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SEPTEMBER 1966

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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*

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 THE COVER

Yes, Equinox is another tradition and Terri has shared a few of her thoughts about it with us in Tuned Exhaust. That shot on the cover was taken by Mac Townsend, who used to be a MO-HUD member (by now he probably has joined Cal Club). That Sprite is kind of pink and is being motored up that hill in Vermont by Mohawk-Hudson's Bill Turner. That Bill Turner is from Vermont, too.

## THIS MONTH

WESTPORT has a message which they request we bring to all interested members' attention!....

SOMEBODY wrote the editors a letter and Speed drew them a cartoon.....

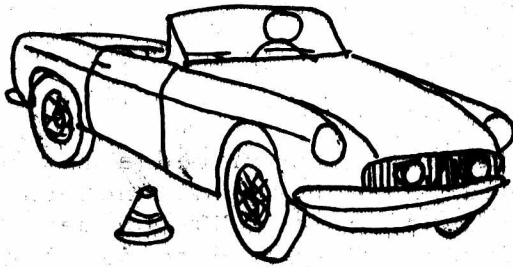
THE CALENDAR of events now includes meeting dates, both meetings for each month, so we have minus one excuse to miss any.....

BEN CHI is promoting the TOUR de FORCE, which, if what he sez is true, should prove very interesting.....

THE ACTIVITIES DIRECTOR got his point standings together and also wrote a few words about them.....

AND...<sup>almost</sup>...A REGIONAL RAMBLING!!!

\* \* \*



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ABC-TV and its affiliated stations, including Channel 13 in this area, have done the world of motor racing immeasurable good. It is certainly unusual to be praising a media which is chiefly a non-motor sport type, and it sure feels good. The hour-long program, "The Golden Ring" portrayed Jim Clark before, during and after last year's German Grand Prix, almost on the eve of this year's event. This was probably the most accurate racing program ever presented on American TV. The program, in case you missed it, showed some hither to unfiled corners of the Lotus factory--where the draftsmen work in a loft overlooking that part of the factory where the Formula One cars are readied. We work on the board too, and think that Cheshunt would be a very ...

Anyway, it started with a scene from this year's Indy--you know the one--the 10-second first lap; and right away we figured well, it's another race as the sensationalist sees it. But that scene lasted less than ten seconds and from then on it was nothing but GREAT! Especially the "from-the-cockpit" sequences at the Ring.

Robert Rieger is probably the most sensitive, aware, camera artist practising today. He has captured the "out-of-the-driver's-seat" Jim Clark that most of us would never ordinarily see, and this was possibly the most important part of the program, because the non-motor racing public suddenly realized that names like Jim Clark are something more than a title given to certain colored helmets. It made people aware that Clark was a sensitive person who lives in pastoral Dunns, and raises sheep and quotes Robbie Burns--and anyone who does that can't be all bad.

It has been suggested to us that perhaps a letter by the Region to Roone Arlidge, executive producer of Wide World of Sports, and producer of this particular program, might be in order to express the appreciation of enthusiasts in general. You know, if we let them know there are people watching and enjoying, they'll have more shows like that. We'd be grateful if that show was re-run.

SUPPORT THE FUTURE OF THE SPORT: Join Terlingua! What we mean is, when all those kids get out of Shel's school, they may not be enthusiasts (that would be too much to hope for) but at least they

*continued*

*THE MOOT continued*

will know that there are enthusiasts and that they can't be all bad. How about a Regional effort to support Terlingua--like a gymkhana with the proceeds going to Terlingua, or at least the trophies being replaced by memberships in Terlingua--at least it would be cheaper than trophies.

We were observing people at the last meeting leafing wildly through the Knock Off when they first received it, obviously looking for something. Naturally, trying to make it as editors, we inquired of one fellow standing nearby (who had gone through one issue about three times in rapid succession), "... looking for something in particular, or ...?" Said he, "Yea, more cartoons; is this all you got?"

Aha! Cartoons! (We think they're great too.) They are coming to us from some talent hidden way up in Cambridge, N.Y., in the form of one Bob Raymond, more commonly known as "Speed." (But we won't even ask him why he is "more commonly known, even.) Anyway, word got around and we saw a couple of things he had done, so we twisted his arm and now he has agreed to draw us all kinds of funny cartoons each month.

We don't know much about Speed except that he may be seen zorching about in his Saab, or else navigating Carl Foster around in the other Saab. Don't ever get in front of either of them on a rally 'cause your "#%#&#%" may get burned within two miles. The two of them have the market cornered on Lucas flame throwers. (...reminds us of a younger friend who asked us if those flame throwers were the things you put on your exhaust pipe to scare people.) Anyway, we sure hope Speed continues his contributions--  
MORE!

As long as we're talking about the uninitiated and how we seem to take our "language" for granted and somewhat assume everyone knows what we are talking about (maybe that's why we seem so set apart from the world; sob, nobody understands us), we'll tell about a small exchange of conversation between a friend of ours and a first (and would you believe...last?) date he had recently. [Background: driving about in a Porsche and talking about racing and sports cars in general, natcherlly.]

Member: "...and I enjoy road racing a lot too. Last March I drove to Florida for the Sebring 12-hour endurance race."

Date: "Twelve hours?!" (seemingly impressed)  
"Your car must have been in very good condition to race for that long."

Member: "Well, actually, I didn't race there, I just went to watch the race." (thinking...why didn't I lie.)

THE MOOT *continued*

Date: "Oh." (no longer impressed) "Well, did you go to see any races while you were in Europe?"

Member: "Certainly. I especially enjoyed the LeMans 24-hour endurance race, which has a very exciting start." (proceeding to tell all about the start and how they drive all night and so on.)

Date: "And you watched all that time? I don't think I could stay awake that long!"

Member: "Well, actually, I couldn't either and did sleep a few hours during the night in the back seat of my VW."

Date: "Of course, that's understandable. Twenty-four hours is a long time to stand around and wait for the cars to come back."

Member: "Yes, well ... er, um ..."

New York State has commissioned a "safety car" prototype to be built, but, would you believe...the shuttle bus (a State-owned and operated 8-seater light delivery type vehicle which shuttles people to and from the Campus offices and the State Capitol downtown) which we must periodically use because we have no choice, has no seat belts even, and no one seems to care. It also has only one mirror, mounted on the driver's door. Would you further believe that when the shuttle is "broken" a sedan replaces it with a sign affixed to the dash, "Fasten Your Seat Belts." We'd like to oblige, but there are no belts in the rear and the one in the passenger side of the front is so tangled under the seat that it is useless. So there you are. We finally (after 6 weeks) managed to locate a suggestion form (when the boxes were cleared of cigarette butts) and we'll see how far our suggestion goes.

Speaking of safety stuff, Brock Yates' "The Editorial Side," September Car and Driver: An intelligent evaluation of traffic laws, etc., and very worthwhile reading.

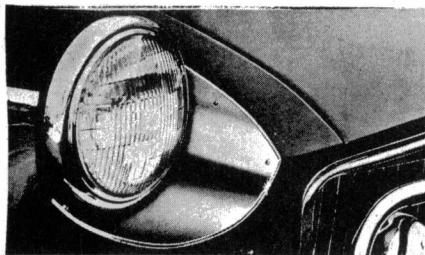
If people would wear their seat belts, they could build dashboards out of most anything. So why should manufacturers indulge these fools by going to all the trouble of worrying about recessing knobs, padding dashes, etc. If you don't know enough to wear your seat belt, no one should have to worry when you end up wearing your windscreen.



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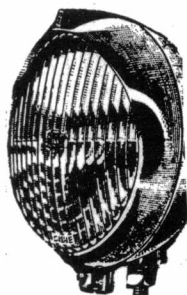
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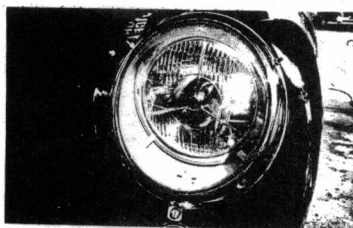
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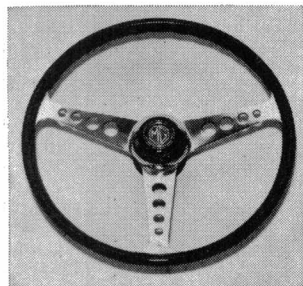
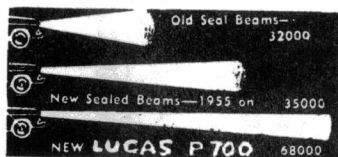


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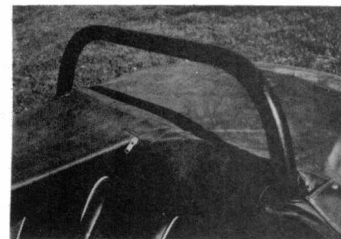
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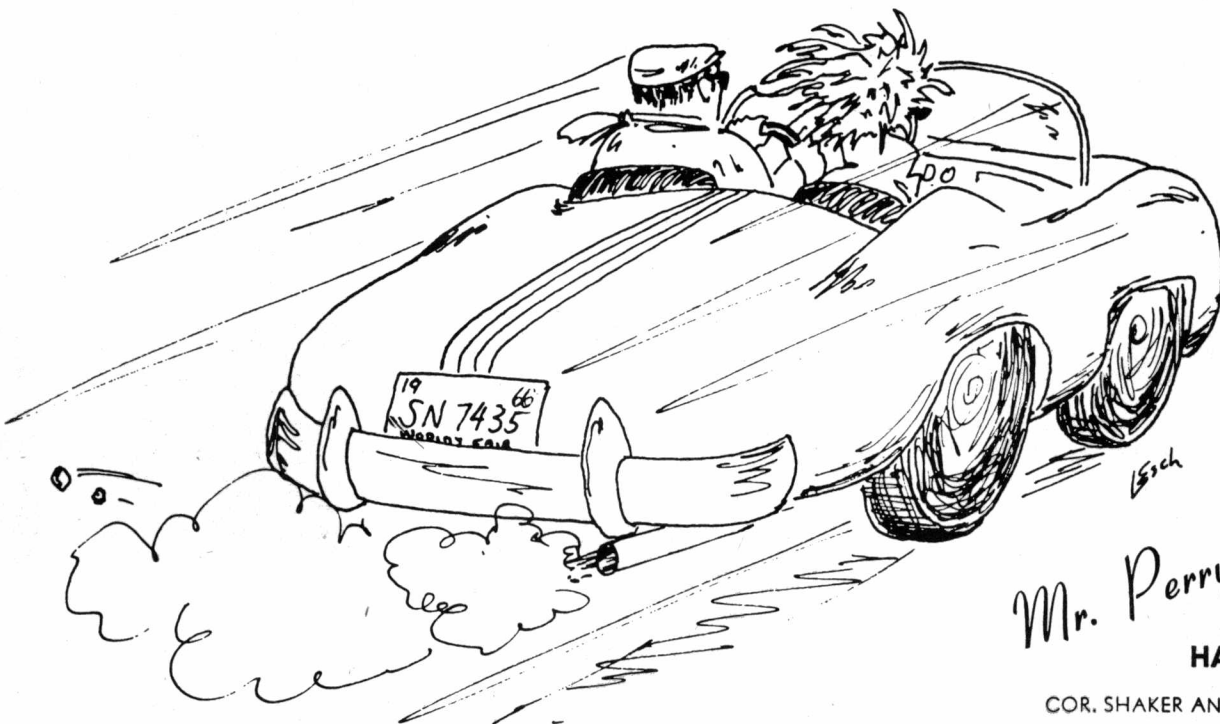
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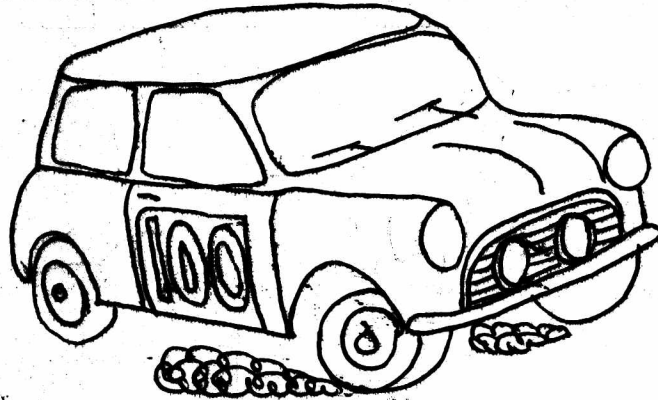
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# TOUR de FORCE



On November 6, Mohawk-Hudson, SCCA, presents the TOUR de FORCE, a 100-mile TSD rally suitable for beginners and experienced rallyists alike.

As part of a program to revive TSD rallying in the Region and introduce newcomers to the sport, the route instructions for the early part of the route are unusually explicit, becoming more challenging (but never ambiguous) as the rally progresses. The final stage will be essentially as difficult as legs found in National rallies. The finish point will be known so that anyone hopelessly lost can still cash in his chips properly.

Some may be so unfamiliar with TSD rallying as not to know what it's all about. Time-Speed-Distance rallies involve maintaining as closely as possible prescribed average speeds over the entire route. Serious rallyists use stopwatches and odometers measuring to 1/100 mile, but good results can be obtained with merely a wristwatch and the stock odometer.

In succeeding issues of the Knock-Off will appear a brief set of rallying tables to aid in average speed calculations. The November Knock-Off will also contain the General Instructions for the TOUR de FORCE.

This rally will be staged not only for Mohawk-Hudson Region members, but for members of neighboring Regions and local clubs, and any and all unaffiliated enthusiasts.

We *welcome* the complete novice, and we *challenge* the experienced!

BEN CHI  
Rallymaster

TUNED  
EXHAUST



T-E-R-L-I-N-G-U-A spells the most IN thing that's come down the road in ages. The word is appearing in headlines in Competition Press, entrants in events, from gymkhanas to races, put "Terlingua Racing Team" under their club affiliation, editors of Sports Car magazines from Car and Driver to the Lime Rock Park Magazine are writing about it, and a goodly number of cars out in the lot on meeting night will be sporting a decal proclaiming membership. We're kind of turned on about this latest project of Carroll Shelby. We're madly in love with Shel anyhow, but his aim to establish a boy's school on this old ranch he owns just reaffirms our passion. Cobras are succeeded by GT 350's are succeeded by GT 40's are succeeded by Eagles. A place to call home and an education and a chance are succeeded only by success. We have long been a proponent of vocational education. The dignity of the manual skills is being lost in the age which glorifies the white collar worker and the button pusher. Admittedly, we are one of these...but we sometimes secretly envy the man who can, with his hands, make something work. Very appropriately, Warren Weith's column in this month's Car and Driver tells just such a story. But, well, you can go out and read that. So, Ol' Shel and a few friends of his have this ghost town named Terlingua. They hope to found a school at the secondary level, for the education of deserving boys, in the automotive and agricultural skills. The founding committees are seeking support from the auto manufacturers and related industries and from motor sports enthusiasts anywhere. Car and Driver carries an ad for the "Terlingua Racing Team." As acknowledgment of your support, you get this great decal...see my car and Phil Raeder's and John Peckham's...and a certificate and a membership card and it all sounds like great fun. We have personally volunteered our services for anything from housemother to doorbell ringer when they get any sort of campaign started. Our particular forte is writing, and write we shall, about Terlingua and Carroll Shelby and things that go vroom in the night!

Last race at Lime Rock a Terlingua Racing Team flag was hoisted over the timing stand.

#### TRADITIONS

Another event has been entered into our date book for next season. It's another one of those marvelously relaxed, low key, yet well run events which turn up from time to time and usually have been around for so long that they are considered traditions. This most recent discovery of ours is the Mt. Equinox Hillclimb. I

CONTINUED

love the mountain and the "regulars" who attended and put on the event and the scenery and the deer which kept crossing at turn eight. The ever reliable John Meyer set a new hill record in Sherm Decker's old Cooper-Ford (4:26) and Jim Haynes set a new record for formula cars in Fred Wasserman's "Special"...a beauty of a car, by the way. If we attended only our list of "traditional" events, we'd be busy almost all season. Open with Thompson on Memorial Day, Keene, Lime Rock on July 4, Mt. Equinox, Labor Day at Thompson...and others which have become near and dear. And would you believe, we haven't been to the Glen yet.

But...not to get too far ahead by planning next season, we are going to end this season with a real EVENT. Just received confirmation on reservations to Nassau. For Speed weeks. And am I ever looking forward to that. Give me things to write about all winter...that which is fit to print, at any rate.

#### Personal Notes

Bill Kane now keeps regular hours. He's the Service Manager at Kaye's these days and rather enjoying it we understand. It ought to permit a little more freedom to roam with the Abarth.

Phil Raeder has acquired an R-8 Gordini (we hear he won it in a poker game) and is planning on racing it in C Sedan. By this writing he may already have a race under his belt. We saw him hauling the thing around Lime Rock one Tuesday and for a box stock machine it acquitted itself rather well...that is, until Bob Grossman came 'round in his Sebring Cobra and frightened the little French Darling clean off the road. Spoils Phil's fleet, though. This car is blue. French racing blue.

Phil Schatz, in addition to being a talented artist, father and national guardsmen, also bowls. He bowls in a league that gave away a car one weekend. Phil Schatz bowled the rest of the contenders over and won the car. It was Detroit Iron so they sold it. Now they can pay for the baby.

Our own Phil Groggins gave the B cars a run for their money at Bryar. It goes without saying that he beat all of the C cars. He always does. But, after a most inauspicious start at the Bryar Nationals he moved up very neatly to tick off, one by one, all but "Old Man Fuller." Good show. Now about that start. Seems that Phil was busy rebuilding the car all weekend and didn't get to New Hampshire until late Saturday. He had only a few practice laps and got last position on the grid for his tardiness. On top of that, the green beast wouldn't stay in first gear and he finally had to settle for a start in second, and you know how that looked as he finally got up enough rev's to get off the grid. But skill, superb equipment, vigor and youth prevailed and Groggins did it again. And this is the man who was nominated to run in the Vintage Driver's Race?

We are especially grateful to Phil for looking out for us on the way back from Bryar. It's a long ride home at night after a day on a flag station and it was rather pleasant to have a friend on the road. We had quite a safari there for awhile with Bob Bailey and his crew and their tow vehicles and Pete Fullam with

CONTINUED

Phil and yours truly and Bill Morris (yes, there IS a Bill Morris). Will Keene, New Hampshire ever be the same after serving dinner to that motly group, possessed of quite a few trophies among them?

There are still a few races left at Lime Rock this season. Come on out. Remember, Mohawk Hudson is a Racing Region!

At Lime Rock:

September 24 NNJ Area Race

October 15 NYR Area Race

Can a 427 'Vette find happiness in the city? We drove in to work behind one the other day, and while his stoplight to stoplight times were quicker, his overall elapsed time was precisely the same as mine. And he had to keep blipping the engine, while I relaxed and listened to him. And in 8 miles, he got to pass one Volkswagen. A green one.

Remember we told you....

Ever hear of the Northeast RACING Magazine? Neither had we, until.....

\* \* \* \* \*

We would like to make a Regional effort to support Carroll Shelby's dream, and for those members who will not be attending the next meeting, we would appreciate their using the blank below to send their membership application for the Terlingua Racing Team to me, and I will forward it to Carroll Shelby.

Name

Address

Signature

Enclosed is my check for \$3.00 to be forwarded to the Terlingua Racing Team.

TERRI

Mohawk-Hudson Region SCCA

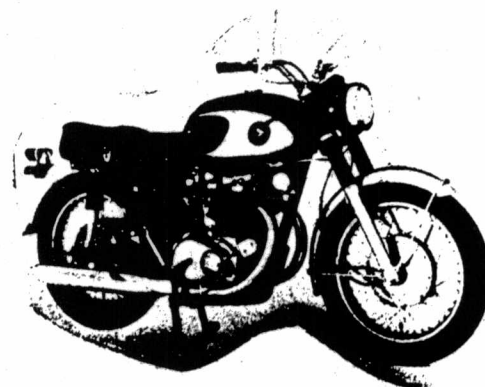
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AHA!!! and, would you believe??

A LETTER TO THE EDITORS ...

20 Hollywood Avenue  
Gloversville, N.Y.  
July 16, 1966

Dear Editors:

The question of stock production cars vs. improved production cars is a topic that has been discussed from track to meeting room. I for one am in favor of the improved production cars. I base my views on personal observation rather than on actual experience.

It is all very true that if enough pressure is brought to base on manufacturers, they may, in time, make the necessary changes in a stock production car that may enable it to be classed with competitive (improved) production cars. But, in the meantime, should John Driver be saddled with the privilege of losing races just to make the manufacturers aware that their car is not very good for racing? It is true that over the years there have been a few manufacturers that have made certain modifications that have helped the racer. But, by and large, most of the modifications allowed by the GCR for Production Cars are still being done by the owner of the car. It is easier on the driver-mechanic to start his dream car that comes equipped with those certain features that make the difference between a track machine and a street machine. But I believe he will pay for those allowed changes whether he does the work or the manufacturer does the work.

To make new classes to handle the stock production cars would mean a revision and compilation of already existing systems. But the only way to accept the stock production car would be to absorb him in existing classes as a novice class. This is already being done in other clubs under the heading of stock production cars (fresh off the assembly line) and improved production cars (as GCR allows). In this and only this way would it, I think, be accepted, for to do away with the improved production cars would be to start nothing less than disaster for SCCA as it stands today.

The "college kid" as it was so aptly put, does emulate the racer regardless of which type of driver he sees, whether it be a NASCAR driver or a SCCA driver. His only problem is that there is a difference between racing on a track or driving too fast on the highway and, I think that it has been shown that the "college kid" does not know nor does he care about the difference. A car is only as safe as the driver. If the limitations of a car are known, then it is up to the driver to regulate his driving to suit the machine he is in.

*continued*

LETTER TO THE EDITORS, continued

Stock production cars for racing are a thing of the past, for it is up to the owner to make the necessary improvements to make his car as challenging as his rival's and as safe. I think that every car manufacturer or almost every manufacturer is well aware of the free advertising of their product on every race track. I also think their sales personnel keep up with the trend and other influencing agencies. If not, then they are only hurting themselves.

RICHARD RUBENSTEIN

\* \* \* \* \*

As far as can be determined, these are the point standings to date:

<u>MEMBER</u>	<u>TOTAL POINTS</u>	<u>SNOWFLAKE RALLY</u>	<u>JUNE RALLY</u>	<u>MEETINGS(8)</u>
J. COONS	190	60	90	40
H. FLEBBE	180	90	10	80
H. CAMERON	130	--	100	30
J. CORBETT	120	20	20	80
M. CORBETT	120	20	20	80
G. BIRDSEY	100	20	--	80
C. FOSTER	90	10	--	80
C. LEVAN	90	20	--	70
K. SCHARL	80	20	20	40
E. HOLEVA	80	--	10	70

HANS FLEBBE

1967 PRODUCTION CATEGORY RULES continued

Authorized Modifications: All of the authorized modifications listed in section 1:2 of Appendix A (page 48) of the 1966 GCR will remain in effect under the 1967 rules. In addition, the following modifications will be added to the list:

- 1] The use of any exhaust manifold.
- 2] The use of any pushrod.
- 3] The use of any oil pan (sump).
- 4] The use of any water radiator, provided the standard radiator mounts are retained and there are no changes in body, chassis, or internal structure of the car to accommodate its use. Separate expansion tanks are not permitted except when provided as standard equipment.
- 5] The addition or substitution of any anti-sway bar, camber compensating device and traction master type torque rods, provided there is no other change in the standard suspension or drive-train components except as authorized elsewhere in these rules.
- 6] The use of alternate engine and drive-train components which are normally expendable and considered replacement parts, such as seals, bearings, valves, valve guides, and valve seats, provided they are of the same type and dimensions.

Alternate Specifications: The 1967 Production Car Specifications will show certain options as alternate specifications. In order to be recognized, these items must be listed by the manufacturer on the recognition form, be available through the normal sales and parts outlets of the manufacturer and be approved by the SCCA:

- 1] Alternate transmission ratios.
- 2] Alternate differential ratios.
- 3] Alternate fuel tanks.
- 4] Alternate brakes.

In order to avoid a hardship, the following specific options will be allowed as alternate specifications. These are exceptions to the general policy and such exceptions will not be made on new cars for which recognition is requested.

- 1] Aluminum hood: E-type Jaguar
- 2] Aluminum door and deck lids: Porsche (where presently allowed).
- 3] Cosworth bearing caps and rocker pedestals for those cars using Ford 105/109 engines.

Classes for 1967: Naturally, there will be a number of class changes under the new rules. Some cars will become faster, others slower and the Car Classification Committee will be carefully analyzing each make and model at the October meeting. In other words, if your car will be slower under the new rules, don't panic...it may be put in a lower class.

## A LEARN AND LIVE SAFETY MESSAGE

Reprinted from Department of Motor Vehicles Learn and Live Program

"An ounce of prevention," goes the old saying, "is worth a pound of cure." But everyone knows that sometimes that pound of cure is needed, and needed badly.

In traffic safety, the ounce of prevention is defensive driving -- anticipating emergencies and avoiding them.

However, even the best defensive drivers are sometimes faced with a driving emergency which they may not be able to avoid. In these cases, they must know how to apply a pound of cure to regain control of the situation.

This safety message provides a brief review of the basic recovery techniques that a driver can use in some emergency situations. Your knowledge of these techniques may provide you with the pound of cure that you need in a tight spot.

Before we discuss the handling of specific driving emergencies, there are four basic principles that should be noted:

- 1 - Keep your car in safe operating condition at all times. Sudden vehicle failure can throw your car out of control. Personally check your tires, lights, brakes, steering, and windshield wipers every week or two. Immediately investigate any sudden changes in the way your car handles. And have your car checked by a qualified mechanic about every six months, depending upon age and use.
- 2 - Provide yourself with maximum injury protection. Use your seat belts -- wear them low and snug. Lock your car doors to keep them shut in the event of a side-swipe or roll-over. And clear your dashboard and rear window shelf of sharp or heavy objects that might become lethal missiles in a crash stop.
- 3 - Rehearse -- in your imagination -- the actions that you would take in an emergency. This simulated experience will help you to remember what to do and how to do it.
- 4 - In an emergency, don't panic. You must act quickly, but think before you act. An instinctive reaction may be the wrong reaction.

Blowout or loss of a wheel -- A blow out is a sudden loss of air by a tire. When the tire collapses the car is thrown off balance and it is difficult to steer and control. Loss of a wheel has a similar effect on a vehicle.

Often, a blowout or a wheel loss is preceded by the development of a thumping sound. A tire that is about to blow will often have a noticeable bulge in the casing. A loose wheel, or a tire that is under-inflated or losing air, will sometimes pull the car to one side.

In case of a blowout or loss of a wheel, hang on to the steering wheel and steer straight ahead. Do not brake because this would further upset the balance of the car. Ease up on the gas and let the car slow itself. When the car is back under control, you may brake gently, if necessary, to further slow it down as you take it off the highway.

CONTINUED

## A Learn and Live Safety Message (continued)

Skidding -- If your car goes into a skid -- do not brake. Ease up on the accelerator and steer gently into the skid. That is: if the rear of your car is swinging to the right, turn to the right; if the rear of your car is swinging to the left, steer left. Gently straighten your wheels as the car begins to come out of the skid.

Brake Failure -- If your brakes suddenly fail, and you must stop in a hurry, apply your emergency brake -- sometimes called a parking brake -- and prepare to deal with a skid. The locking of your brakes may throw your car off balance.

If your brakes fail, but you do not have to stop quickly, then ease up on the gas, apply your emergency brake gently to slow the car, and if possible, shift to a lower gear.

In a vehicle with manual transmission and manual steering, you can slow your car by turning off the engine. However, if the vehicle has an automatic transmission, a turned-off engine will not slow the car. And if you have power steering, you will lose your steering assistance if you turn off the engine.

Steering Failure -- If you suddenly find that turning your steering wheel has no affect on your front wheels, do not slam on your brakes! Your car may have enough natural balance to keep moving forward in a straight direction. If you slam on your brakes, you will upset the balance of your car. Instead, gently ease up on the accelerator. As the car slows down, you may be able to brake gently.

Car Approaching in Your Lane -- If you see a car coming toward you in your lane, pull to the right and slow down. Honk your horn. At night, flash your lights. You may wake up the drowsy or inattentive driver approaching you. Do not turn into his lane because he might wake up and swing back automatically into the path of your car.

Running Off the Pavement -- If your wheels drift onto the shoulder of the road, don't try to swerve back onto the pavement or you might throw your car off balance. Instead, stay on the shoulder and ease up on the gas. After you've slowed down, turn gently back onto the pavement.

Headlight Failure -- If your headlights suddenly fail on a busy highway, the lights from the other cars will generally provide you with enough light to help you guide your car off the road for repairs.

If your headlights fail on a dark, deserted highway, do not immediately try to go off the highway. Slow down, first. Otherwise, you may run into an obstruction on the side of the road. As you slow your car, the feel of the pavement will help you to stay on the road. And as your eyes adjust to the darkness, you will probably be able to find points of reference such as the sky above or the contrast between the pavement and the shoulders. You may also find that your parking lights or direction signals will still work. If so, their light will help to guide you off the road.

Windshield Wiper Failure -- If your wipers suddenly fail in a blinding rain, slow down, roll down your side window, and put your head out so that you can see where you are going. Then, take your car off the highway for repairs.

Conclusion -- These recommendations may not be applicable in every case. In some cases, the driver may not be able to recover control. However, the recommendations are based upon sound principles, and your knowledge of these principles may help you to recover in an emergency.

\* \* \* \* \*

## "VW, VW, UBER BUICK"

Once upon a time there was an SCCA member. A Mohawk-Hudson SCCA member. He had a VW. A red VW. A red VW with white racing stripes. This red VW with the white racing stripes was very dear to this member and it carried him everywhere. It carried him to meetings, it carried him to races, it even carried him around pylons at gymkhanas. It was a very good little red VW with white racing stripes. It loved its owner. His name is Phil Schatz.

Every week Phil and the very good little red VW with the white racing stripes went bowling. Even tho the very good little red VW with the white racing stripes had to stay outside, it knew that soon Phil would be out so it could carry him home. Sometimes Phil came out with more money than he went in with and sometimes he came out with booze and once he even came out with a Polaroid Camera. (Phil was a very good bowler and won many interesting things.)

Each time they went bowling the very good little red VW with the white racing stripes used to wait and wonder what he would be carrying home besides Phil. One summery evening when the vglrvwtwrs was feeling especially good and fondly dreaming of his new duties lately and how he would be needed more than ever now with the new baby, he happened to look over at the door to the bowling alley and spotted his friend, Phil. But his friend was not walking over to the vglrvwtwrs as usual, instead he seemed to be heading toward that large piece of iron at the other end of the parking lot. The one that had been glistening under the lights of the street lamps and looking very conceited and even had snarled once at the vglrvwtwrs. Now, thought he, there must be some mistake. Of course that couldn't be his friend, Phil. But it was. But wait! They all were starting to move away from that thing, and came closer to the vglrvwtwrs and he could now hear what they were saying. Seems that "thing" was a brand new Buick and his friend Phil had won it by scoring the highest in points in his bowling league.

The vglrvwtwrs thought for sure this was it--the end of a perfect you-know-what. Of course, that big thing was roomier and prettier (to some eyes) and more comfortable for the new baby...and, oh well, he knew it had to happen some day, even though he had done his best to do good by the Schatz', the time had come.

The vglrvwtwrs was just about resigned to his fate when he overheard his friend Phil saying sure he would sell it. Sell!?! Oh, no, thought the vglrvwtwrs, I'd rather be totaled than belong to someone else. But he saw the man write a check and saw Phil hand over the keys. So now, thought he, here comes that other guy, that total stranger, to drive me away and never more to see the Schatz' again. I'll just aim for the nearest tree. But it wasn't the other guy who came and got in the vglrvwtwrs. It was Phil. His friend, Phil. Phil had sold the big thing instead of him! His friend, Phil, had chosen the vglrvwtwrs over the big fat Buick. And they lived happily ever after.

MORAL TO ALL BUICK OWNERS: Wouldn't you really rather have a VW?

## A Learn and Live Safety Message (continued)

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MORAL TO ALL BUICK OWNERS: Wouldn't you really rather have a VW?



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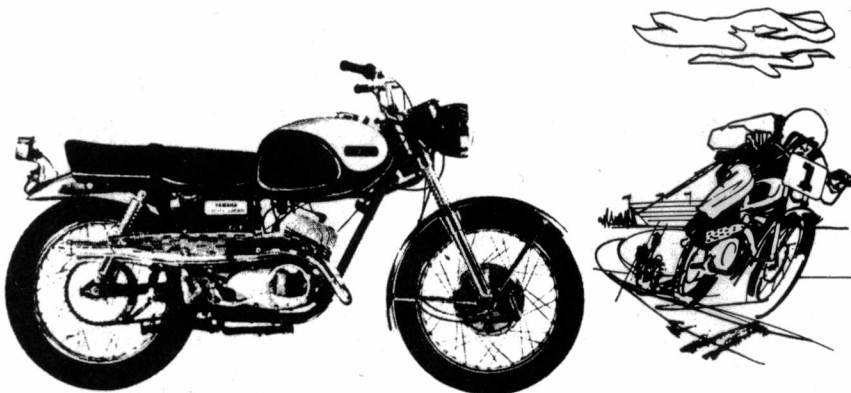
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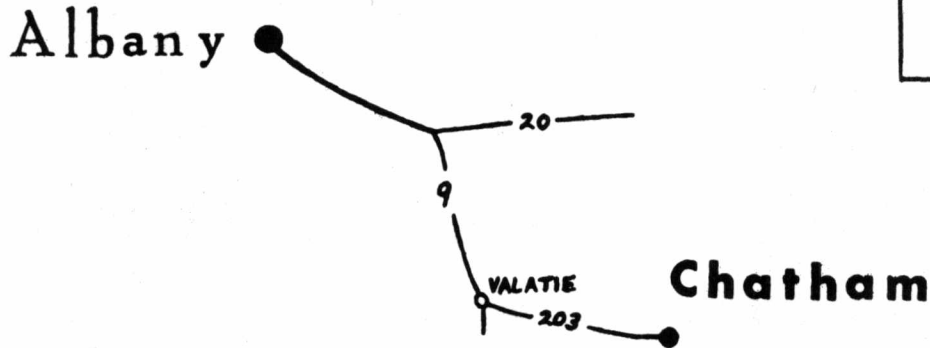
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*THIS CAR HAS 1966 RECORD OF 4 WINS, A FOURTH AND AN EIGHTH OUT OF SIX RACES. (THE FOURTH WAS RESULT OF LAST FIVE LAPS ON THREE CYLINDERS AND THE EIGHTH WAS RESULT OF DRIVER FATIGUE DUE TO HEAT AND TOO MUCH RACING THAT WEEKEND.) HAS TURNED LIME ROCK IN 1.10 OR LESS AND ON A COOL DAY MAY DO EVEN BETTER. WANT TO TRY?*

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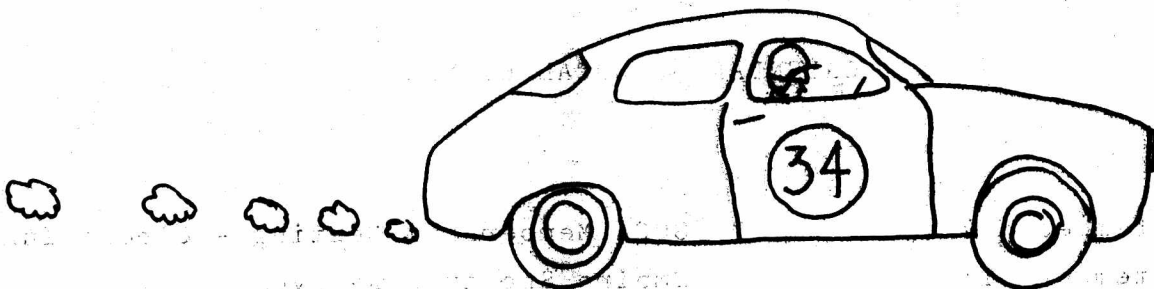
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FROM THE DESK OF THE ACTIVITIES DIRECTOR:

Usually around this time of the year the individual point standings of the members of this Region are published in the Knock Off.

This year up to date not many points have been awarded, since two of our scheduled events were washed out and participation in the other two, especially the June Rally was not only poor, but downright disappointing--and this was by no means the fault of the Rallymaster.

The rally was good I know, because I did not finish. If only 7 or 8 members participate, working on entering, there must be something wrong.

The least to be expected of the membership is to attend their own club's events, of course with the exception of a few with valid and important personal excuses. Not liking a certain kind of event is, in my opinion, no excuse. (At the next event we better have 100 extra entry blanks so we do not run out. Would you believe.....?)

But, back to the points. So you did not know there was such a thing?

Well, at the next event we'll give you as many as you want, up to 100. The event chairman gets 90, first place 100, second place 90 and so forth down the line [provided there are enough cars in a class (gymkhana)].

This system is based not on the position you finish, but on how many cars you beat, penalizing the entrant for something beyond his control, i.e., the lack of cars in his class, or in plain language, the guy who did not show up.

I hope these last words are sufficient to create a lively discussion at the next meeting.

HANS FLEBBE

## CALENDAR OF LOCAL EVENTS

September	7	SCCA Membership Meeting - Circle Inn
September	11	Empire Spectrum Rallye
September	18	BMSC Autocross
September	25	AMEC Trials
September	26	*SCCA Executive Meeting - Circle Inn
October	8	SCCA Membership Meeting - Circle Inn
October	9	SCCA-INEC Gymkhana
October	15-16	Killington Hill Climb
October	23	Empire Gymkhana
October	24	*SCCA Executive Meeting - Circle Inn
October	29	BMSC Halloween Rallye
October	30	SCCA Toys for Tots Gymkhana
November	2	SCCA Membership Meeting - Circle Inn
November	6	SCCA Rallye, Ben Chi, Rallyemaster
November	13	AMEC Trials
November	20	4-Club Rallye
November	28	*SCCA Executive Meeting - Circle Inn

\* You don't have to be an executive to attend these meetings -- they're open to members who may have things to discuss or bring up to the execs.

OCTOBER KNOCK OFF DEADLINE - SEPTEMBER 15

*And this space below is donated to Bob Peterson with the compliments of the editors so that at the next meeting he can have some place to write his notes ...*

*... and we hope he isn't too verbose!*

\* \* \*

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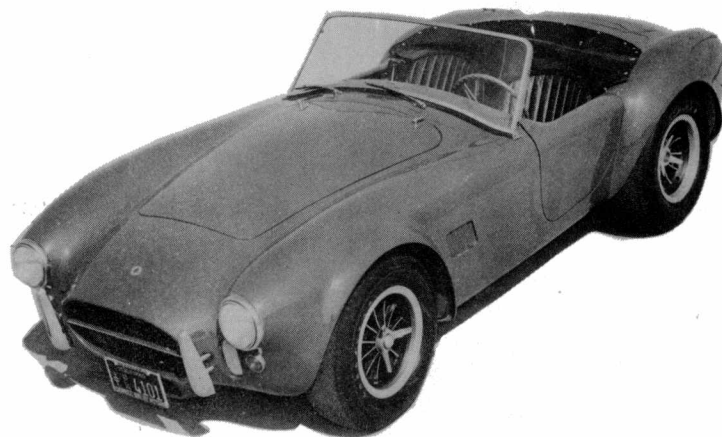
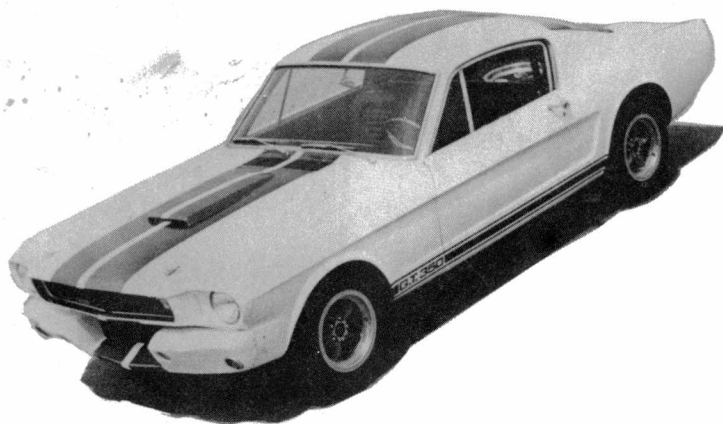
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