

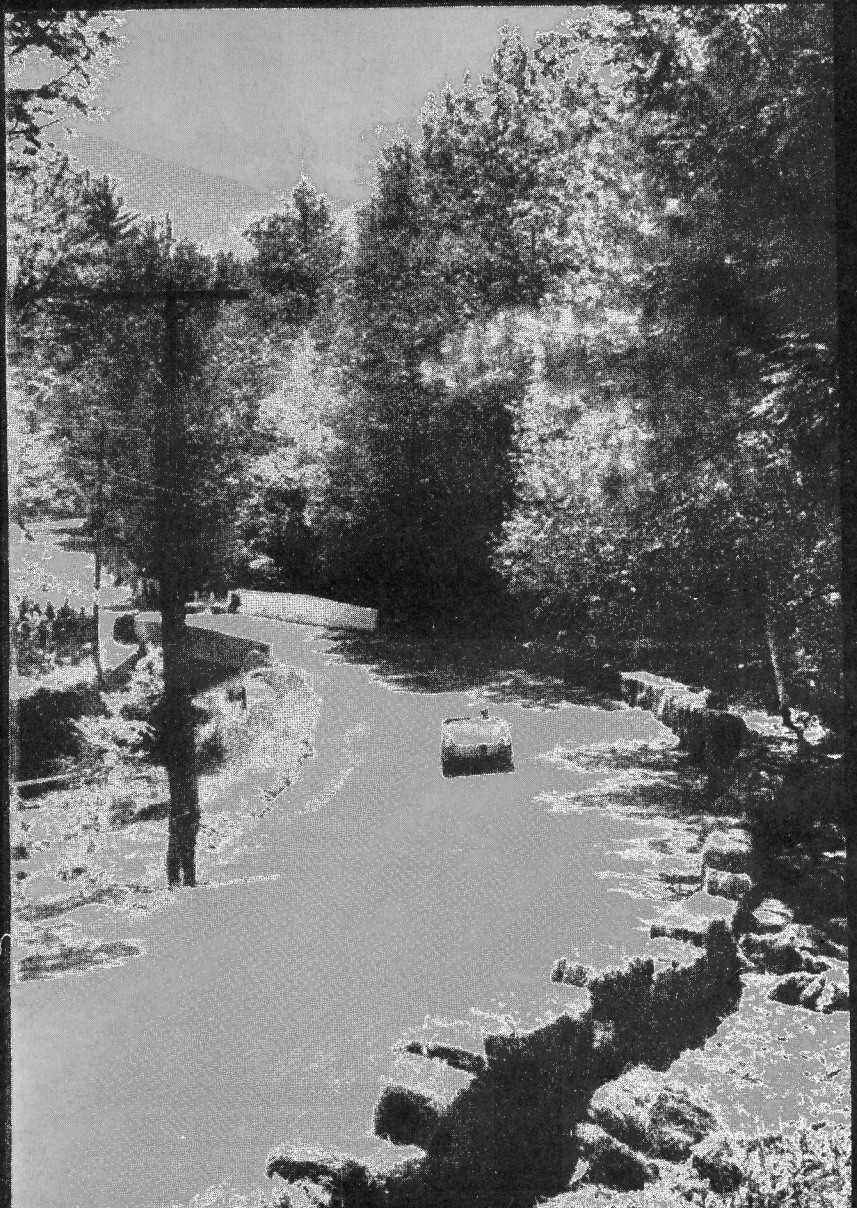


THE KNOCK OFF

MOHAWK-
HUDSON
REGION

JULY 1966

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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, US Rte. 9, south of Latham, N. Y. Information concerning the Region, membership, activities, may be obtained from any of the officers.

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LOTUS

● It is an incredibly safe car, forgiving and vice-free and so obviously comes from a parent-hood of racing knowledge; it is essentially a sports car, and as Colin Chapman says, it is a fun car. It is not cheap, but then nothing that is good is cheap, but to anyone contemplating buying a cheaper 2-seater sports car, and there are many of them, I would say "Sell the television set, the washing machine, the wife's car, give up smoking, even give up drinking, but scrimp and save and buy an Elan, you won't be disappointed." It is a car that every young man should strive his utmost to acquire, and a lot of old men too. ●

*Denis Jenkinson
MOTOR SPORT
MAY 1965*

ELAN

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THE COVER

That's our Phil Raeder on his last run up the mountain at the 17th Annual Keene Hill Climb.

THIS MONTH

Had an abundance of material for this issue. Hope it keeps up-- makes this editor-type job easy! Thanks to the MacClumphas for reporting the USRRC at Bridgehampton, and to Harold Cameron for submitting an article on the BMSC Gymkhana in Pittsfield.

Mac Townsend, altho many miles away now, still keeps in touch-- says he didn't make Keene cause he thought it was Sunday, but we think it was another case of the Morris with acrophobia.

Also started a classified section - just like the big guys - because we had a lot to classify. If you think you want that Jag, tho, you had better catch Jack before he changes his mind *again* ... that ad was in twice and out once ... if we can just sneak away to the printer now, he'll have to go racing.

And, the Calendar of Events? Well, that's on the last page this time because that's where it fit. (Sorry 'bout that.)

And now there's nothing to put down here ... someday we'll

get
organize
d !!

RE: ICE RACES

The following letter was received by Regional Executive Gene Birdsey from the Adirondack Motor Enthusiasts Club:

To S.C.C.A.

The Adirondack Motor Enthusiasts Club wishes to convey their sincere thanks for all the kind cooperation of your group during both of our Sport Car Ice Races.

We realize that a lot of extra duty was entailed for all of your volunteers, and probably some discomfort for them in the way they had to be out in the cold for long periods of time.

The Club feels that without work the event could not have been successfully staged, and hopes that in the future events we can count on your help.

Therefore please accept our grateful thanks for your help.

William S. Smith
President
Adirondack Motor
Enthusiasts Club, Inc.

* * *

The Batman influence is everywhere ... last week one of the fourth grade boys helped me carry my junk out to my car. As I opened the trunk, he immediately spotted the bright red fire extinguisher. "Holy Cow! A Flame Thrower!"

SUBMITTED BY:
Judy Bubar, Art Teacher

* * *

Did you ever get that Sprite 4.22 rear 3rd member into that '65 MGB?

* * *

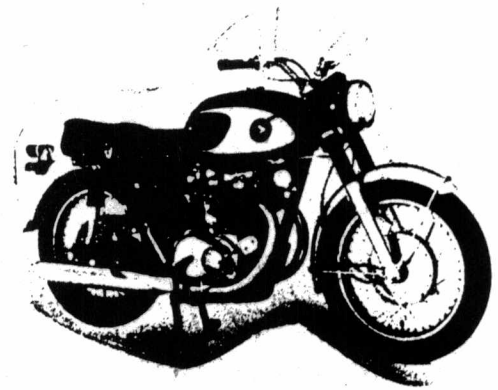
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Entirely new — the Swedish SAAB Special: one third more horse-power than the standard SAAB Sedan, priced at only one tenth more. Caliper disc brakes up front, competition racing tires, separate oil metering system.

For a test drive, come to

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2 FACTORY TRAINED MECHANICS

ON DUTY 7AM TO 5PM

MONDAY THRU SATURDAY

The
SAAB
went
thataway



... the other fellow didn't.

He didn't have SAAB FRONT-WHEEL DRIVE pulling him through the curve. And in snow, it was no go.

On ice, or sand, or just rain-slick road, the same thing might have happened. Nothing beats having your horses pulling for you.

So if you want to head 'em off at the pass, ride a Swedish SAAB.

SAAB

THE MOOT



Here we are again--seems like we just finished the June issue. As a matter of fact, we did just mail it last night, but by the time you read this, last night will have been four weeks ago. (We're beginning early to be sure this is done by deadline.)

Speaking of mailing, if you ever have to mail out 109 copies of the Knock Off, don't arrive at the PO twenty minutes to five on a Friday afternoon. The got even with us for upsetting them tho ... we were presented with another one of the PO's famous forms to fill out.

But the place where you mail your letters still doesn't equal the place where you get your license plates. Ah, to be in Jolly Olde--one plate (which doesn't disintegrate) put on the car at the factory and taken off in the junkyard. The thought is, maybe we wouldn't even need a place to buy license plates if we didn't have to have them changed periodically. But, somebody would complain that doing that would eliminate revenue, but, just think, we'd also eliminate the jobs that the revenue is needed for, and ... oh, well, it was a thought.

Reason for mentioning MV, well, we recently went with a Friend to take his road test. Four and one-half hours and sixty miles later, we finally regained our sanity. The test took only five minutes and was not more than a mile. The other 59 miles were put on getting ready to take the test. First we had the wrong registration, then the right registration for the wrong car, then the wrong car for the test, but the right registration for the right car which wasn't the one we had ... enuf said. People from Connecticut sure can mess things up!

* * *

We made it to Keene after all - the Fairthorpe was ill so it couldn't go to school at Thompson. During the event we met ... would you believe ... another Fairthorpe owner? Honest! And, we understand that Terri met another one that lives near her. See, Tony, there really are such animals. (Haven't done so well with Trolls, tho.)

* * *

Speaking of advertisers [we weren't, but we will] we had to go see two of them the other day--Barnard's in Nassau and New Salem Garage. Barnard's had some changes and New Salem had been contacted (by #34 Saab) and wanted to see some layouts. Working with businessmen who

continued

THE MOOT continued

may be interested in advertising in the Knock Off is considered by most to be work and the kind only a professional salesman can do. You know something? It's not! We spent a good hour talking to Mr. Barnard ... seems he worked for Briggs Cunningham as a Jaguar representative for 16 years and was instrumental in getting Jaguar agencies for our area. He is very knowledgeable on Jaguars, racing of all kinds, and on the SCCA from it's earliest days. He can give you a good foundation on motorcycles and motorcycle racing (he's a Honda dealer), and is one of the most interesting enthusiasts we've talked to in a long time.

DeWitt Carl of New Salem garage didn't know that Fred Carl had been interested in advertising in the KO (Fred wasn't there when we arrived). Sounds like a tough situation? Not at all. Mr. Carl was courteous, inquisitive and then convinced that an ad in the KO was advantageous to his business. He was friendly and knowledgeable in his product and we spent quite a while talking Saabs and things with him. Great people up there. You probably remember that white Saab of New Salem that did so well at the Ice Races.

The Knock Off needs advertisers and everyone needs to take the opportunity of meeting such interesting people in our own area - and this is NOT work!

* * *

Some pennies were saved for the club last month on collating the KO - 1900 pennies. We had a great time doing it too. In one hour my mother and my Great Aunt lapped the living room 250 times and did much better than the two club members who were following them. Pretty good lap times, considering they had to keep stepping over a poodle, a cocker spaniel and two cats. One of your editors stapled. (He was the one who wasn't coordinated enough to collate. Every third time around, everyone would pile up behind him until he finally gave up, muttering that he felt like a Rambler driver on a Sunday afternoon.)

* * *

Couple of flag and communications type people mentioned that they needed identification photos for their log books ... give us a call, many times we are looking for things to run out the roll on--might as well be your face.

* * *

MAIL CALL: Mac Townsend writes us occasionally and in his latest letter says that Bob Bailey and Phil Groggins are both fourth in their classes in the N.E. Division points standings. Phil won Vineland and got a fourth at Cumberland out of two races. The complete rundown appears elsewhere in this issue. *Thanks, Mac.*

continued

THE MOOT continued

Having just received the June issue of the Sports Car, this is kind of a late entry in The Moot. There is a letter in there from Alex S. Keller, Governor of Area 8 in Denver, Colorado, in which he asks for opinions from other parts of the country. What say we let him know what we think on the subject, but as an entire Region? Let's do our bit for or against something on a National level. Let's prepare our pros and cons now and at the next meeting bring them up for discussion or only just a show of hands of who's in agreement or disagreement with Mr. Keller's letter. But, read it, it's good and really hits home.

We, as editors, are wholeheartedly in agreement with Mr. Keller. "Production" cars are not production cars. The contents of the PCS contradict its very title! If you have \$\$, you stand a chance to win. If you don't, well, that's the breaks, and watch out for those guys that are lapping you. And money shouldn't be involved to such a great extent--our money, that is--it somehow dirties the sport.

If we again had real production car racing, spectators would find a new appeal in that they could identify themselves with the drivers on the track in the same kind of car that sits home in their drive-ways. The drivers would benefit because they wouldn't need mucho \$\$ (there's that word again). Lap times would be slower, but in a sense, the guys would have to be better drivers because the cars wouldn't be making up for errors, that is, until the manufacturer would agree to correct them.

Having better drivers would make the sport more gentlemanly as it once was, when hardly anybody went on his head and nobody leaned on each other in the corners, because that guy knew he had to drive that same car to work the next day in order to make the payments on it so he could come back next week.

Sure, the "production cars" on the grid at Lime Rock are a lot safer than those on the hill, but, watching Bob Tullius go around won't reveal the faults in those cars on the hill. He found them out a long time ago and corrected them, on his own, and the manufacturers are glorying in it because he sold lots of cars for them last year. If, however, we hit those big guys behind the desks with new limitations, don't you think they would do something about the reason why no one was buying their cars to race, much less to drive the family home in? If they didn't make their cars competitive and safe, no one would buy them. Wouldn't this point out all weaknesses of real production cars? It worked with TR-2's.

For instance, take the MGB ... to go racing you have to change the springs and shocks to competition rates. If "production" cars were really production cars, BMC would do this. You wouldn't get as good a ride, but it would be a safer, better handling car which, in the long run, is considerably more important. If people complained about the stiff ride, BMC would go to independent rear suspension which would give both ride and handling.

continued

THE MOOT continued

And so on. The point is that we would all end up with the best possible improvements in our cars. The competition of \$\$ would be among the manufacturers and we'd get back to the competition of drivers, because that is all we would have to concentrate on is driving--not what we could do to our car to beat that other guy in the MGB who is also making house payments and has seven kids and can't afford to race.

We sit here and proclaim that we are "improving the breed." Sure, we damn well are! We are. You and I. Our cars are improved, but how about the neighbor's college kid who goes into the showroom to buy an MGB because he thinks all MGB's handle the way the one he saw last weekend at Lime Rock. Think you'd like to have him behind you on a narrow, winding road? And don't think he won't drive the way he saw them driving last weekend either. He will because he knows nothing of education in defensive driving or even driving at all. He never heard of SCCA or Regions or anything. But that is getting off the subject and on to other letters which were also in the Sports Car and are very good, too, but not important now. Another time for those.

What is important now is that we are spending the time, money and labor in "research" that the manufacturers should be spending. You might even say that manufacturers are parasites on SCCA racing and the sport. They only contribute when they are forced into it. The TR's are winning a lot of races now, but all their wheel problems were straightened out a long time ago, not by Jack Consumer, but because of Jack Consumer.

Smaller clubs are beginning to attract more drivers. SCCA, as big as it is, might just someday find itself on the outside looking in because of this appeal to real production car drivers by those smaller clubs.

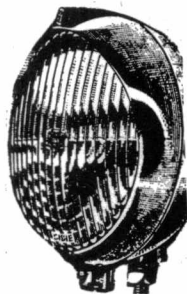
If SCCA by regulations and specifications, can force manufacturers to put the necessary changes in their production cars, then we can put forth to any senator "when our times comes," that we have contributed to improving the entire breed.

And nobody can argue that--not even Senator Ribicoff!!

CIBIE

IODINE - QUARTZ
LAMPS

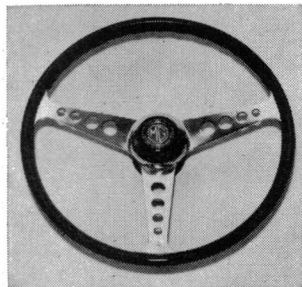
The Latest Trend in Road Lighting
—Iodine-Quartz Lamps



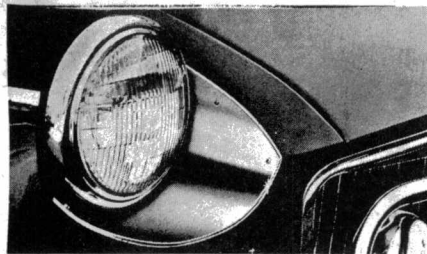
"135" Driving or Fog Lamp
Tested in innumerable rallies, the 135 covers all road and weather conditions. The driving lamp throws a powerful long beam, lighting the road to pick up distance highway signs and unexpected obstacles. The matching fog lamp lights road shoulders and prevents slowing down in bad weather. (6 or 12 volt clear or amber bulb) \$15.95 each
"135" Iodine-Quartz driving lamp available—12 volt only \$28.50



"180" Driving or Fog Lamp
Used in major international racing events by Ford, Chrysler, Maserati, etc., the 180 has proven to be the most powerful driving lamp available today. Its efficiency in long-range illumination results from a novel form of concave light unit condensing and projecting the brightness into a far-reaching pencil beam. Matching fog lamp has a high luminosity lens, 180-degree spread. Reversible unit mounts over or under the bumper. Stone shield included. 6 or 12 volt clear or amber bulb. \$19.95
Choice of "180" Iodine-Quartz driving or fog lamp available—12 volts only. \$31.95

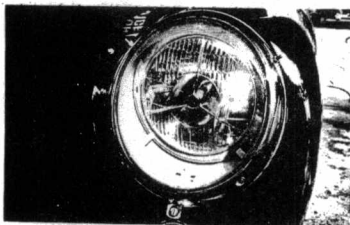


"Grand Prix" Woodrim Steering Wheels
Hand finished African mahogany rim, with finger grip serrations on the under side, epoxy-resin bonded to a one-piece aluminum alloy frame. No modifications necessary; easily installed.
Austin-Healey 3000 fixed boss; Sprite MkII; MG TD/TF, A; Porsche 356A, B/C; TR4, Spitfire \$36.50. Alfa Giulietta, Giulia; Austin-Healey 3000 adjustable boss; Sprite MkIII; Jaguar XK140/150; MG B, 1100; Renault Dauphine, Caravelle, R-8; Saab; Sunbeam Alpine and Tiger \$39.50. Corvette; Stingray; XKE \$48.00. Mustang, Corvair, Pontiac GTO \$48.00. Other models in stock.

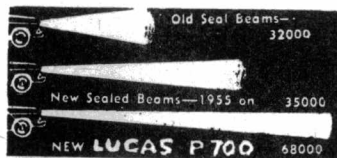


6401 MGB Head Light Plates
\$11.95 set

This sparkling headlight treatment is usually found only on a few of the more expensive automobiles. Plates are formed of heavy-gauge stainless steel; polished to a mirror finish. Easily installed in minutes by three self-threading metal screws (included).



Single Headlamp Conversion
The elegant new LUCAS P-700 light units. With distinctive chrome plated tripod bulb shield. The end of your night driving worries. These new Lucas Lamp Units will give you twice the present driving light both in distance and brightness. This allows for safer night driving at regular or high speed driving. Eliminates overdriving of lights. They fit all cars normally equipped with sealed beams. Complete set of 2 lenses, bulbs, and adaptors. Install in 15 minutes. \$20.95



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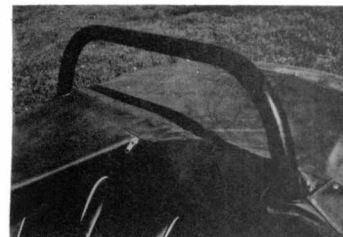
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Full double roll bar exceeds SCCA requirements. Completely gusted, and shipped with all mounting plates and hardware. All bars \$59.95 unless otherwise stated. Shipped freight collect.

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The comfort of a beret, with a built-in unbreakable visor. Made in one piece of the finest English wool, with inside leather band. Black, camel, banker's grey, brown, navy. American sizes 6 3/4 - 7 1/4. We guarantee this to be the most comfortable headgear you've ever worn. \$4.50

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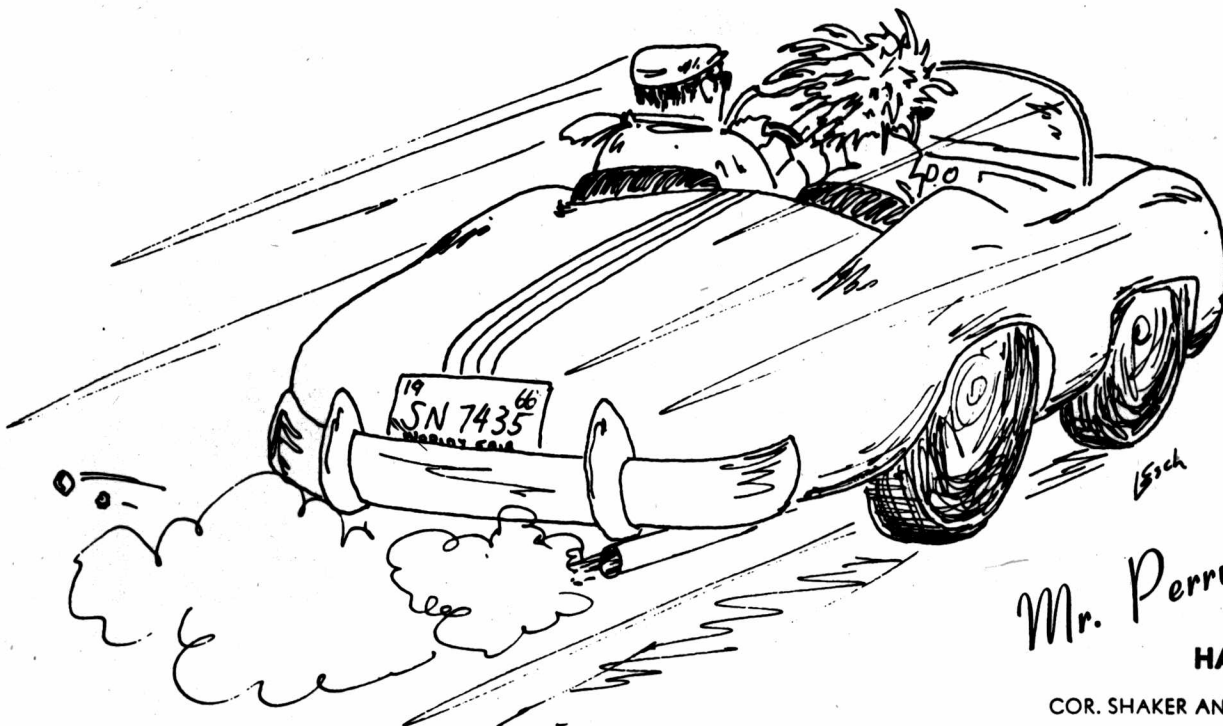
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SPECIAL DISCOUNTS TO MEMBERS OF SCCA

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



Mr. Perry

HAIR FASHIONS

COR. SHAKER AND OSBORNE ROADS

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STUNNED EXHAUSTED

When I turned over the editorship of the Knock-Off to the Corbetts, I was supposed to come up with some spare time. Well, I haven't. There's one of Parkinson's famous laws which precludes such a luxury.

FULL CIRCLE:

Remember Phil Raeder's Beast? With the original Alfa engine? Well, here follows one of the funniest stories I've heard yet--and we can prove every bit of it.

Many years ago Phil owned this Alfa, which subsequently changed hands several times before ending up in Wes Foote's garage.

Wes hankered to stuff a Chev engine into the Alfa and was amenable to Phil's offer to reacquire the engine and transmission. Phil, in the meantime, sold his Midget engine and transmission to a third party. Well, what with one thing and another, Wes didn't get the Chev engine into the Alfa. He heard about a Midget engine and transmission for sale and figured that would put the Alfa on the road ... you guessed it, Phil's old engine. A complete swap--full circle, System 360 (oops, sorry about that) and completely unbeknownst to the previous owners!

The Memorial Weekend frolic at Thompson was punctuated with frequent rain showers, but race days cleared in time for the events. Practice times were slow due to wet track, but the weekend was, by and large, a most enjoyable one. The Mill Street Gang and its annexes camped out behind George Weaver's house, and I was fortunate enough to be provided with a fur-lined parka when I went over. It was cold out there in the camp area.

My flag station for the weekend was Station 3, a slow corner, but an excellent place from which to watch the races. Incidents of note were a spun-out Sprite backing over the bank at six and disappearing into the creek, completely under water; a Lotus Elan flipping at our station when it caught a wheel in the chicken wire on the inside of the corner (driver ok); and Arlene Lanzieri flipping her Sprite at Station 11 (driver ok).

I was particularly interested in the Elan flip, since it happened practically under my nose. I'd just completed a feature on the helmet standards and research conducted by the Snell Foundation

continued

TUNED EXHAUST(ed) continued

(appears in June 11 Lime Rock Park Magazine). I saw the driver's helmet-enclosed head bonk! bonk! twice on the pavement as the car rolled. He was unhurt, except for bruises on his arms, and denied that his head had hit the pavement--until, that is, we showed him the scuff marks on his skull-bucket. We'll let the Knock Off re-print the Snell feature in a future issue.

The two best races I'd ever seen, so good that the flag stations cheered and rooted, were the Sprites and the Vees. Both days, the first four cars in each were never more than a length apart and rearranged themselves two or three times a lap for 15 laps. Excellent and gentlemanly driving--if you can reconcile the fine line between defensive driving and blocking. Don Ward beat out Bob Akroyd on Sunday, and a novice driver did him in on Monday. But Akroyd's Maroon #25 Sprite did 'em all in at Lime Rock on June 11 by breaking his own record there and lowering the HP record time to 1:12 even. The Vees at Thompson were more of the same and the crowd enjoyed it.

Gossip of the week was about Brabham-meister Bob Fuller being forced to retire from racing by a rather square Board of Directors. Seems like he's a majority stock holder or something and they worry about him.

Also heard that columnist Dick Young of the Daily News is Ralph Nader's illegitimate son.

Frank G. Baldwin III of Old Lyme, Connecticut, drives a big white #71 XK120 Jag.

Frank G. Baldwin III's XK120 Jag blows its engine every time it runs.

So far this season, it's 4 for 4.

Sometimes it blows on the last lap after he's won the race; sometimes it blows when he's hardly gotten started.

But every time it leaves oil all over the track and there's been some talk about raising his entry fee by the price of a 50 lb. sack of Speedi-dri.

I'm madly in love with John Keane's N & B Special, consistent C Sports Racing winner. Those pipes, those carburetors, those big air intakes--that eardrum shattering roar--who said front engine modifieds were passe'? A Chevy, yet.

The Lotus Elans are still cleaning up in their class--BP this year. Pete Pulver had to defer to another Pete--Clayton--at Lime Rock, but the first three cars in class were Elans.

FP is usually my most un-favorite race, but the NNJ event produced a lineup of fast, clean, well-prepared cars. And there was none of the usual FP herd-like charging. A pretty good race for a change.

continued

TUNED EXHAUST(ed) continued

The formula race provided some excitement when, on the first lap, the venerable Stanguellini spun in the big bend and stalled, pointing the wrong way right in the middle of the track. There were Vees to the right of him, Vees to the left of him, etc., with the Stang driver trying to make himself (hands raised) tall and thin. Couple of laps later, the Stangy flipped at 8 on the hill (driver ok) and his concern with the worrisome Vees was over for the day. Had a Taraschi in the same race, but it never got close enough to the Stanguellini to make comparative observations.

I'd heard so much about the fabulous NNJ tech line, that I decided to watch for myself. Would you believe I got through two stations before they realized I wasn't a car ...? Passed "neat and clean appearance" and "horn blowing." When they tried for "wheel wobble" they got suspicious ... all joking aside it is a very impressive setup. Three concurrent lines with at least six separate inspection stations with assistants to do the paper work at each station. No wonder they can get 187 cars through tech and practice by 1:00 race time and hold 9 fifteen-lap races in one day. Whooo-boy!

Flag personnel seem to keep up with GCR revisions better than do grid marshalls. T'were the flag people who called attention to cars running with tonneau covers both at Thompson and at Lime Rock.

Mileage is beginning to pile up on the Sprite--Ellenville Hill Climb next week, then Bryar for the NER regional, then Lime Rock for the July 4 festivities and so on into the summer.

Note--don't go by the schedule in "Sports Car" if you want to plan an itinerary. The May issue is really fouled up.

Haven't the weekends been just great!

Ferris


 USRRC

Vanderbilt Cup May 22, 1966

-- Mac McClumpha --

Just like Grant took Bridgehampton!

It was Grant A-GO-GO day at the Bridge. First by far, the wonder boy of the wild west, Jerry Grant. All 6 feet, 2 inches and 215 lbs. of him. His trusty steed--#8, a Bardahl Lola Ford.

Second--#27, Lothar Motschenbacher. (Try that after seven bocks and listening to Bach--back to back!) Lothar, as we call him, drove a McLaren Olds. Jer and Loth completed 70 laps. No one else did!

Mike Goth in a McLaren Traco-Chev, #96, drove a fine race, coming in third.

Number 4 position in #33 Porsche Russkit was Scooter Patrick. Since said vehicle is under two litres, Scooter was first in said class.

The rest of the sheet looks like this:

#15	Herb Wetanson	Porsche Carrera 6	5th & 2nd
# 1	Pete Gregg	Porsche Carrera 6	6th & 3rd
#48	Skip Barber	Brabham BT8	7th & 4th
#46	John Morton	Lotus Porsche 23	8th & 5th
#31	Don Skogmo	Genie MK8	9th
# 4	Bob Nagel	Elva BMW	10th
# 6	Bernard Morley	McLaren Elva Ford	11th
#56	Ralph Treischmann	Porsche Carrera 6	12th
#22	Dick Thompson	Ford GT40	13th
#69	Mike Hall	Porsche Carrera 6	14th
#11	Bill Wunder	Ford GT40	15th
#62	John Cannon	Nickey Vinegaroon	16th
#12	George Wintersteen	Corvette GS	17th
#23	Doug Revson	Lotus 23B	18th
#73	Fred Ashplant	Elva BMW	19th
#60	Bob Colombosian	Lotus Elan	20th
#20	Sam Posey	Porsche 904 GTS	21st
#52	Earl Jones	Genie MK10	22nd
#64	Oscar Koveleski	Super Cooper	23rd

continued

VANDERBILT CUP continued

#72	Sy Kaback	Elva BMW	Disqualified
#29	Bob Bucher	Lola	DNS
#95	Bob Grossman	Ferrari	DNF
# 2	George Ralph	Elva	DNF
#10	Chuck Parsons	Genie	DNF
# 7	Joe Buzzetta	Porsche Carrera 6	DNF
#44	Jerry Hansen	Lotus 19	DNF
#65	Ed Hamill	Hamill	DNF
#45	Bob Montana	McKee	DNF
#70	Jerry Crawford	Lola	DNF
#19	Alan Friedland	McKee	DNF
#67	Sherm Decker	Lola	DNF

FASTEST LAP

1:40:4 - 102.6 MPH

RACE AVERAGE

98.39 MPH

Our area buddies had hard luck. Sherm Decker bent an A-frame when he went off the road because of his leaky gas tanks dumping fuel on the road.

Bob Bucher had shock absorber trouble and couldn't get a replacement, so he sat out the race.

Oscar Koveleski did it--stuffed her in a sandbank. Many laps later he re-entered, on signal, of course, and came in last. But, he finished.

Guess where Bob Montana comes from? You're right--Arizona.

In the Bridge program, CP Champ, our Phil Groggins, is not listed. That other guy is.

Irma and I flagged Station 7 on Saturday and 4 on Sunday. If you get to flag, both of these are good spots. Most of the other stations are OK too. Nice area, good people, some work, much fun.

* * *

? ? ?

I see you at the meetings, but you never say "Hello."
You are busy all the time with those you already know.
I sit among the fellows, and yet I'm a lonely guy,
I want to take an active part but all you fellows pass me by.
And darn it, you fellows asked me in - and you talked of fellowship.
You could just step across the room, but you've never made the trip.
Why can't you nod, and say "Hello," or stop and shake my hand,
Then go and sit among your friends ... now that I understand.
I'll be at your next meeting - perhaps a nice time to spend.
Do you think you could introduce yourself? I'd like to be your friend.

* * *

Our highways are divided into lanes so that users moving in opposite directions can easily pass one another.

And each lane has a "safest zone" for the different methods of travel in the same direction - on foot, on horseback, on bicycle or motorcycle, or in a motor vehicle.

For your safety - and the safety of others - know and use the "safest zone" for your mode of travel.

If you are walking, walk on the left shoulder of the road facing oncoming traffic.

If you are driving a motor vehicle, keep your vehicle centered in the lane to avoid the possibility of sideswipes from your left, or running off the road on the right.

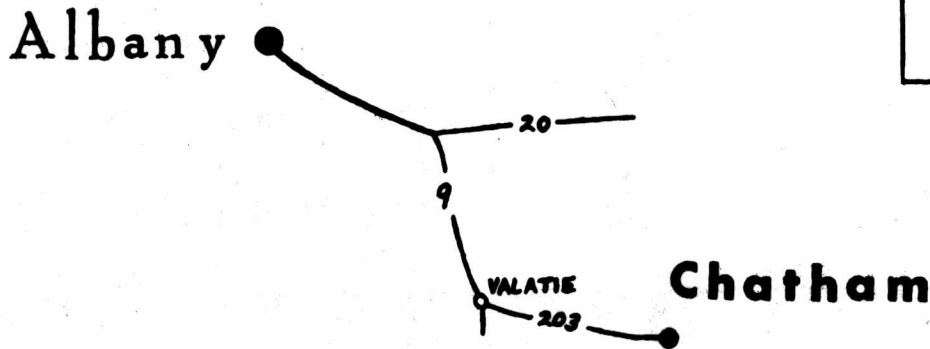
If you are riding a motorcycle, stay a little to the left or right of center of the lane, so that you can avoid the grease streak in the center.

If you are riding a bicycle, stay as far to the right as possible. If bicycle paths are provided, you must use the paths instead of the road. Bicyclists ride in the same direction as the traffic because at night their headlights would confuse oncoming drivers.

If you are riding a horse, or using a horse-drawn vehicle, stay as far to the right of the lane as possible.

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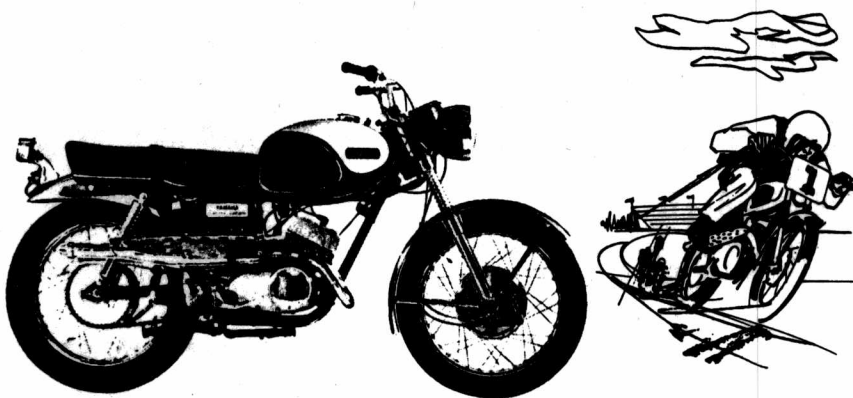
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BMSC Gymkhana at Bradlee's in Pittsfield

May 22, 1966

SUBMITTED BY HAROLD H. CAMERON

The Chairman of the event, Mary Lou Sykes, was very much pleased by the weatherman, but not too happy with the turnout to this excellent driving event.

Among the 20-odd entrants, there was a nice assortment of cars like Tigers, Lotus, Midget, MGB, Saab, VW, Mustang, Volvo, Corvair, Valiant, Barracuda, Porsche.

The first of three runs found the Tigers holding a slight edge on first overall with times like 1:01:54, 1:01:48 and 1:02:50, and me with a 1:02:06 in my "Jolly Green Midget." Then good ole John Howe and Jim Lagenback (in the same Tiger) started knocking it down to around 1:01:26!

Then I come along with a 1:01:14. Now stomachs start to tingle because there is about four of us within 20 hundredths of a second apart with only one more run to go ...

After all the others had their third run and had not bettered their times, I became very relaxed and went out and did a 1:00:05 which made me very happy because I was beginning to lose faith in my "Jolly Green Midget" especially after a certain Bob Volans gets thru with you ... thanks, Bob, for not showing at this event ...

After the event most of us closed the day with a visit to the Village Inn for refreshments, and then a beautiful ride back to the Capitol District.

The results are as follows:

SMALL SPORTS CLASS

1 - Harold Cameron -Midget

LADIES CLASS

1 - Shirley Langenback-Tiger

2 - Shirley Brown -MGB

SMALL SEDAN CLASS

1 - Ronnie Bedard -Saab

2 - Jim Wheat -VW

3 - Butch Sciarria -Saab

MEDIUM SPORTS CLASS

1 - Phil Morris -Lotus Elan S2

2 - Alan Bissell -MGB

3 - Paul Kovel -Porsche

LARGE SPORTS CLASS

1 - John Howe -Tiger

2 - Jim Langenback -Tiger

3 - Bob Claffie -Tiger

LARGE SEDAN CLASS

1 - Bob Brown -Mustang GT

2 - Ed Holeva -Mustang

3 - George Noble -Barracuda

* * *

IMPRESSIONS OF KEENE

- Joe Corbett -

Monocoque construction, magnesium wheels and independent suspension all 'round is great--it's progress, it's scientific and it's efficient ... but every once in a while you get a chance to see John Howe's 120 or Gordon MacKenzie's C-type or listen to Ed Roger's 2-litre Maserati and then nostalgia sets in and you're thinking of ten years ago--when tyres were thin and tall and roll-bars were a rarity, and when you took out the side curtains, took off the top, put a number on the door and went racing; and when "production cars" were production cars and hairy cars were a handful, front-engined and solid-axeled, they smelled of Castrol R and sang like a Stradivarius. Those days are gone forever, people say; haybales are used to feed horses now and prodifying means more than a set of cold plugs. Unfortunately, they're right. Nowhere does anyone drive the car he's going to race, to and from the races, nowhere but in that quiet little hamlet in the heart of the Adirondacks; that place bypassed by progress and time; the one last surviving outpost of the golden age of sports cars -- Keene.

This was the 17th Annual Keene Hill Climb and by our math this means it must have started in 1950, only two years after racing started at the Glenn ... the same year that the first world's championship was instituted. Imagine, TC's and 120's all new and shiny, all right-hand drive ... a D-type that held the hill record.

Keene seems to have one of those "do-it-yourself weather controls." It was cold, dark and rainy when we arrived (at 7 ayem), but one of the natives promised sun and warmth by 10--he was twenty minutes off because the sun didn't come out until 10:20. A drive up the hill (30 mph) revealed some of the most beautiful scenery in the Adirondacks and some of the roughest pavement outside of Albany. At the top, a lodge (naturally) with a yard full of sports cars, a splendid Alpine-like view and the world's largest collection of white cats.

The flag and communication people were friendly and cooperative, but seemed a bit understaffed. There were portions of the course which were not visable from any of the flag stations ... the reason for "open exhaust desired?" We stayed at and around "the bridge" the entire day. You have to be part Sherpa at Equinox, but you must be part pathfinder to move any distance at Keene. At the bridge there was an announcer with a bull horn, which was very convenient--the speakers spread around most tracks are generally too few and far between.

The first car was off closer to the scheduled starting time than at most larger events and the spectators had a chance to see the entrants during the parade lap. It's pretty informal at Keene in that the road continues down the other side of the mountain and

continued

IMPRESSIONS OF KEENE continued

if the contestant has plates on his car he can go back to the starting line and make another run when he wants to without waiting for everyone else. This undoubtedly eliminates many delays and much running about.

Even without the announcer we would have known when the first car started and would have been able to follow his progress up to our vantage point and beyond ... "open exhaust desired." The bridge area is an interesting corner, but it's the bump that makes it. It is amazing just how airborne you can get. If there were another bridge, you'd think you were in the Eifel mountains instead of the Adirondacks.

The first time we heard the "Olds Special" start up the hill we couldn't wait to see what it was, and when it appeared it was as if it had suddenly driven out from amongst the trees. From the front it looked like an old Allard, but from the rear it looked like a giant Lotus 7. It breathed fire and made a deafening roar. We understand it was built for this hill.

The cars came by a few minutes apart, all sizes and shapes and a different line through the same corner for just about every driver. Hugh Francis appeared in a beautiful MGA Twin-Cam, then later in the world's fastest Morris (Major). Perk-perking along came Carleton Foster in his Saab (or was that Erik Carlson?); and Hans Flebbe with his familiar number (34) not flying nearly as much as we had expected.

Phil Raeder sped by in that magnificent "beast" looking sooo professional, almost like a living page from Paul Frere's book (what a marvelous combination to be able to put that Alfa into that Midget and then drive it so flawlessly). Chuck Schongar in the familiar red E-type was nowhere near as hairy as he used to be in gymkhanas. The Jag seemed to be more within it's element on the road than in a parking lot. Chuck always puts on a "good show."

And, who else but Jean Paul Guyon would do so well as to take a trophy in a 2.0 litre 1938 Assenspitzen MK IX? Jean Paul is to the weekend what the bump is to the bridge.

Stan Bubar made his first two runs with the top up, probably to make the Lotus more aerodynamic. We still can't figure out why the Elans reached such altitudes. Progress, humbug! Harold Cameron stepped out of character and entered Alita's Mustang. Harold always drives a perfect line, but he just doesn't look at home in anything but an MG. Roly's Morris was unable to handle those altitudes, so he entered the Daimler (Marilyn just loves that car); too bad he didn't bring his 120!

We'd like to tell you about Karl Scharl's technique at the bridge, but would you believe ... he didn't make it that far. If that Porsche isn't sitting in snowbanks or skiddling along on its head, it's gobbling haybales at the base of some tree. It had a Tiger friend that had a certain attraction for a tree, too.

continued

IMPRESSIONS OF KEENE continued

Next year it will be the 18th Annual Keene Hill Climb-- oldest continuous hill climb in the United States. The pavement will probably be worse and the trees bigger, the rules will be the same and the trophies still won't be silver; and no one will be able to yet figure out how the scoring is computed--but then, no one cares, no one it seems, takes Keene seriously--not seriously in that way, anyway. All hills and tracks couldn't be run like this ... only Keene. The officials, the town and the entrants make it possible, make it the tradition that it is. Let's hope it goes on forever.

* * *

NORTHEAST DIVISION POINTS STANDINGS (THROUGH VINELAND - 5 RACES)F-C

Roger Barr	N.E. Region	Cooper BMC	24 points
Reed Rollo	Wash. Region	Cooper	15 "
Bill Rutan	N.E. Region	Quantum Saab	13 "
Phil Groggins	MO-HUD Region	Brabham	12 "

C-Production

Bruce Jennings	Wash. Region	Carrera	39 points
John Kelly	Wash. Region	Carrera	36 "
Ernie Steubersand	N.Y. Region	Super 7	8 "
Bob Bailey	MO-HUD Region	Carrera	7 "

THE REST OF THE LEADERS ARE:

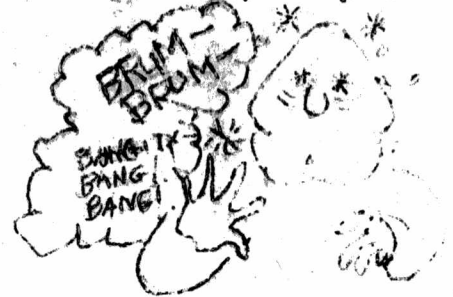
AP	Hal Keck	Phil. Region	427 Cobra	27
BP	Bob Leitzinger	Steel Cities	Elan	33
DP	Buzz Marcus	Phil. Region	TR-4	29
EP	Bruce Jennings	Wash. Region	Porsche	19
FP	Bob Krokus	Wash. Region	TR-3	28
GP	Bob Sharp	N.E. Region	Datsun	22
HP	Bob Turgeon	Wash. Region	Sprite	33
SR-C	Bob Bucher	So. N.Y.	Lola T-70	18
SR D	Bob Hutchins	New York	Ferrari	8
SR E	Fred Ashplant	New York	Elva-BMW	21
SR F	Bob Gardner	Philly	Elva MK VII	24
SR G	Gene Hobbs	Wash. Region	Elva	36
SR H	Ken Butler	Wash. Region	Osca	35
SED.A	Bob Tullius	Wash. Region	Dart	33
SED.B	Monty Winkler	Wash. Region	GTA	36
SED.C	Jim Murphy	Wash. Region	Mini	26
SED.D	Al Cosentino	N. E. Region	Abarth 1000	45
FB	Don Morin	N. E. Region	Lotus 20	33
FV	Bill Scott	N. E. Region	Autodynamics	17

KEENE HILL CLIMB... AS SEEN BY BY SPEED

THE VILLAGE OF KEENE -

RACE TYPES -

FRIDAY NITE SURVIVORS -



LOTUSES, BUICKS AND TR-4'S

... AND ELLENVILLE HILL CLIMB as seen by KARL SCHARL

There aren't too many hillclimbs around anymore that one can drive without having a competition license--but here is one of the best. This course is not only challenging, but tricky as hell--one turn in particular--up near the finish, as witnessed by a Sunbeam Alpine, a Corvette that started the haybales on fire and an Elva. This was a sweeping right hand turn that became more and more slippery as the day wore on and as the sun melted more of the asphalt.

Two runs each day comprised the actual competition with the best of the four runs giving you the winning time (as always, in my case it was the losing time). Hans Flebbe in the popcorn machine (Saab Stinger MK XXV) as usual turned in a fine performance to capture a first in his class, outdriving such cars as an NSU Prinz 1000, and numerous other machinery (would you believe Ferrari?). Best time of the day was captured by a Porsche RS-60, making the hill in 103 seconds--rather good time for 1.2 miles, 8% gradient and six hairpin curves. The best group of cars to finish were Porsches.

For all you sports car enthusiasts, mark this on your calendar for next year--this is a must. Perhaps one of the best hillclimbs to be found in the east ... but not for 1963 Keene Veteran Porsches!

* * *

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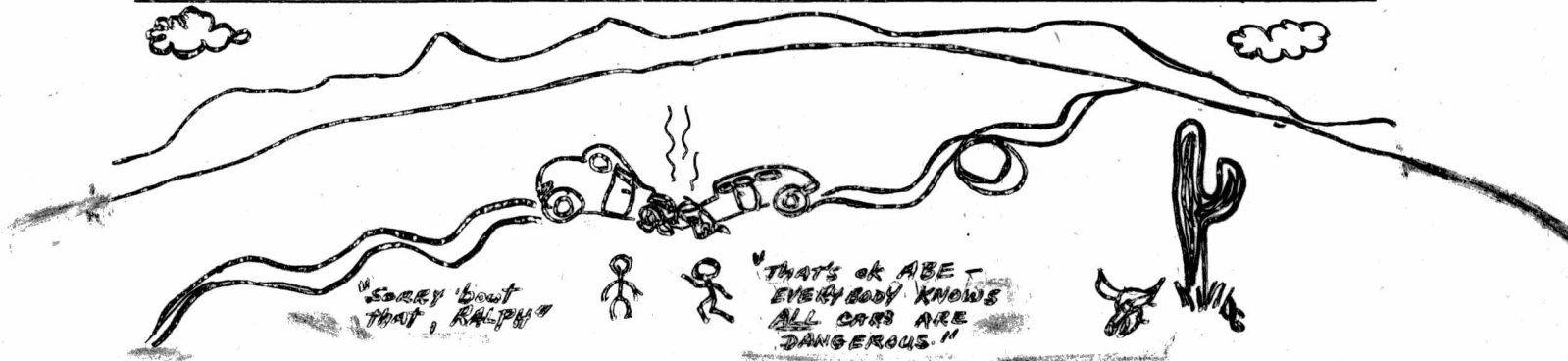
* * *

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Convertible top boot for MGB (color - blue)	10.00
Jeep Service Manual - C-J5 or C-J6	2.50

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Remember Art Frederick's article which appeared in the April Knock Off? Terri sent Senator Kennedy a copy and the following is the reply she received:

"Dear Miss Van Dyck:

Thank you for sending me the article on auto safety.

I do not share the opinions stated in this article, for although any regulation involves problems, there is a need for more attention to the safe construction of cars.

I am enclosing a copy of my recent statement to the Senate Commerce Committee. If you have additional documents, I would be pleased to receive them.

Sincerely,

/s/ Robert F. Kennedy"

STATEMENT OF SENATOR ROBERT F. KENNEDY
TO
SENATE COMMITTEE ON COMMERCE ON
AUTO SAFETY BILL S. 3005

MARCH 30, 1966

10 a.m.

Mr. Chairman:

I welcome this opportunity to testify before the Senate Committee on Commerce on S. 3005, the Automobile Safety bill.

First, I would like to commend President Johnson for sending up this bill; and to pay tribute also to Senator Ribicoff for his bill of last June upon which S. 3005 draws.

It is important most of all as a forthright recognition that the Federal government has a major responsibility to act--to curtail the needless death and injury and waste on our highways. For we have come to realize how heavy is the toll we pay to the automobile.

This year, 50,000 Americans will die, and 5 million suffer injury, in automobile accidents. The automobile kills more of our young people than any disease; over half of all children who die before the age of 14 die in automobiles. And the automobile kills more of our youth between 14 and 25 than all other diseases combined.

continued

STATEMENT OF SENATOR ROBERT F. KENNEDY *continued*

President Kennedy said that automobile accidents are "perhaps the greatest of the Nation's public health problems." In 1975--when, if we do not act now, 100,000 Americans will die in their cars--there will be no room for doubt.

With the mounting casualties has come also a realization that many of them are unnecessary. The hearings of Senator Ribicoff's Sub-committee, the work of Senator Nelson, the hearings held by the New York and Iowa Legislatures, and the work of writers like Ralph Nader and James Ridgeway, have shown us that we can do something about this problem.

Certain hazards in automobiles directly cause accidents: Curved windshield may distort the driver's field of vision, and cause him to misjudge distance; tinted windshield can so reduce a driver's vision that he does not see a pedestrian on the side of the road or a car backing out of the driveway. A brake system may be incapable of stopping the car for which it is built.

Tire failure alone is responsible for about ten percent of highway deaths--about 5,000 this year. Better tires are available; yet too few buyers know that the tires sold as original equipment on new cars are unsafe when the car is loaded to its full capacity.

These tires and windshields and brakes can be improved. Their improvement will reduce the number of accidents. And their improvement must be required by law. For the most careful of drivers cannot buy adequate tires for the cars of those with whom he shares the road. As we cross the street, we have no way to insure that the car coming toward the stoplight has adequate brakes.

For each others' sakes, and for the benefit of all our children, we must together set standards for safe automobile manufacture.

Safer automobiles will not eliminate all accidents. We know that driver education and licensing systems must be improved; that stronger law enforcement can limit drunken driving; that safer roads can be built. There must be state and local efforts; and they must be pursued with vigor. And even if all these things are done, and cars improved a thousandfold, accidents will still occur.

Human beings are fallible. Some people will put their foot on the accelerator when they meant to hit the brake. Others will signal left and turn right--or misjudge a curve--or be momentarily blinded by onrushing headlights. Some will just be careless.

But carelessness, in our legal system, should not be punished by death. A momentary lapse in alertness should not result, if we can help it, in bodies smashed and families broken. Still less should another's mistake result in death or injury. But if the driver in the next land swerves, or if another goes through a red light, there is no way we can avoid a crash. But we can limit, even avoid, much of the death and injury that comes from that crash.

continued

STATEMENT OF SENATOR ROBERT F. KENNEDY continued

The second crash is the impact of the individual within a car or truck against the steering wheel and dashboard and windshield. It takes place a fraction of a second after two vehicles collide. This is the crash that kills; this is the crash that permanently injures or confines one to a hospital bed. And it is this crash which must be examined.

Witnesses before the Senate Subcommittee on Executive Reorganization have testified that a car can be constructed to protect the individual from the second crash. Now, the driver and passengers in cars that collide at even low speeds are thrown forward and collide with every protruding metal bracket or handle that is in their way. And at higher speeds, the car often collapses about them.

Carrier pilots and astronauts experience shocks much greater than those involved in many fatal collisions. But our automobiles are simply not designed to protect the passengers under these shocks. For although the human body can withstand a tremendous amount of force applied evenly over the surface, it cannot withstand a sharp object applied with only a fraction of this force.

A first step to protect automobile riders from these hazards was the introduction of the waist safety belt. This device, first emphasized in a Cornell Aeronautical Laboratory Report of 1956, protects the occupant from some aspect of the second crash.

But we can do much more. Metal parts could be recessed inside the car, and instrument panels designed for safety. But they have not been. Nor have passengers been adequately protected against other hazards.

Seat belts are no answer to steering columns or even engines that are driven back toward the driver, or to frames that collapse, or brakes that give out. But these hazards too can be avoided.

The motor can be mounted so that it is not shoved into the driver's legs during a crash, but is rather pushed down towards the highway. Steering columns can be positioned so that they are not jammed back into the driver's chest. There are brakes that do not give out under heavy use. And car frames that do not collapse but gradually absorb collision shock are readily available.

In view of this evidence, I think it is clear that the Federal government should set minimum safety standards for automobiles just as it now does for planes, ships, and trains.

The Interstate Commerce Commission many years ago, first required pullman cars to be built out of steel. Five passengers die for every 10 billion miles traveled by train. The same Commission requires minimum construction standards for busses. Thirteen passengers die for every 10 billion miles traveled in busses. The Civil Aeronautics Board dictates in minute detail changes necessary to protect air travelers. And 14 passengers die for every 10 billion miles traveled in airplanes. But automobiles are not subject to any Federal regulation. And 570 passengers die for every 10 billion miles

continued

STATEMENT OF SENATOR ROBERT F. KENNEDY continued

traveled by car. The contrast is too marked to be accidental. Minimum standards for automobiles must be set.

Clearly, States cannot regulate the construction of automobiles which are sold and driven across all State lines. Therefore, the Federal government must take the lead.

The bill before the Committee would begin to take that position of leadership. Still, in my judgment, several aspects of the bill should be amended.

First, this bill gives to the Secretary of Transportation discretionary authority to issue certain safety standards for motor vehicles.

I believe that this is an inappropriate delegation of Congress' authority in this matter; the question of whether safety standards should be promulgated is for the Congress to determine.

The Secretary should be required to issue standards; his discretion should extend only to the questions of which standards to require.

Although Congress cannot and should not specify what these standards should be, it should state whether standards should be issued.

I urge that the bill be amended to require the issuance of basic safety standards by the Secretary.

Second, this bill, as currently drafted, would not allow the issuance of safety standards before 1970. In view of the safety information currently available to the General Services Administration, the United States Public Health Service, and other Federal agencies, it is my belief that safety standards in a number of areas can be issued within a year and that compliance with these standards should follow one year after that.

We now produce approximately ten million new vehicles each year. The bill as drafted would allow 40 million new cars to reach our highways without the benefit of these standards; and each one can be expected to be on our highways for six to eight years. And the failure to include these standards in these cars will cause thousands of deaths and tens of thousands of crippling injuries. We cannot wait that long. I will, therefore, support an amendment that would place these standards into effect in two years.

Third, a most important omission in the bill is a requirement for an annual report to the Congress. I believe that such an annual report on auto safety can be a highly useful document both to the consumer and the auto industry. This report should fully describe the decisions made on safety standards during the year; the major problem areas confronting the agency; the ways in which research and test knowledge is being translated into applicable safety; and the ways in which the information developed by the agency is made available to the public.

continued

STATEMENT OF SENATOR ROBERT F. KENNEDY continued

Fourth. The bill should clearly authorize the Secretary of Transportation to contract for the testing and development of traffic safety devices and prototype cars, with such proven private research organizations as the Republic Division of Fairchild-Hiller.

The Committee might also, I believe, look carefully into questions of enforcement. We must face the fact that the automobile industry is of major importance in the American economy. The Department of Commerce and the Department of Justice will be understandably reluctant to impose new standards once a model year is begun.

What is needed is a procedure for cooperation between the industry and the Federal government, so that cars may be thoroughly investigated and tested for conformance to the standards at the outset of the model year, before too many cars are produced. Even with such early inspection, there will continue to be safety problems that do not appear until a model year is well advanced. But the bill's provisions apply primarily to automobiles held for sale--not to cars already sold to customers.

There must be adequate notice given to customers once a defect is discovered. Manufacturers should be required to remedy such defects at a nominal cost. And for defects in violation of previously-set standards, no charge for remedy should be allowed.

There are a number of other minor changes that I plan to discuss with the Chairman that may be of use in strengthening the bill, but I will not take the time of the Committee to discuss them now.

I believe that with these changes, the traffic safety bill can make a major improvement in the safety of our highways. I hope that the Committee will move promptly to amend and favorably report this bill to the floor.

It may be argued that the cost of the safety features themselves is high. But the cost of traffic accidents last year--measured only in insurance payments for death, injury and damage, in days lost from work, in congestion in the courts, and in the hospitals, was 8 billion dollars. A single government agency, the Department of Defense, estimates that traffic accidents cost it more than 83 million dollars in a single year. And the human cost is beyond measurement.

So all of us--at every level of government, in State capitols and county courthouses, in private groups and most of all, in the automobile industry itself--must now fulfill our responsibility to the hundreds of thousands of Americans whose life or death depends on what we do in the months and years ahead.

Further inaction would be a failure of our responsibility, for we know that our action can make a difference, that auto deaths can be cut down, that the slaughter on our highways is needless waste.

continued

STATEMENT OF SENATOR ROBERT F. KENNEDY *continued*

Present airport runways are often inadequate for high-performance aircraft, and planes sometimes crash as a result. When military commanders want money to extend these runways, they place the boots of the dead pilots on the conference table before them. The boots of millions of traffic victims past and future are on the table before us.

It is time to act.

* * *

CALENDAR OF LOCAL EVENTSJuly

Sunday - 10th	AMEC Trials (rain date July 17)
Sunday - 17th	BMSC Event - Pittsfield
Sunday - 24th	- - -
Sunday - 31st	AMEC Trials (rain date August 7)
?	?
	Empire Middle of Week Rallye (night)

August

Sunday - 7th	BMSC Event - Pittsfield
Sunday - 14th	Empire Event
Sunday - 21st	SCCA INEC Gymkhana
Sunday - 28th	AMEC Trials (rain date September 4)

September

Sunday - 11th	Empire Spectrum Rallye
Sunday - 18th	BMSC Autocross
Sunday - 25th	AMEC Trials (rain date October 2)

Aug. Deadline July 14