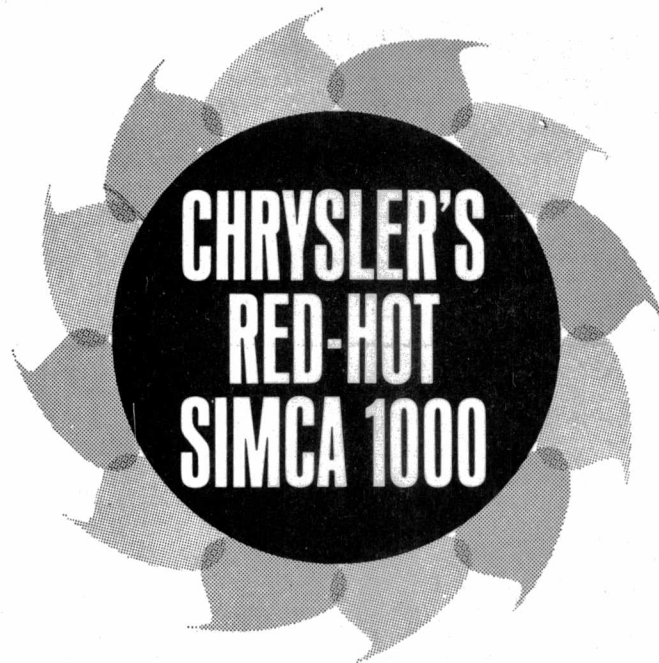
OPTIONAL EQUIPMENT. Radio. Power windows. Whitewall tires. Tinted glass.

(All specifications are standard except as noted.)

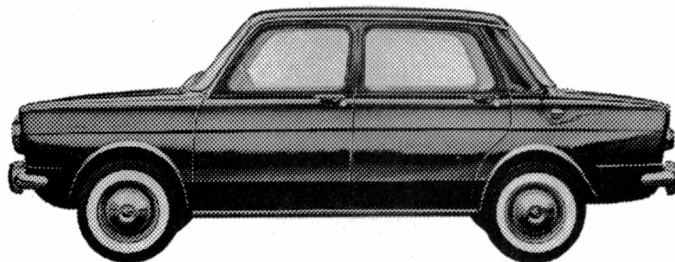


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Chrysler Motors Corporation warrants all of the following vital parts of the Simca 1000 for 5 years or 50,000 miles, whichever comes first, during which time any such parts that prove defective in material and workmanship will be replaced or repaired at an Authorized Simca Dealer's place of business without charge for such parts or labor: engine block, head and internal parts, water pump, intake manifold, Trans-Axle parts and rear wheel bearings.

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savory The Road Speed RS5 nylon is direct kin to our Grand Prix winners, with a versatile share of comfort and safe roadability built in.

- A variable pitch tread pattern hushes any road roar. Special road-hug rubber compounding grips the road. For long mileage, you get a flat center in a wide tread. Our exclusive patented Safety-Shoulder prevents lurching under stress. And traction slits whip and wipe dry any wet road.

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serious If you take your road and rally moments seriously, Dunlop's new low profile radial-ply tire, the SP, is with you all the way.

- The SP's exclusive fabric radial-ply mates two ideal characteristics. Radial cords give you increased flex. An inextensible belt of special textile fabric under the tread brings remarkable stability.

- The result is greatly increased traction in the corner and straight, an extended breakaway point, without suddenness, and a higher degree of steering control in the wet and dry. The tread is designed to resist hydroplaning.

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The Triumph Spitfire

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727-731 LOUDON RD.
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The Spitfire's loaded with power. And then some! It roars from 0-50 in 12 seconds. Will do well over 90 mph. The styling is classic —by Michelotti, the brilliant Italian designer.



No other sports car will turn as tight or maneuver as well. The Spitfire combines a fantastic 24-foot turning circle with accurate rack and pinion steering. Park it... U-turn it... you try it.



A powerful engine needs powerful brakes—and the Spitfire has them. Nine-inch discs up front, big drums in back. Four-wheel independent suspension levels the road at any speed.



Roll-up windows and a snug, easily-erected top insure draft-free, bone-dry motoring in the foulest weather. By the way, electric windshield wipers are standard equipment on the Spitfire.

The Triumph

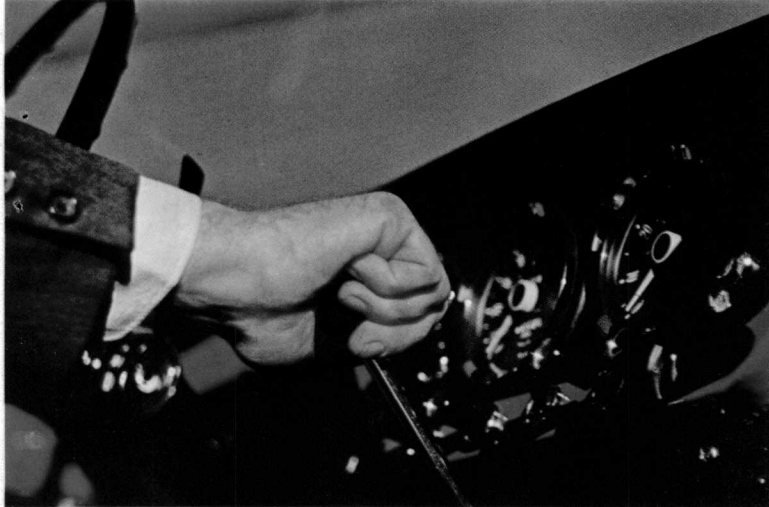
STANDARD EQUIPMENT AND FEATURES. Rack and pinion steering (turning circle 24 ft.). Dual carburetors. Independent suspension all around. Disc brakes, 6.7 cu. ft. lockable trunk. Parcel tray and extra luggage space behind rear seats. Full-width front and rear wrap-around bumpers. Roll-up windows and lockable doors. Electric wipers. Twin horns. Tubeless tires.

SPECIFICATIONS General Dimensions:

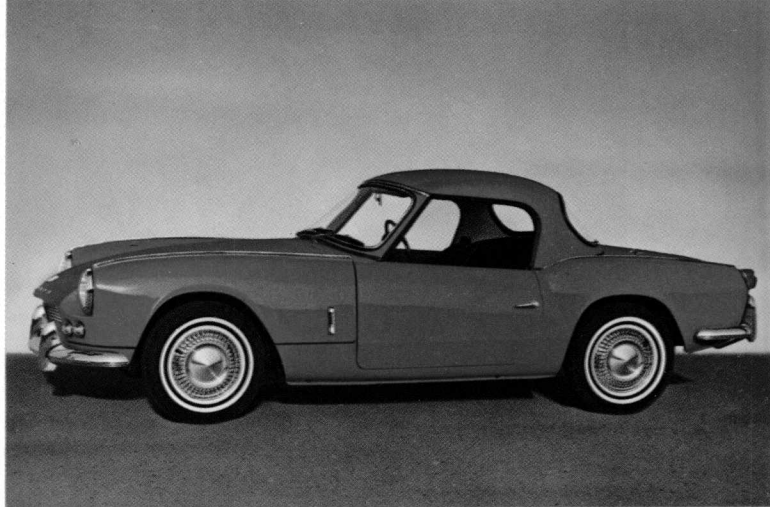
Length	12 ft. 1 in.	Track (front)	4 ft. 1 in.
Width	4 ft. 9 in.	Track (rear)	4 ft.

Height	3 ft. 11 1/2 in.	Ground Clearance	5 in.
Weight (dry)	1474 lbs.	Fuel Tank	9.9 gal.
Weight (complete)	1558 lbs.	Engine	8.4 pts.
Wheelbase	6 ft. 11 in.	Cooling System	11.4 pts.

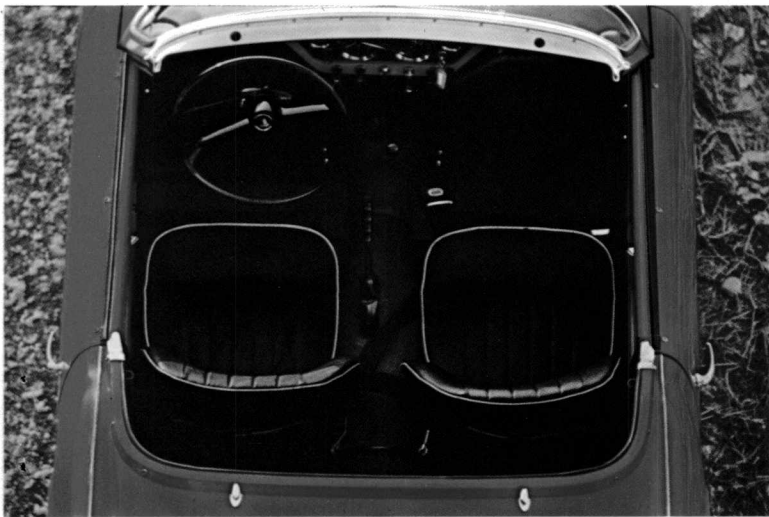
PERFORMANCE. Engine: 4 cylinders, 1147 cc capacity, dual carburetors, overhead valves. Bore 2.728 in. Stroke 2.992 in. Compression ratio 9 to 1. Water cooled. Transmission: Single dry plate clutch, 6 1/4 in. diameter, hydraulically controlled. Gearbox: Four forward speeds



The four-speed gearbox, with its short throw, gives you fast, solid control of the big sports car power plant. (The steering column is adjustable, too.)



Here's one hardtop that's a beauty. All steel. Removable—yet completely water-tight and warm. And that great big back window lets you see everything on the road.



Lower yourself into one of those deeply-upholstered and contoured bucket seats. They adjust to scores of different positions for both comfort and support. Yes, we do recommend seat belts.



Pack up and take off. There's a big 6.7 cubic foot trunk that's all usable space. And, if you need more, you'll find plenty of room for extra luggage behind the seats.

ph Spitfire

and reverse. Synchronesh on 2nd, 3rd, and 4th. Maximum power 63 b. h. p. at 5750 r. p. m.
Maximum torque 67 lb./ft. at 3500 r. p. m.

Acceleration:

Top gear	20-40 m. p. h.	11.0 sec.
	30-50 m. p. h.	11.0 sec.
	40-60 m. p. h.	11.0 sec.
Through gears	0-50 m. p. h.	11.0 sec.
	0-60 m. p. h.	15.5 sec.

Standing 1/4 mile 19.5 sec.

Maximum speed 92 m. p. h. (depending upon conditions)

Suspension: Independent suspension system. Coil springs controlled by telescopic direct acting hydraulic shocks and anti roll bar. **Brakes:** Hydraulic. 9 in. disc in front. 7 in. drum in rear. **Battery:** 12 volt, large capacity, located under hood. **Optional Equipment:** Removable steel hardtop, heater-defroster, radio, overdrive, whitewall tires, windshield washer, tonneau cover, lighter, luggage rack, bumper guards, camber compensator. Complete SCCA-approved competition equipment available.



The Standard-Triumph Motor Co., Inc., 575 Madison Avenue, New York, New York 10022.

Mohawk-Hudson Region SCCA

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