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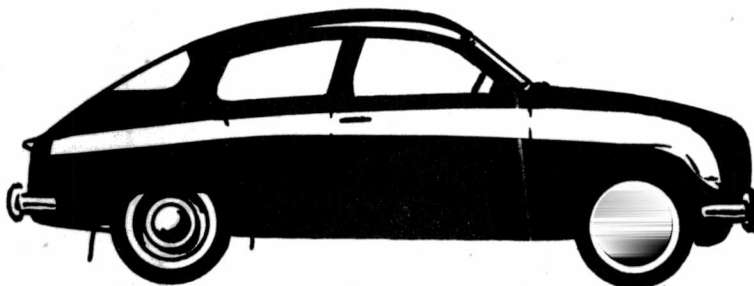
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The Mohawk Hudson Region of the Sports Car Club of America includes the following counties of New York State: Rensselaer, Schoharie, Montgomery, Albany, Schenectady, Fulton, Greene, Saratoga, Columbia, Washington, Warren, Hamilton, Essex, Franklin and Clinton.

Regional meetings are held on the first Wednesday of each month at the Circle Inn, south on US 9, Latham, N.Y. Information concerning the Region, membership, activities, may be obtained from any of the officers.

\*\*\*\*\*

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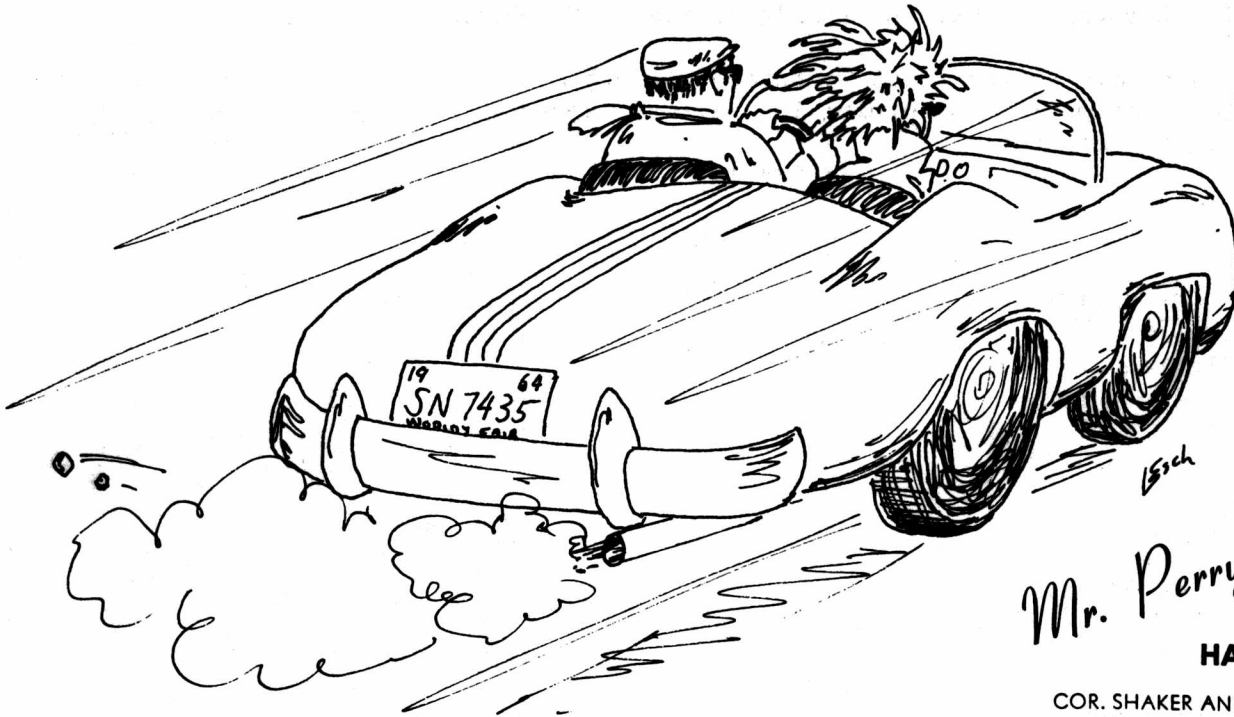
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SPORTS CAR CLUB OF AMERICA

MOHAWK-HUDSON REGION

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Date \_\_\_\_\_

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o Rally \_\_\_\_\_  
o Gymkhana \_\_\_\_\_  
o Other \_\_\_\_\_  
. . . . .

. . . . .  
o Car No. \_\_\_\_\_  
o Class \_\_\_\_\_  
o Fee Paid \_\_\_\_\_  
. . . . .

DRIVER \_\_\_\_\_ CLUB \_\_\_\_\_

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ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_

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Make of Car \_\_\_\_\_ Model \_\_\_\_\_

Body Style \_\_\_\_\_ Color \_\_\_\_\_

Registration No. \_\_\_\_\_ STATE \_\_\_\_\_

Displacement \_\_\_\_\_ Wheelbase \_\_\_\_\_

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Please complete if requested:

Insurance Company \_\_\_\_\_

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IMPORTANT: Any competitor drinking alcoholic beverages during this event will be subject to disqualification. Please observe this rule for everyone's safety.

This Month the Knock Off is privileged to present its first guest editorial. Our guest editor is John Peckham, who has "been around" motor sports at home and abroad for many years and is generally aware of the direction the Sport is taking and the pressures - political, social and economic - imposed upon it. The topic for Mr. Peckham's editorial is one which should elicit some commentary from our membership and the Knock Off would like to hear your reaction to it.

Disc Brakes, Part II - We're learning a lot through this technical series. Kinda makes you want to save your back issues, doesn't it?

Winter Rally Fun - The Snowflake is coming up again - see announcement and entry blank in this issue. Colin Campbell gets us in the mood with his reminiscence.

Wish we could remember who handed us the RUMOR MILL at the bar at the party, because it's one of the greatest pieces of copy we've chuckled over in months. Please, whoever you are, find me in a more sober environment and identify yourself - and, please, please, write again.

There is no track feature because neither Keith Bryar nor George Weaver has answered our letters asking for detailed information. Apparently what is important to us isn't important to the rest of the world.

Next Month - The final installment of Mac Townsend's technical series on brakes, history of one of our local clubs, with commentary on ice racing - AMEC, the Adirondack Motor Enthusiasts Club, Inc.

### The Cover

How do you like our new design by Phil Schatz? The new year is heralded with a BIG "66."

The "left six", starting at the top and working around is -

- ...a new face, Marge Corbett.
- ...the head table at our annual dinner.
- ...ice races two years ago.
- ...Harold Cameron, pointing, and new RE Gene Birdsey walking.
- ...Phil Groggins CP Champion Elan.
- ...Connie LeVan enjoying a comment at the dinner.
- ...a "crazy" mobile the decorating committee of Mac Clumpha and Leonard rigged for the dinner.
- ...the Chev-Cooper of Whiteface Mountain fame.

The "right six", working around is -

- ...an unidentified VW going like a fast beetle.
- ...a Sprite following the chalk line at INEC gymkhana.
- ...Dick Leonard leaping to fix the timer.
- ...Mac Townsend at flag registration.
- ...Chuck Schongar in E-type down the home stretch.
- ...dunno what ~~Sharon Leonard~~ <sup>Sharon Leonard</sup> is doing, but position is everything in life.
- ...close up of head table, Bernie & Madaline Burns, outgoing RE Mickey LeVan.
- ...that's Mickey's Mustang, too.

Coming Winter Events - In January - Regular meeting on Jan. 5; SCCA Annual Convention in Detroit on Jan. 27, 28, 29; BMSC 6th Annual Ice Trials in Pittsfield on Jan. 29, 30.

In February - Regular meeting on Feb. 2, Lake George Ice Races on Feb. 5 and 6; the Snowflake Rally on Feb. 19 and Lake George Ice Races again on Feb. 26 and 27.

# GUEST EDITORIAL

JOHN M. PECKHAM  
EDITOR, LIME ROCK PARK PROGRAM

SCCAUSAGFIANASCARNHRAAMAFIM  
United We Stand, Divided We Fall

While there is no official record of the incident, the first automobile race probably took place as soon as the second automobile was completed. If it didn't, you can be sure that some one was thinking about the idea.

Since that time, the sport of motor racing has continued to grow to a point where it has become the largest spectator sport in the world, and second or third largest in the United States. Even baseball can't match motor racing's crowd drawing ability.

The first race to be held in the United States was in 1895 and was under the sponsorship of the Chicago Herald. From that time, until 1899, racing was generally sponsored by individual organizations and was on a pretty small scale.

It wasn't until 1899, and the founding of the Automobile Club of America, that racing came under the guidance of a single organization. Apparently, however, the ACA was unable to offer a truly national body, so the Automobile Association of America was formed in 1902 in an attempt to remedy the situation. The AAA remained as the governing body of all major motoring events until the beginning of the Hitler War, after which it decided that its touring members needed more help than did racing.

Since the end of the war, a vast number of organizations have sprouted up to give assistance to the various forms of motoring competition. Among the hundreds of clubs which have been started in each major area of racing, a very few have become truly national in nature. There are those, of course, which are national in membership, but have little influence in setting up the rules and regulations which are accepted as binding by the industry and the sport.

There are five major groups who set the rules: SCCA, USAC, NASCAR, NHRA, and AMA.

SCCA is primarily involved with Sports and Formula cars. USAC covers Stock Car and "Indy" type events, and has been known to dabble in Sports Car racing. NASCAR is strictly Stock Cars, while NHRA covers the Hot Rods and Dragsters. The AMA holds the reins on the largest segment of the Motorcycle events.

To this group, add the FIA, which sets the international regulations for SCCA, USAC and NASCAR: and the FIM, which is the motorcycling equivalent to the FIA.

This combination, SCCA-USAC-FIA-NASCAR-NHRA-AMA-FIM, covers the primary forms of motor competition. Each individual group governs its own type of racing and tries to handle the problems of its members. Internal troubles are contained within the realms of the organization involved and seldom have the opportunity, or need, to disrupt the workings of the other segments of the sport.

It seems to be a good arrangement and is, undoubtedly, the only practical way to govern racing in this country. There are, however, two major problems which do (or will) affect the motoring sport as a whole. These are: safety and State and Federal legislation, and both are tied together.

Continued



## GUEST EDITORIAL - John M. Peckham (Cont'd)

This brings us to an area which cannot be effectively influenced by the individual organizations. A united front must be presented to prevent the sport from becoming legislated right into oblivion.

One Senator has demanded an end to advertising which contains mention of competition successes. This would, of course, affect automobile manufacturers, fuel and tire suppliers and a wide range of accessory people. The next attack would be at the advertising of competition equipment in general. Without the advantage of advertising racing successes, the automotive industry would have no reason to support competition events or the users of its products. For all intents and purposes, this would ring the death knell for the motoring sport.

Another Senator is trying to make a name for himself by jumping on the Safety band wagon. His intentions may be good, but is his knowledge of safety adequate enough for him to dictate his opinions to others with more experience in the field?

These are just two of the problems facing the sport. There are more, and new ones will continue to crop up.

This is the time for all of our groups to form a committee for the preservations and improvement of the sport. It isn't our intention that this committee should set the rules and regulations for the sport as a whole, or that all of the organizations should band together under one set of officers, but rather that it should be set up to accomplish the following:

1. Specify basic safety standards for competition vehicles and equipment. Safety features applicable to individual types of competition would be set by individual groups and approved by the committee.
2. To offer sanctions to those courses and events which meet prescribed safety regulations set by the committee, and to exact penalties on members who participate in non-sanctioned events.
3. Actively to sponsor safety programs and courses in both competition and highway safety.
4. To promote public relations work concerning racing and safety.
5. To exact penalties on members found guilty of unsafe competition or highway practices.
6. To form a legislative lobbying group to assure the greatest benefit to the sport and to the public through State and Federal motoring legislation.
7. To promote a wider range of motor sport interest and understanding within the various groups in the sport and the general public.

Only with such a group, can such campaigns be totally effective. Only with such a group, can we protect and promote the sport as a whole. The big problem, of course, is support. Both financial and moral.

Continued

GUEST EDITORIAL - John M. Peckham (Cont'd)

Financial support would have to come from the individual groups, from individual members, from spectators, from the tracks and from the automotive industry and the suppliers.

Moral support would have to be offered by all of the above and be augmented by the press and other communications media.

It cannot be an amateur operation. It must be as thoroughly professional as possible. It cannot be hindered by petty club problems and prejudices. It must be able to work swiftly and effectively without having to wait for each group to give its OK on every minor detail. It must work for the benefit of all of the groups, not just one segment. Its decisions must be final and binding on all members.

If it cannot be a tight organization which can truly say that it represents the sport, it will be ignored by those it must try hardest to impress. Its power and prestige will be lost and its effectiveness totally destroyed.

It must be powerful in its endeavors: but in anything other than safety and State and Federal legislation, it should have no influence on the individual clubs or their members.

The first steps to form such a group are now underway. Opinions are being sought and support is being gained from industry, clubs and individuals. More detailed information will soon be available to those who are interested (and we all should be), and a small batch of bumper stickers is being distributed to stir up interest. If the response seems great enough, they will be printed in larger quantities for general distribution. As it is, in your travels, you may see a car displaying the slogan "SUPPORT THE SPORT - SCCA-USAC-FIA-NASCAR-NHRA-AMA-FIM". The driver may never have been to a drag strip and he may never have seen a sports car race, but he realizes the need for unity in tackling certain problems which affect all segments of the sport. He respects the rights of other motoring groups and their feelings concerning their part of the sport, but he is not so narrow minded as to consider another group to be beneath him or to think of some other aspect of the sport as unworthy. He is a person who is willing to offer his help to all phases of the sport, in whatever way he can, in order to promote and protect his favorite, so that the entire sport will continue to exist and continue to improve.

For those who are interested in the future of the sport, we suggest that they write to W. R. Haessner & Associates, Box 89, Newfoundland, New Jersey, 07435, and ask for information on the subject.

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# REGIONAL RAMBLINGS by GENE BIRDSEY

Our first event of the 1966 season will be the Snowflake Rally on February 19. It promises to be the sort of event which will demand a good deal of driver ability and navigator stamina for both the rally and the "after glow" party which shouldn't be missed.

One of our biggest problems each year is the scheduling of events. We can not firm up our calendar until we have the national, divisional and INEC calendars and then we must attempt to make it compatible with the activities of the local clubs.

One of the unique things about our club is the variety of interests. There are those who participate in one, two, more or all activities and those who merely spectate and want to do nothing. Regardless of what the member's interest may be, it is our responsibility to see that the club provides to the best of its ability, a good calendar of events, interesting meetings and a good publication. We want each member to participate, in order to continue to provide and to improve these basic requirements.

Our executive meetings are open to all members. They normally will be held on Monday evenings at 8PM at the Circle Inn, 9 days before the regular monthly meeting.

The Inter-Regional North East Council (I.N.E.C.) will again this year provide a gymkhana and racing series for the championship of Area 11. These series provide unsurpassed and excellent competition at an inter-club level. We hope that our region will not only participate in but will be successful in these events. How about someone getting a gymkhana team to follow the gymkhana trail?

The administrative and operating responsibilities of the Mohawk-Hudson Region of SCCA will be divided among the executive board members and appointed chairmen. They will have the opportunity to reflect their ideas and talent in the administration and operation of their portion of the club activities as they will be given complete charge, within the framework and regulations of the Region, to do what ever is necessary to make their portion of the operation successful.

Support your club. If you need information, contact any member of the Executive Board at any time.

\* \* \* \* \*


Monthly meeting - January 5. Don't forget the slide show on studded tires by Bill Burnett.

\* \* \* \* \*

Have you seen Terri VanDyck's feature in the December Sports Car?


# WINTER RALLY FUN *by COLIN CAMPBELL*

Listening to all the hot-shot rallyists in the area these days talking about Curtas on clipboards, 17 stopwatches built into the dash, radio receivers for time checks and altimeters and compasses hung all over the cockpit, I'm reminded of the first rally I was ever exposed to. This was up in northwest Canada (Alberta) six years ago and it's left traumatic scars on me to this day.




To begin with cars are, or were then, pretty scarce among the college students and when some friend got his hands on one for the school year it was an Occasion. Joe, editor of the undergraduate newspaper, The Gateway, acquired a car at the beginning of my last year through various devious means (he was active in political circles and some politician friend was leaving for Miami that winter in a hurry .... we didn't ask any more). Anyway, we all rejoiced now that Joe had wheels and we were his long time buddies.

At the next meeting of the newspaper staff his roommate slipped up to me and said, "Hey, wanna go on a sporting car rally this Saturday? We've entered Joe's car and he doesn't know about it yet." My immediate thought, not knowing anything about rallies other than that keen-eyed people wearing tight-fitting gloves drove fantastic racing machines to Monte Carlo was, "Who, me?"




Joe's first reply, considering the 1951 Austin convertible he had been loaned, was "You guys got rocks in your heads." After five minutes of fast talk he said, "Well, it might be fun, but, ah, no, I can't do it." Five minutes after that he was saying "Yeah, we could put advertising posters for the paper on the car and run as a gimmick." In the ensuing days he got actually enthusiastic over the idea.

Our big problem developed as the car was "prepared" for the rally. The top was more than somewhat torn and was held tentatively in place to the windshield by baling wire. This was fine for the city but not for anything more. Bear in mind that this was Alberta at the end of March. Nevertheless, we decided to solve the problem by lowering the top.



The position of navigator was filled by Barry Mailloux who had actually worked these things before. Joe's roommate, Al Smith, and I were riding as tail-gunners or shotgun if you prefer, laden with bottles of hot soup, sandwiches and other survival gear.

The car itself was "set up" by the newspaper staff with huge gaudy panels proclaiming it "Mobile Unit 11, The Gateway." In addition, a sign was hung on the back reading, "Caution, Student Driver."



This proved very beneficial as Joe picked up a police escort on his way to the starting point. (The Austin was also minus any exhaust system.) The sponsoring car club seemed quite impressed by the four of us, hooded, scarfed and booted against the icy blasts as we discussed matters at some length with the Edmonton Police Department.

Continued

## WINTER RALLY FUN (Cont'd)

We then registered and got off to a rolling start when our number came up. Barry settled down to work and found it a novel experience working a slipstick with mittens. Joe got quite exhilarated once on the open road and the Austin groaned into cruising speed of about 45 mph. The navigation soon developed problems as we all were wearing football helmets (the sporting look) emblazoned with such legends as "S. Moss" and "J. Fangio." Joe's read "Ben Hur." Anyway, this made communication difficult what with the wind blasting by and Joe missed several of Barry's speed reductions.

So we wound up lost on a back road. Turned about and out to the rally route again and then Barry, clicking away like a frigid IBM system, computed a speed correction to make up for the lost time. Joe put his foot down and we began skating along the roads at a good clip for the old Austin. The thrill of our young lives came as we sped past the president of the club driving a polished Jaguar 120 replete with badges and twelve different headlamps up front. We waved at him enthusiastically and went merrily by singing loudly. He looked out rather morosely at us while his navigator had a minor convulsive seizure.

The rest of the day is rather dim in my mind. I do remember passing a Studebaker Golden Hawk lying bent-up in a ditch; I do remember hazily skidding through a country cemetery; but we all remember very clearly when we tried to brake hard while following a Porsche.

We were both running down a country dirt road encrusted with snow and ice, the Porsche in front by about 200 feet, looking for a 90 degree right turn. We saw it as we zipped through an intersection at about 35 whereupon the Porsche began to decelerate very nicely. (I have since learned that Porsches handle quite well, thankyou.) Joe, to keep from riding up the German tailpipes, also hit the brakes but alas, we got locked up and skidded off the the right where the road shoulder ended in a goodish drop. All we could see were the tree tops coming up to the road level as we slid along towards them.

Looking back I remember Joe grasping the wheel and saying "Cheezus, Mary and Joseph!" Whether this was an exclamation or a prayer I'll never know. Barry simply hunched down clutching his precious slide rule tightly. In the back Al and I were having a struggle caused by Al trying to dive to the floor and wedge himself in tightly while I tried to do a one and a half gainer out of the car over the trunk by standing on his head. It all happened too swiftly for anything much to be accomplished. We schussed off the road and down about 20 feet of snow like a bobsled. Then we stopped, still right side up. The Porsche came back, stared over the edge at us as we emerged in an 8 ft. snowbank, and loaned us a nylon tow strap. A huge logging truck which had seen the whole mess then pulled us out. We replaced a bent wheel and proceeded to motor on somewhat subdued. We also were getting rigid with cold by now. After about two stops for oil additions, (the oil gauge was shot but we could tell when the motor needed more oil by watching the temperature gauge) we crossed the finish line about 3 p.m. as the sun sank. We never made it to the post-rally celebration. We just put up the top and limped back to Joe's apartment to thaw out and receive the cheers of our reporters.

That was some time ago. I don't know whether Joe's politician friend ever retrieved his Austin but I've been thinking about rallies. They might actually be enjoyable in the summer. But winter rallies in Canada are more survival than anything else. I don't think Joe has ever driven in another.

WANTED

WANTED

WANTED

# YOU!!

The Knock-Off is looking ahead just a little, and the limited regular staff knows that come next race season, it is not going to have this many hours each and every month to devote to putting out a magazine. We think you like the new Knock-Off. How about becoming a part of it?

Would you like to be a regular contributor, with your own by-lined column? Or an occasional writer we can call on for a particular kind of event?

We need:

Pictures of local members and events.

Regular write-ups on -

- rallies
- gymkhanas
- races

Drawings and photos suitable for covers.

Technical articles with illustrations.

Commentary on SCCA policies.

Would you be willing to help with some of the clerical details of getting the Knock-Off out - such as gluing on the labels? (Non-working wives are good for this job - would anyone like to volunteer theirs?)

There are many, many ways to SUPPORT THE SPORT and most of them don't even cost money.

Something you write might even be selected by Westport to appear in SPORTS CAR, which is nationally circulated.

\* \* \* \* \*

Report from the Secretary of the NEDIV Council on the results of questions put to the Northeast Division indicates an interest in establishing an SCCA hillclimb license, and that recommendations will be made to the Driver Training and licensing Committee.

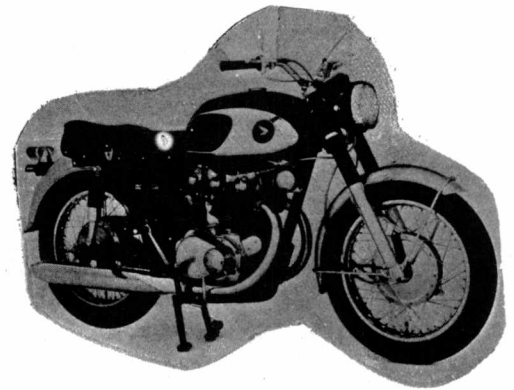
\* \* \* \* \*

Terri vanDyck, Mac Townsend and the MacClumpha's received dash plaque appreciation awards from New England Region for their dedication to flagging at more than 75% of NER race events this past season.



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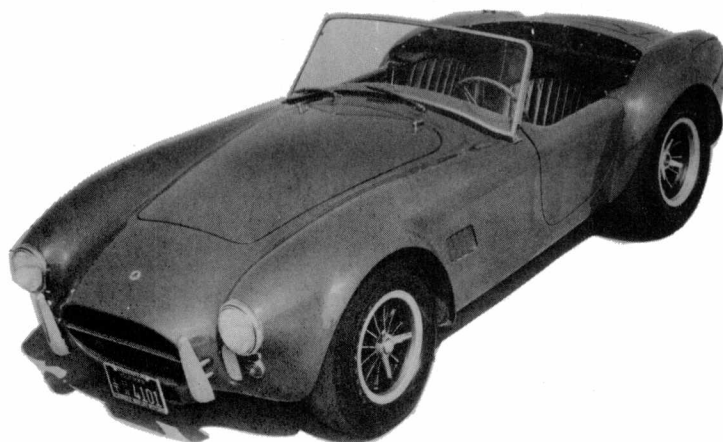
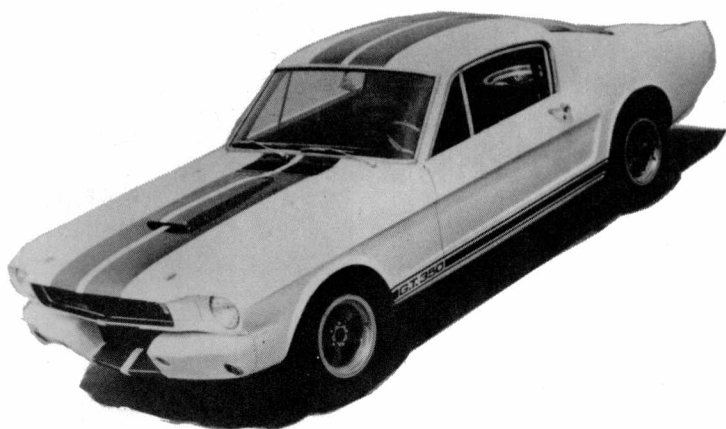
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## REGIONAL AWARDS

The top ten Mohawk Hudson Region members in regional activity points for this year are:

1. Gene Birdsey
2. Mac Townsend
3. Connie LeVan
4. Ray Gaul
5. Jack Collins \*  
Hans Flebbe \*  
Dick Leonard \*  
Bill Turner \*
6. Harold Cameron
7. Fred Lunn
8. Bernie Burns
9. David McClumpha
10. Howard Hayes

\* Equal standing

Driver of the Year can be no other than Phil Groggins, national CP co-champion. Phil retired the club driver trophy last year, and has been awarded another special trophy in recognition of his superior, almost nationwide, representation of Mohawk Hudson Region in SCCA racing.

An award was made to Mickey LeVan for having given so graciously and generously of his time and talents for two years in the capacity of Regional Executive. Mickey has spurred, goaded and encouraged this region into being what it is today - solvent, growing and ambitious.

Knock Off Awards

Mac Townsend has been our most prolific contributor of technical articles. His series on drum brakes, disc brakes, and the physics of braking has been most informative. If you didn't know, Mac is also Flo T. Valves. The Knock Off Cover Award goes to Mac, with our personal thanks for his support. We like people we can count on - and we hope we will continue to hear from Mac, even tho' he's been relocated to Saugerties. Mac's trophy is the framed plate from which the December issue cover was run.

An award for the most dedicated reporting of events goes to Dave McClumpha.

We couldn't decide between Colin Campbell and Marcia and Phil Schatz for best personal experience, so a duplicate award was made in that category.

The heartfelt thanks of the past and present editorial staff to Mac McClumpha, BMSC's Harry Barnes, Hans Flebbe, Art Frederick, Bruce Cargill, Fred Lunn, Bill Kane, Barney Galinsky, Phil Groggins, Gene Birdsey, Mickey LeVan for their support of the Knock Off.

See "Tuned Exhaust" for annual report and things to come.



HAPPY NEW YEAR!

We trust that everyone has survived the change from '65 to '66. One nice thing is that if you do foul up and write '65 on things, it's easy to change the 5 to a 6 reasonably neatly.

The new year brings a new slate of officers to Mohawk Hudson SCCA. To them, we pledge the continuing support of this publication, as they require it, to profess and to promote their policies. To our members, both old and new, we promise continued presentation of news and features as interestingly and completely as we can. In turn, we ask for the cooperation of the officers and members. The fact that you belong to SCCA means that you care about the sports car aspect of motor sports (\$18.50 worth). Care just enough more to protect your investment; support the Knock Off. Our specific needs are expressed elsewhere in this issue. If we can get a few volunteers, our monthly round of threatening phone calls won't be necessary.

By Way of an Annual Report

The monthly "press run" of the Knock Off has been increased to 250 copies. Last month we mailed 136 copies, 3 of which went to Canada, 1 to California, and 29 to other states. Twenty were hand carried to Plattsburgh, and we expect to be mailing that many and more to the northcountry very soon. When we attend events in other regions, we take a few along each time. Distribution to guests at meetings accounts for the rest.

A "controlled circulation" mailing permit has been granted to the Knock Off, as you can see from the indicia printed on our very professional looking mast-head page. (Indicia. That's a grand new word we learned through our negotiations with the Post Office. It means "the markings printed in place of stamp, cancellations etc. on envelopes in bulk mail.")

All future Knock Offs will be mailed to members and every effort will be made to have them arrive before the meeting. Knock Offs at the meeting will be for guests only.

Total mailing costs for all Knock Offs is less than \$5.00. per month at controlled circulation rates, and the copies are subject to second class delivery considerations. Depending upon local post office philosophy, this is either good or bad. Delmar, Albany and Schenectady are excellent. We had a little trouble with Troy.

Envelopes or wrappers will be required by law soon. By using them now, we enjoy more latitude in our cover design. The added cost of envelopes is a mere 1.8¢ per copy. The convenience of being able to pre-address them and thus hasten mailing is well-worth the cost.

Continued

## TUNED EXHAUST (Cont'd)

The savings on postage (which used to run \$20 a month for only a partial mailing) are being plowed back into the Knock Off for typing and more picture pages and professional cover set up.

The next big job we have to do is get all of our addresses ZIP coded. There's legal requirement about that, too, for bulk mailings.

Photos and drawings for publication must be originals or submitted with the permission of the originator. We don't much care for being attacked at parties by irate artists. (Sorry about that, Ron.)

Next year we are going to ask the Board of Directors to choose winners for the following awards, and so regular staff members contributions will be considered:

1. Best over-all report, feature, picture or article.
2. Best cover.
3. Best personal experience.
4. Best event report (may be photo feature).
5. Best technical article.

Put Up or Shut Up

People complain when we don't run the calendar page. But only a few loyal snoopers phone to tell us of things to put on the calendar.

We've had complaints that the Knock Off is too race oriented. Well, the editor is race-tuned, remember? And will be even more so next season. You wanna read about gymkhanas and ralleys, you gotta write about 'em and/or get after the people who put on those events to write them up - before and after. Can't be every place at once, you know.

National Convention

The February issue will have been mailed before we leave for the National Convention in Detroit, January 27, 28, 29. The March issue of the Knock Off will present as much convention news as is fit to print.

The current issue of Sports Car has an article on how to put out a regional publication. Please read and then help.

Even though we write and we edit and have had an occasional article published before, it is still a thrill to see our very own words set in type on slick paper in Sports Car, the SCCA nationally circulated publication. Many thanks to Dic Van der Feen, first for wanting to reprint "My Station in Life" and second, for putting up such an attractive spread. (And for having our name in such big letters.) Mickey LeVan has also had one of his articles reprinted in Sports Car recently. Westport obviously reads the Knock Off - well, people, what are you waiting for?

Tires, Studded or Otherwise

After last month's adventure, we decided not to wait until Spring to put some new rubber on the Sprite. Many phone calls later, B & B Motors Bob Bailey (bless him!) came up with a recommendation which appealed to us. Pirelli Cinturados for the

Continued

## TUNED EXHAUST (Cont'd)

front and the removeable tread "Seperado's" for the rear. Winter tread is a studded snow tire, summer tread is the einturado. This is, in effect, 6 tires for the price of 4 3/4. Wow, what a difference!! Sprite now goes where it's pointed, stops smartly and - liek, wow, what a difference.

Annual Meeting

The newly elected officers for Mohawk Hudson Region are listed on the mast head page. A new high of 65 members and guests came for dinner. Among the guests were Omer Norton, NER Regional Executive, and Gus Veit, NYR Activities Director and Flag Marshall. Connie and Bob Fern who edit the BMSC Newsletter dined with us, as did Donna Riviella (Corvette), Charles Biondo (Corvette), Susan Thorp, Beth Sumner (Alpine), Charles Fisher (Alpine) and Edith and Ray Kilmer (TR4).

Some of our new members displayed talents we hope to see more of - John Merrill sat himself down at the piano and demonstrated a style we like a lot. Joe Corbett had a camera and you've seen his work on the cover. The decorations in the dining room were just great - the mobile over the head table elicited a lot of admiration and comment.

And so far, we haven't heard of any incidents which we'd refuse to print. (Hi, choo choo!)

*Terri*

Terri VanDyck

\*\*\*\*\*

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Congratulations and success to the newly elected RE's of our neighboring regions in Area I: Tom McNeil of Northern New Jersey, Jim Ryan of New York Region and Omer Norton of New England Region.



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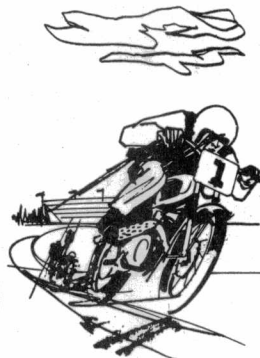
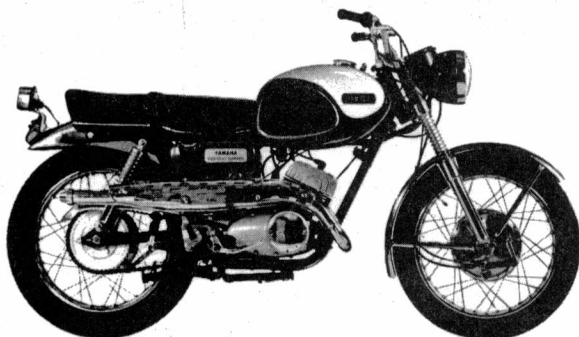
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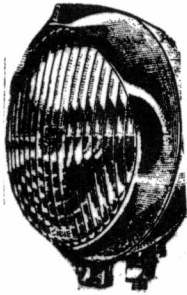
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LAMPS

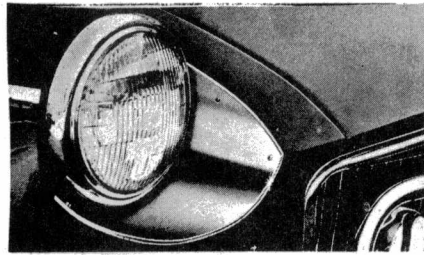
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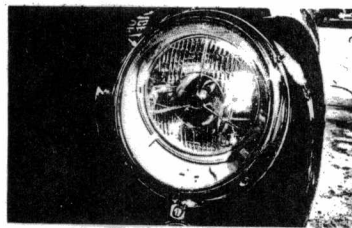


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Choice of "180" Iodine-Quartz driving or fog lamp available—12 volts only. \$31.95



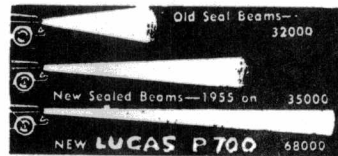
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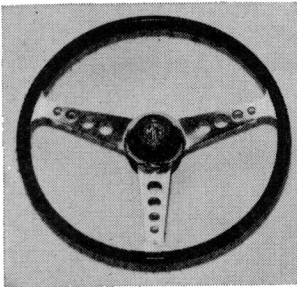
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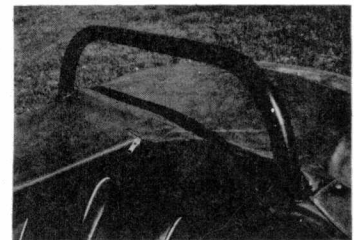
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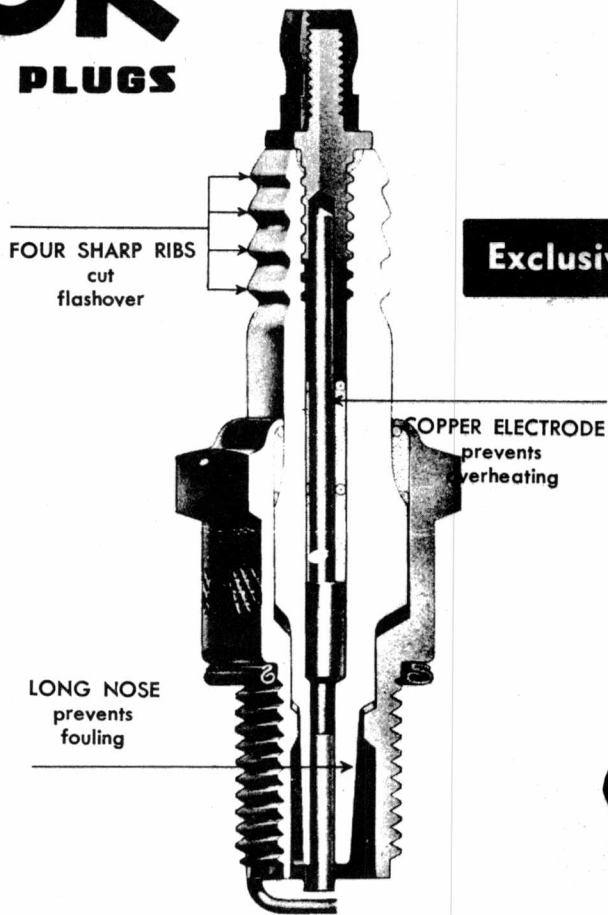
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## THE RUMOR MILL

What M-H SCCA officer was recently seen testing a '35 Packard at the Fonda oval, and why?.....A reliable source reports that a special short-wheelbase Ferrari 2 litre Dino prototype has been seen racing around the employee's parking lot at Modena during lunch hour. Makes you wonder, doesn't it?.....Richie Ginther, California GP ace, recently had his first ride aboard a San Francisco cable car. "Corners like it was on rails", he announced ecstatically.....What long-time MH SCCA competition driver was overheard in a phone booth talking to Colin Chapman recently? Makes you wonder what both of them were doing in the phone booth, doesn't it?.....Our spy at General Rubber Products informs us that they recently filled an order for 200 pylons for Enzo Ferrari.....An impeachable source from the west coast informs us that Craig Breedlove is preparing his record-breaking Spirit of America for the next Sebring 12 Hour. Reportedly he has firm orders for 57 of these cars, enough to qualify for the GT classification under the new rules.....The Japanese delegate to the FIA has filed an official protest against the British GP manufacturers, charging that they can't pronounce Rotus and Rora. GP drivers Crank and Hirt filed a counter-protest.....A Skoda-powered Cobra was recently seen touring around Riverside. SCCA is considering the hybrid for G-Production next year, providing the required homologation papers are filed.....Our Indy spy reports that a super-secret all German car has been testing the brickyard recently, powered, we hear, by four DKW engines, one on each wheel.....Our informant in Texas informed us informally that John Mecom will prepare a team of Fairthorpes for next year's USRRC campaign. If he can find any.....A well-known M-H SCCA member was recently seen testing his monocoque skate-board at Killington. Makes you wonder, doesn't it?.....FLASH, Ferrari, smarting under the loss of the GT title this year, is planning a full-scale invasion of the U.S. gymkhana circuit starting next spring. Drivers will be Ludivicio Scarfiotti and newcomer Rick Muther from California, whom Enzo Ferrari describes as "the fastest Muther I ever saw".....Because of the unexpected success of the TV show "Sting Ray," ABC is planning to retitle the Flintstones show "Fairthorpe," as soon as they can figure out what it is.....NOW IT CAN BE TOLD - The automatic transmissions on Jim Hall's Chapparals are really standard production units from a DAF, using competition Hickok belts.....Enzo Ferrari has filed a request with FIA to permit the addition of a ten pound weight on the bottom of all gymkhana pylons.....What new member of the M-H region was recently seen drinking Genesee Beer? Makes you wonder, doesn't it?.....Several prominent members of the Ford competition department were recently seen skulking about the annual New Paltz Concourse d'Elegance. Rumor has it that Henry Ford III has issued the edict "Be Clean or Else".....Reports have it that the new Porsche 913 will have a radical helium-cooled 5 cylinder engine driving the left front and the right rear wheels. The test-driver says the car corners like a San Francisco cable car.....

\* \* \* \* \*

Mid-winter phantasmagoria. You don't need Mexican mushrooms, or codeine cough medicine or glue sniffing. "Sounds of Sebring" on the record player, couple of spoonfuls of CASTROL in a hot fry pan, lean back in chair and close eyes. And there you are - in the pits at Lime Rock or Station 11 at Thompson with a Porsche sailing through the air ..... try it. There may be a law against it next year.

\* \* \* \* \*

HEY YOU! Paid your dues yet?

## DISC BRAKES - PART 2

by

Mac Townsend

Last time out the caliper disc brake was examined historically and its characteristics reviewed. The discussion was applicable to automotive applications on the whole. Unfortunately, "automotive applications" constitute a pretty big "whole." Most disc brake designs are intended for use on relatively light weight cars. It takes about 325 HP to stop a 4000 pound car from 60 MPH in six seconds, while an equivalent stop for a Sprite requires the dissipation of only 120 HP. European disc designs are just not generally applicable to American vehicles.

American designs had to be developed for use on the traditionally heavy Detroit Iron. Starting in the early 1950's, most major brake and automobile manufacturers attacked the problem. Among the problems faced were poor lining life due to high heat generation, "knock-back" - the forcing of the pistons back into the cylinders due to lateral movement of the disc itself, - poor fade characteristics, and poor braking balance. ~~Forhandiafns Gradually these problems~~ were beaten back. The vented rotor - developed mainly by Ford and Kelsey-Hayes solved many problems and it is perhaps one of the main distinguishing characteristics between American and European systems. A vented rotor has a radial honeycomb construction which increases the rotor's ability to cast off heat by about 250%.

Among the other major design differences is the use of 4 cylinders per wheel, as opposed to the European practice of two. In addition to being more plentiful, these cylinders are generally larger than their counterparts from across the pond. Power assist units are in rather general use because of the higher line pressures required for a disc set up to operate as effectively as a duo-servo drum. The caliper disc requires about twice the line pressure needed for a duo-servo and unless you want to have a stiff pedal, a power assist is the most usual way out. Mustang is the only car which offers discs without a power assist as standard. Why this is, I'm not too sure. It may be that they use a larger master cylinder on the horse than on the-say-'bird.

To go with the high pressures, extremely rigid caliper assembly is required. If the housing is too flexible, uneven wear and noise are apt to result upon brake application.

In spite of the advantages of the disc, Detroit seems to have hardly rushed into the use of them. Perhaps primary among the reasons "why" is cost. Discs cost one golly-gee-whiz more than a drum. This has been beaten somewhat by the use of drums as the rear brake. Other much touted reasons are: "Where are we gonna put a parking brake?", "The average driver doesn't need discs", and "Right now they aren't as good as our old duo-servos." All of these are correct, to a point. It is a bit difficult to design an effective disc brake, mechanically actuated, as a hand brake. Delco's design for the Corvette is unique in that inside the rear discs is a small drum with its own shoes and a mechanical actuation. The average driver doesn't really need discs, but if he strays from the "average" very often he does need them. A few years ago discs weren't as effective as the duo-servo. Now they have improved tremendously.

Earlier I mentioned the use of a disc/drum system. This is common on European cars as well as domestic iron. The major problem which had to be overcome here was unbalanced braking. One of the most helpless feelings in the world for the car owner

Continued

## Disc Brakes - Part 2 (Cont'd)

is to have the rear of the car break loose at an inopportune moment. If the rear brakes are too effective, this will be the outcome of a quick hard stab on the pedal next to the one that makes the noise. In the last article the linear nature of disc brakes was discussed. Duo-servo brakes are decidedly not linear. If we stick a DSSA (Duo-Servo Single Anchor, the usual duo-servo layout) on the back without some way of bringing it into line with the front, problems result. The back end will just pack up and go. Kelsey-Hayes has a terribly interesting way of getting around this. They have a limit valve which provides all pressure to the rear up to 45 PSI. At this point (and it is quite low - a normal easy stop uses 100-150 PSI) pressure is divided between front and rear. At about 100-150 PSI the entire pressure is sent to the front and the rear just follows along like it should. In my own opinion, I believe that Kelsey-Hayes has the best disc brake system in the world for fast heavy cars. For use on Bendix equipped cars (AMC, Studebaker, and the Chrysler "B" body series) a non-servo rear is used. This is about the same as used in Europe as most European cars use a Lockheed (B.R.) balanced or non-servo brake in the rear. The non-servo is almost linear in nature and as a result the problem is minimized quite nicely.

As a wrap-up, allow me to introduce the major systems in use on D.I. today and something about them.

Bendix Series E

Used with a solid rotor on AMC and Studebaker cars. Non-servo rear. Power assist is standard on all installations. Also used on the larger Plymouth, Dodge, and Chrysler. As used here, the rotor is vented.

Kelsey-Hayes

Used on all FoMoCo installations. A vented rotor is used along with a pressure proportioning valve on the rear duo-servo drums. Power assist is standard on all installations, except Mustang. Also used on the Valiant and Barracuda.

Budd Company

Used on the medium sized Chrysler products. Features a vented rotor and power assist. Little information on this system has reached me as yet.

Delco-Moraine

Used on the Corvette. Only four-wheel installation in U.S. at present time. Power assist is standard.

## A DAY AT THE WORKS

by

Mac Townsend

In the past ten years or so, some rather astounding changes have taken place in the Automotive world. Mass production styling has improved tremendously, and the production sedan has approached a level of performance previously reserved for exotic sporting machinery. The growing acceptance of the sports car as a means of transportation has acted as a catalyst for many of these improvements.

While sports cars have affected a passenger car design, the reverse is also true. The sporty car driver used to sneer at the big domestic V-8 engines and hydraulic transmissions as being useless. Now this same guy - unless he truly refuses to Believe - stuffs 7 liters of V-8 into his sporty car and learns that an inexpensive sports car can not only out-handle, but out-run the big touring job.

American V-8's are in. Specifically, they're in cars constructed by guys named Chapman, McLaren, Hall, Shelby, Broadly, and Griffith. Just a minute here; sure Chapman and the rest use big engines. So I've heard of them, but who is Griffith?

Jack Griffith was a relatively prosperous Ford dealer until a year or so ago. Now he makes cars. Little cars with fire-breathing V-8 power plants. One day a few years back, he noticed a spare 289 cu. in. power train sitting around in the shop. A friend, Dick Monnich, who TVR's had a spare TVR in his shop. Ho, ho, ho! Soon someone had a spare 1800 cc BMC engine and transmission and the first Griffith was prowling the streets of Long Island. It seemed like a good idea, so why not?

Soon a contract had been signed with Grantura Engineering, Ltd. to provide body/chassis assemblies. At the 1964 New York Auto Show the Griffith Series 200 was pulled out of a bag. With a selling price of about 4 thou, several of these strange little motor cars were quickly scooped up. To date the production run is in excess of about 200 copies. Still, the little fellow seemed to be missing something; looks!

These Series 200 looked a little excentric. The 1965 show saw the Series 400. It was intended to be, and indeed is, a far more civilized car to toodle off to market in. The standard engine was Ford's 289 cu. in. 271 hp unit. Coupled to the standard 4 speed, all synchro transmission, the car will hit 150 mph in less time than it takes to open a pack of cigarettes. A "genuine hide" inside and a Smith's heater that works go with the unit for about 5 big ones. Lotsa money, but have you priced a 427 Stingray lately? The 400 may not excite the troops just sitting there, but open the valve .....

Sprawled on the floor of the factory reception sat a naked Griffith with plastic see-through panels in all the right places. Soon the doors opened, and inside we went.

The griffith is not made in the sense that Chevy "makes" a car, nor is it just stuck together. Instead, it is built up from 2 main purchased components. The body/chassis comes in crates from Merrie Olde, while the engine and transmission come in boxes marked "FoMoCo." To one extent or another, both units receive attention from the folks in Plainview. The engine gets a change in coolant flow, different exhaust treatment facilities (it's a tight fit, you know), and other external modifications. The body/chassis gets brakes, fuel tanks, radiator, and so on. When

Continued

## A DAY AT THE WORKS (Cont'd)

the two are combined, an ID number is assigned and the zillion little colored wires are stuck into place. Various other things are done and the car gets a road test. Every car is on the road for long enough to get things warmed up before it is checked for leaks and so on. When any needed corrections are completed another road test is called for, and the car is checked over again. If all checks out, the car is ready to leave the plant.

The '65 Auto Show also saw the introduction of the "Griffin," an Italian prototype (see R&T, July '65, page 28). Unfortunately, this machine is not due to be produced. Instead there is another all new car being planned to take the place of the 200 which will be phased out. The new car was designed by Robert Cumberford and John Crosthwaite, two chaps who have done a good job in the past. Information about the car is sparse, but it looks like the 289/271 Ford hooked to Ford's wonderful 4 speed reins. Optional transmissions might be an Automatic and a new 5 speed. There is a slight chance that the car may have its sting in the rear. Another source indicates that domestic radial tires may be standard. The height is to be less than 4 feet - the 427 "Vette is a bit over 4 feet. The 427 Galaxie unit will probably fit in the engine room without too much tugging, although the factory doesn't plan to install them. At least they say that they won't. In fact, they say "no." to a lot of the above. HoHummm.

Anyway, the price is expected to be "reasonable"- like about a grand less than a Cobra II? Introduction is tentatively slated for before Christmas.

Santa??

\* \* \* \* \*

We've had our wrist slapped. Took a few copies of the Knock Off to a New York Region social event. Our most attractive party invitation was included in that issue, and the artist who drew the illustration was at the party. Ron Kambourian was a little put out, and rightly so, for not being given proper credit. We apologize to Ron for our inadvertant thievery, and call our reader's attention to other of Ron's illustrations - occassional covers of Sports Car - most recently the November issue.

\* \* \* \* \*

Congratulations to the re-elected and new officers of our neighboring New England Region. Omer Norton was re-elected RE, Maury Schlossberg is assistant RE, and Tom McGowan is Treasurer. Secretary and Activities Chairman are Davidson and Kade. Our flagging friends Bob Gregory and Jim Chipps have been elected directors.

\* \* \* \* \*

If all of the people who have promised to do articles for us ever keep those promises, we could go back to having a little spare time.

Dear Sara Sprite-driver;

I'm terribly sorry to hear that you have a new drip on your right leg. Perhaps you shouldn't sit in such crowded rooms.

As far as your problem with larger cars backing into your Sprite and smashing the headlights, I might make the following suggestions:

1. Jack your car up about two feet each time you park, so that your bumper lines up with the middle of his trunk, inflicting expensive reminders of his lack of parking etiquette.
2. Paint a sign "U.S. REVENUE SERVICE INVESTIGATOR" on your windshield. The bolke will go to great lengths to avoid any sort of contact with you.
3. Park in front of him.
4. Put your car in a shopping basket and take it into the store with you.

BMC has a tech bulletin 6809.27(2) which states that a headlight defensive mechanism (part #V17707170717(z)) is available for all post Korean war BMC products and early model three wheel Morgans. This unit is a MK 1 maidenform falsie (C-cup) with appropriate suction device on the reverse side, that attached to the headlight lens. This has been most useful in reducing headlamp breakage: however, it is cautioned that you must be ever alert for timid gas station attendants who have been known to faint when wiping the headlights clean.

I hope this solves some of these problems. No doubt you may already have access to the headlight protective device.

Your Spriteful friend,

*Irving*  
Irving

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For Sale

Competition roll bar for TR-4. Originally paid \$125 for it. - \$65.  
Call 768-2856 and ask for Al.

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