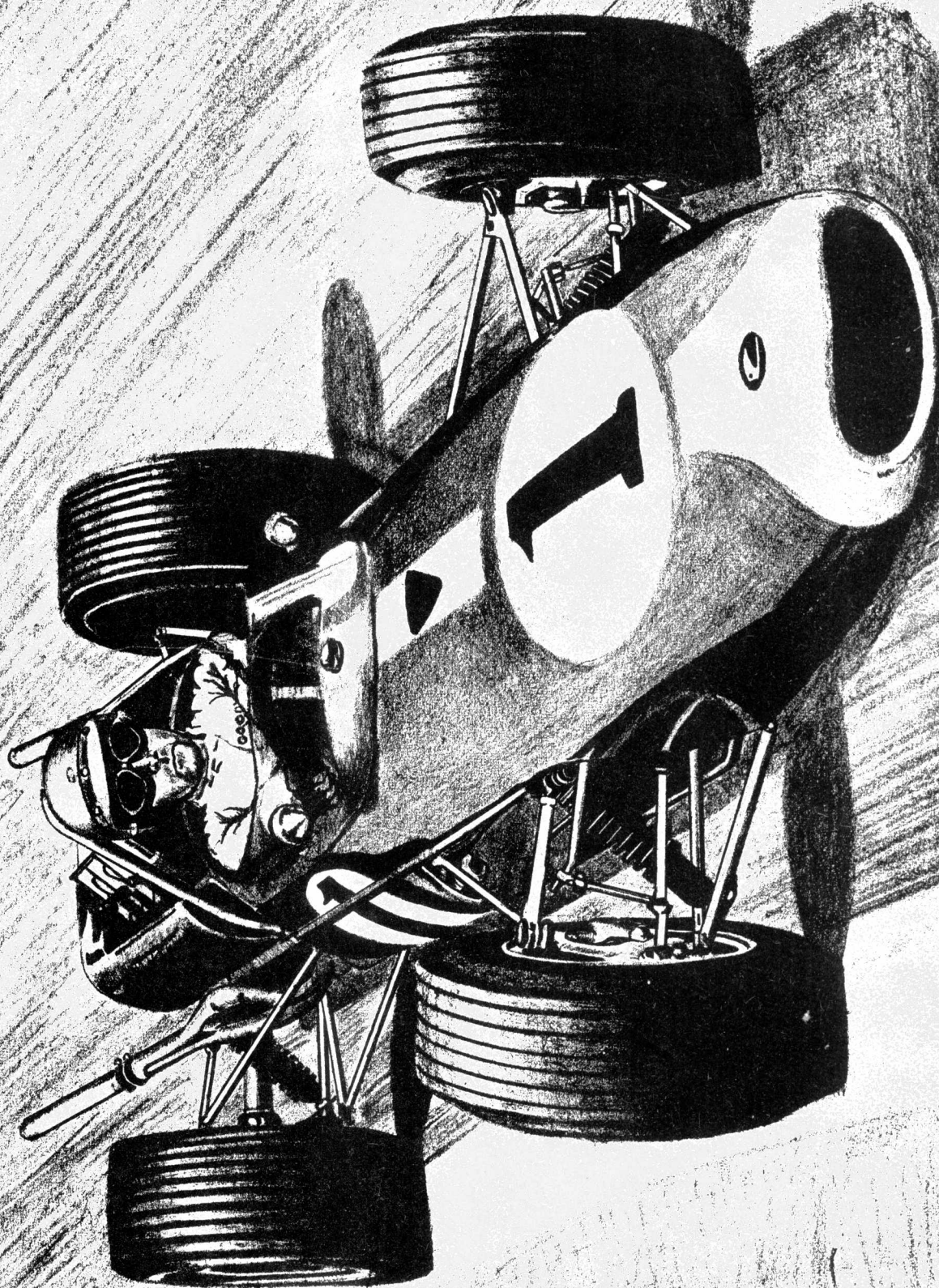


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October 1966

mohawk-hudson region SCCA



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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.

1966 OFFICERS

REGIONAL EXECUTIVE

Gene Birdsey
601 McClellan Street
Schenectady, N.Y.
374-9685
(If no ans. ST 5-7980)

SECRETARY

Marcia Schatz
56-B Weis Road
Albany, New York
482-3117

ASSISTANT R.E.

Harry Palmer
103 Roweland Avenue
Delmar, New York
HE 9-1632

ACTIVITIES DIRECTOR

Hans Flebbe
402 Stanford Avenue
Schenectady, New York
FR 7-1010

DIRECTORS

Mac McClumpha
54 Adams Place
Delmar, New York
HE 9-9656

TREASURER

Bernie Burns
197 Hoosick Street
Troy, New York
273-5845

COMPETITION DIRECTOR

Phil Groggins
900 Heather Lane
Schenectady, New York
377-6226

Dick Leonard

Van Dyke Road
Delmar, New York
439-5005

KNOCK OFF STAFF

EDITORS

Joe and Marge Corbett
183 Menands Road
Loudonville, New York
465-6894

ART & COMPOSITION MGRS.

Phil and Marcia Schatz
56-B Weis Road
Albany, New York
482-3117

ADVERTISING MGR.

Bill Kane
Bolt Road
Scotia, New York

ASSOCIATE EDITOR

Terri Novotny
16 Magdalen Road
Delmar, New York
HE 9-9657

CIRCULATION MANAGERS

Jack and Marcia Merrill
1 Crumitie Road
Loudonville, New York
465-4956

CONTRIBUTING STAFF

All Officers and
Members of
Mohawk-Hudson
SCCA

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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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October...the month of the Grand Prix...the Lotus, the Brabham, the BRM...the changing colours of fall...the pack-your-luggage-grid and journey in the darkest hours of the night...the tingling of nostrils as that exhilarating aroma of Castrol fills the crisp morning air of that sleepy village near the Gorge...the ear-piercing screams of those well-tuned machines downgearing after a perfect run down the back straight...and most of all that tremendous thunder as the ground trembles beneath you with the reverberating explosion of engines and air and people as the green flag is at last dropped on Sunday. It is October.

...

No one should have any trouble identifying that rapid Tasmanian on the cover this month...the 1966 World Champion--Jack Brabham. The excellent art work was done by a refreshing young friend of Mohawk-Hudson by the name of Rod Aya...and not the same Rod Aya as is the author of the article on rollbars which appears in this issue. Setting us all straight--they're a father and son act. The younger Mr. Aya is the artist and is the son of the older Mr. Aya, both named Rod. Thoroughly confused? Well, just enjoy the sketch on the cover and *completely* digest the article within this issue and you'll agree with us that each one excels in his own capacity.

...

Remember that series we were running called REgional Ramblings? Well, after many months, we rejoin Uncle Gene and his adventures with SCCA.

...

A new name joins our list of contributors this month--Don Flores from Hudson Falls. He's selling a Porsche and a Jag--which Jag took him to St. Jovite and enabled him to compose the article about the event held there. We are real glad some of you are helping us with material for the KO. It sure feels good to open the mailbox and find an article to publish--especially when the day before the deadline we're really panicking because we don't have anything to print this month. Thanks Don. (And some people even leave things in our door and sneak away quietly in the night, don't they Gene.)

...

And we have ads for one rally and two gymkhanas. The rally is November 6 and for those of you who don't really know that much about rallying--come to our meeting October 5 at the Circle Inn. We're having a sort of seminar and Ben Chi is gonna explain a few things. He's given us some rally tables for you, which we enclose herein. At this writing, neither Karl Scharl nor Bob Birk can find Harry Palmer so neither of those guys know where they will hold their gymkhanas. We'll let you know, tho, somehow. By the way, who is Harry Palmer!?!

REGIONAL RAMBLINGS

In mid-October all members will receive ballots for the election of the Area 11 Governor. Please be sure to vote. The Regional Executives of Area 11 belonging to the Area 11 Council have endorsed Bob Henderson. We believe that he will be an excellent Governor and give our Area good representation--which we need.

The election of the officers of the Mohawk-Hudson Region will take place at our Annual Meeting on December 17, 1966. The nominating committee has been appointed and will select a slate of candidates. The membership is reminded that they may, by petition of 10 members and the written consent of the candidate, nominate any member in good standing for any office.

We need new members and all members are requested to solicit new members. Any new member joining now is a member for the remainder of 1966 and all of 1967. Don't forget spouse memberships.

Joining the Sports Car Club of America gives an enthusiast the opportunity of actively participating in all types of sports car competition. One weekend of active participation is well worth the \$18.50 total dues. As a bonus, a member receives the publications "Sports Car" and the "Knock Off."

Remember, any member of Mohawk-Hudson is welcome as a competitor or worker at any race in Area 1 or Area 11. It's more fun to be on the "in"--and look what can be saved in admission tickets! That's just a few of the advantages of belonging to SCCA, so let's all sell Mohawk-Hudson SCCA.

The New England Region has granted us permission to hold three speed events at Lime Rock Park in 1967. We will have a Drivers' School on April 15, 1967; a Regional Race on May 13, 1967; and either a National Race or a Regional Race on July 29, 1967.

This is a pretty ambitious schedule, and it will take active participation by the majority of the membership in order to make these events a success. Our success last year was due to the excellent participation and hard work of you, the members.

Our success depends also on two other factors--keeping our expenses at a minimum, and the weather. A success of a race does not depend wholly upon the fact of whether we make money or not, but we must operate within the limitations of our treasury in order to keep having races and promoting the sport. We can't control the weather, but we are investigating the possibility of rain insurance.

REGIONAL RAMBLINGS continued

All members are welcome at the Executive Meetings. They are held at 8:00 p.m. on Mondays, ten days before the membership meetings at the Circle Inn. We will soon be making a schedule of events for 1967 and we would welcome suggestions as to the events that you would like to have on the Calendar.

I urge all of you to read, "A Proposal for the Membership" on page six of the September "Sports Car." Please pay special attention to the proposals on page seven. Some of these proposals have merit, but others, I believe, are not in the best interests of our Region. I believe that it would be advisable for us to discuss these proposals and to formally notify the Planning Committee in Westport of our opinions.

The I.N.E.C. [Inter-Regional North East Council] recently voted to change its name to the Area 11 Council. I predict that the Glen Region will soon join the Area 11 Council, in the best interests of all concerned. It should also be noted that the Glen Region has permitted the Finger Lakes Region to use the Glen course on October 15 and 16 for a closed Regional, and Central New York may use the course in June of 1967 for a Drivers' School. Congratulations to all concerned.

One of our big problems continues to be publicity. I think we could all help a little on this, but what we really need is an active committee. Do we have any volunteers?

Our Region is growing and should be an excellent candidate for the most improved region in 1966. We sincerely hope that we will continue our growth and that you all will derive the pleasure that you anticipated from belonging to this Region.

GENE

the Moot



Since we received the "Sports Car" this month at a much later date than most people (our mailman discriminates against us), we feel that the proposals as outlined to the membership are of such significance that we didn't have sufficient time to comment on them in the manner they deserve. As probably experienced by most of our members upon reading the article, a whole bunch of questions popped into our minds...like, "But what if this," and, "What if that..." Well, here's some:

FORMATION of NEW REGIONS

***If the flag and communications workers in, say, three neighboring regions formed their own region, wouldn't they be spread over such a large geographic area so as to still suffer from "meetings too far away"?

***Consider the Region who lost all its flag and communications workers to a rally region or a gymkhana region--wouldn't the loss of revenue in dues and proceeds from local events to that Region be severe enough to cause the original Region to suspend its racing activities?

***If one specific Region were literally dissolved into three regions--race, rally, gymkhana, for example--would these smaller new regions have sufficient personnel and members to conduct an event of the caliber for which they formed these new regions? If each new region decided to work at each other's events, why did they dissolve in the first place...why didn't they just remain one large region?

REGION OF RESIDENCE

***Wouldn't this be great for people living on fringe areas of larger Regions, yet close enough to another region's meeting place?

***Who would object to being able to belong to any existing Region they wished, if in doing so they would be enjoying membership more? (Maybe only the Regions who now realize they are not providing their outlying members with sufficient reason to belong to SCCA?) Perhaps in this scrambling, each Region would develop to its potential--not unlike water finding its own level.

***Don't you think Mohawk Hudson would surely gain quite a few members? How about some of our friends who have had to move away, yet were satisfied with our Region? We personally know at least three right now that wish they were still in MO-HUD. And how about our other friends just over the border?

MOOT continued

MISC...

***To provide the membership of each Region with a publication of the caliber to which they are entitled, how would the membership of all these smaller new regions be able to defray the cost of this publication if their membership was only minimal? (Forget advertisers!)

***A primarily "racing" region would have to put on more than one or two races per year to keep the membership interested...again, where do \$\$\$ come from, with regions getting smaller?

***Flag and communications regions would have tremendous treasuries because there is hardly any cost involved in going flagging (for the Region as a whole, that is) whereas a racing region would be just the opposite--we all know how much it costs to put on a race.

***It would certainly be advantageous for us to point to a membership of 50,000 or 100,000, but are there really that many potential SCCA members? Just because the guy owns a sports car doesn't mean he is an enthusiast. (Maybe it gets him good gas mileage or something.) If SCCA wants to increase membership to enveloping the general public types (and this is also a thought to ponder--a screening process may have to be instilled--getting the wrong types in may just give SCCA a bad name because of their actions) they will have to offer these people something in the form of a useful service, similar to the services AAA provides (AAA once sanctioned almost all racing in this country.) And, is this not true of the Royal Automobile Club? Don't they have a vast number of members? And, don't they provide similar services?

***Members of non-SCCA clubs are obviously interested enough in the sport--these are the people to "shoot for." It is our personal opinion, although we have nothing whatsoever against non-SCCA clubs, we feel there should be no need for any other clubs. The fact that these clubs do exist and attract as many members as they do is an indication that there is something lacking in SCCA. As a matter of fact, why do some SCCA members belong to other local clubs as well?

***SCCA is at a crossroads. It can grow larger or remain static. Don't you think we are being forced into growing because of the great importance of the events we are sanctioning?

Because some of the above questions are against some of the proposals, it doesn't mean we are. We just want to know some answers and some other viewpoints. We might have the wrong interpretation of some things and by hearing from some of you, we'll be able to see things a little clearer. It is only our opinions that are expressed here. We, and each member would like to hear all opinions. We have to look at all sides in this matter, because it is of such importance to the membership.

Some of the proposals are great and have a lot of merit. But, do you think that others may be heading the Club towards deterioration--or completely dissolve it--with everyone being his own Region? How about sub-regions...like our annex in Plattsburgh.

MOOT continued

They have their own meetings, yet belong to Mohawk-Hudson. What are your advantages and disadvantages, Plattsburgh--let's hear from you!

Voicing opinions in print is important...others can sit down and think about them and then in turn voice their own opinions without having a fist-fight. Write to us. The Knock Off gets read in Westport, too.

This is an extremely controversial matter and we can't impress its importance upon you enough. It will probably be discussed and re-discussed until everyone is tired of hearing it, BUT, we must speak out--we've been asked; it's an obligation. These proposals will be voted in or out of the bylaws and it's up to you to decide which. It is YOUR club--what do you want it to become?

...

Did you know...people that drive E-types are "beasts" behind the wheel? Anyway, that's what a certain insurance company says in an advertisement on TV. Rag pickers with pea brains at work again.

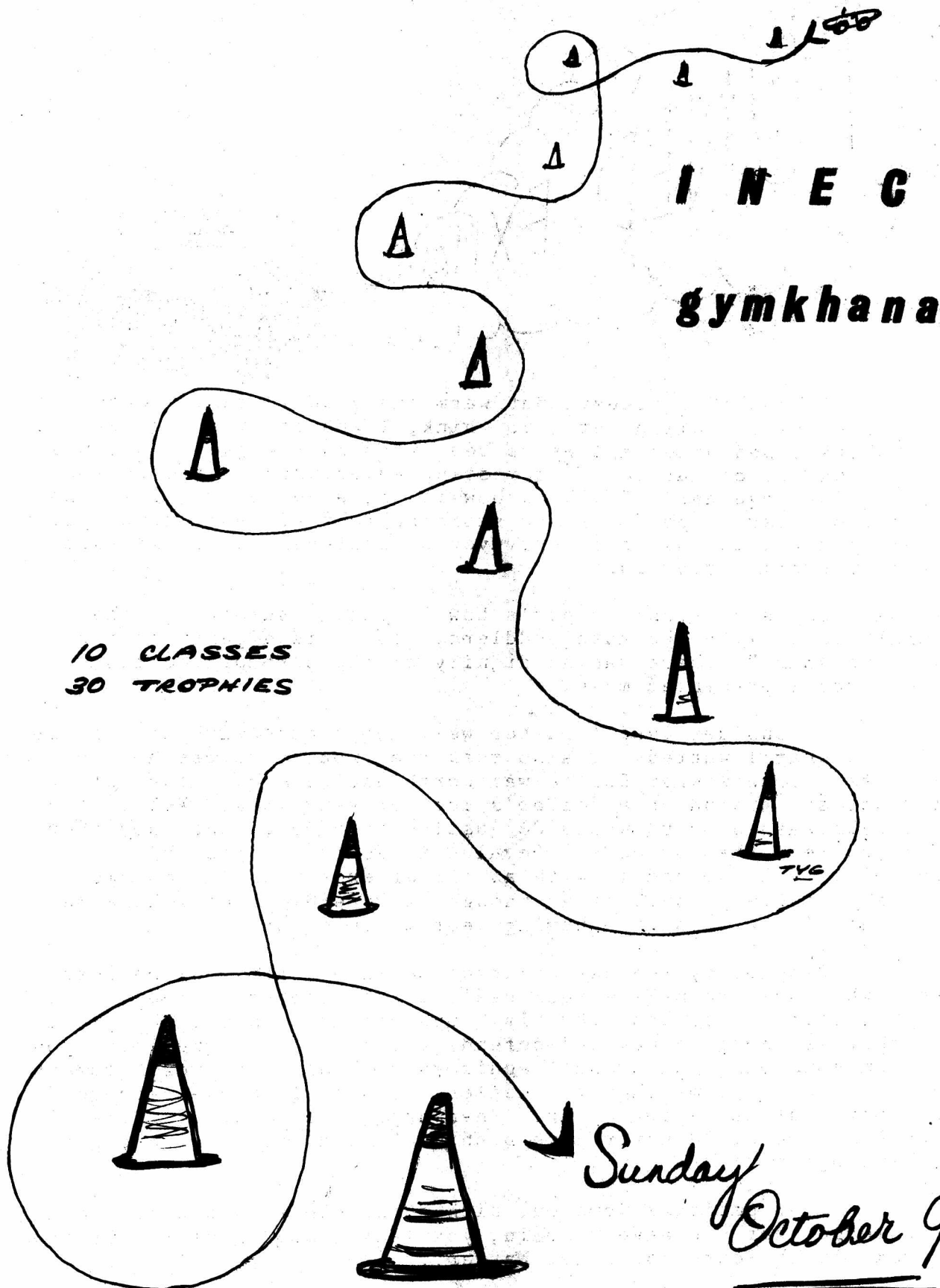
...

Oh, by the way, our suggestion of equipping State cars with seat belts was answered--we received a postal card thanking us and notifying us that the suggestion had been assigned a number and that it "...will be investigated by competent persons, and we shall let you know when a decision has been made." No comment.

...

We have a pair of clip-on type shades which belong to a FOF. Somebody please claim them...our kitten keeps carrying them away.

M & J



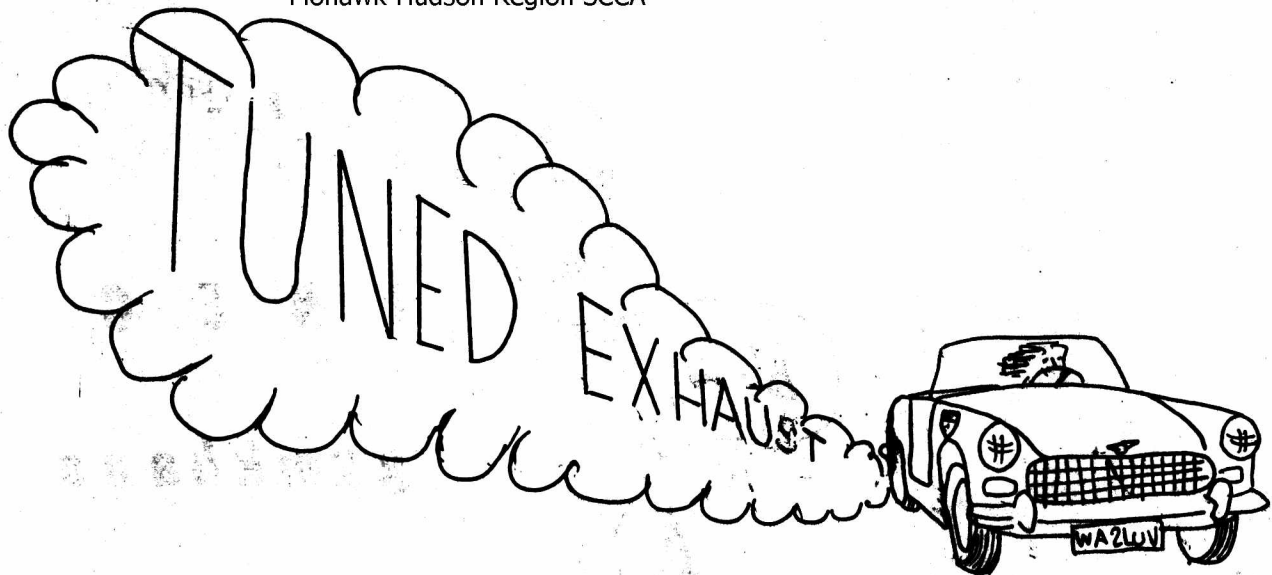
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A beautiful breezy, but warm sunny early fall weekend is what roadsters are all about. To think, I was considering parting with Sprite...and after all we've been through together. Our most recent, and one of our most interesting adventures is the reason we are *still* together. You know how it is, a new car catches the eye, the old car is paid for and starting to need replacement parts. So, off you go, to the local purveyor of whatever car it is which currently strikes your fancy.

Ego shattering. That's how I finally summarized the several visits with the auto peddlers. There is dignity to the word "salesman." There was no dignity on the part of the men to whose mercy I presented myself.

I consider myself rather well acquainted with sports cars, so I knew what I wanted. I also took the trouble to research values and costs. I knew what Sprite was worth and also knew that it would not sit around on a dealer's lot for very long. Well...the tactics unleashed on us would do justice to a Punch and Judy show. First you tear the car down. Devalue it as far as possible. Insult it. Walk around it with an air of expecting it to come apart any minute. Touch it as though it were diseased. Make me feel that I'm an idiot for having kept it this long.

Despite my request to treat me like a rational business person who wants to make a fair deal, I was treated to the "Uncle Benny" routine. You know the bit. One operator is the bad guy and the other is the good guy and defends you and out of gratitude you give him your car and pay half again as much as it is worth for the new one. Convince me that the dealership will go broke because I won't pay list price for a car. Then haggle about 66/67 titles... which I'm sure would never have been mentioned had I not brought up the subject.

Your patience worn out with these dim wits who refuse to acknowledge that you have a brain, you leave, apologize to Sprite, and take it to Sears for a new battery.

That is another adventure.

TUNED EXHAUST continued

If you go to Sears for anything for your car and before you decide to wait while it is being done, be sure to establish that the specialist who is supposed to do the work is in that day (the control desk happily assigns work without knowing this basic fact).

At Sears, there is a mechanic who does nothing but take out batteries. Then there is another who puts them in (backwards) and who gets upset when you tell him about positive ground. There were a few other problems we helped him solve in the course of the two hours it took to install a new battery. Only took 5 minutes to buy it.

Sprite and I are still together, yet, at this writing I am slightly infatuated with the Datsun coupe...the' it probably won't be imported for another year.

So, I cleaned and waxed the little darlin', put on its Terlingua Racing Team shields, and enjoyed this beautiful breezy but warm sunny early fall weekend. No high pressure car peddler is going to get away with insulting my car...or me, either.

LABOR DAY at THOMPSON

Practice was uneventful...except during the two sessions which were held in the rain Sunday morning. The rain was plainly a pain and so, regretfully, the Regional races were cancelled. This meant that there were an awful lot of cars left over for the National. While using up the ice cubes at the motel, we wished most heartily for the rain to stop. It did.

The races on Labor day were not among the best we've ever seen, but were tolerable good watching. The big C Sports racing monsters were the highlight of the weekend with two Cicadas, two Lolas, a McLaren, the Meyer Special, John Keene and the Nuts and Belts special. Those independent clubs that want to "return" to production car racing and "get the big modifieds off the track" just haven't watched one of these events lately. Both at Lime Rock and at Thompson, these big and little bore "mods" have been show stealers and show stoppers. I'm all for 'em!

Bob Tullius is license-less because of one of the dumbest stunts I've ever witnessed during a race. On the second lap of the A, B and D production event, Tullius in the TR-4 went down the escape road at the end of the main straight. Naturally, he preferred not to lose a position, so he hauled the car around, stuffed his foot in it and with utter and total disregard for the fact that the thundering herd was now occupying the short distance between two and three, re-entered the course. Hal Keck's Cobra was totalled, two corvettes won't race for quite awhile, a couple of Jags are thoroughly bent. The Tullius TR? It was pushed up onto the bank and has hardly a scratch.

TUNED EXHAUST continued

LIME ROCK

The August 27 event at Lime Rock was absolutely the best racing day we've ever spent. The events were well run and well driven. There were over two hundred cars (for an area race, yet) and several classes had to be closed three days before the event. That's right, Formula Vee was one of 'em. The weather was magnificent, the spectators were beautiful and I spent the lunch break riding around with John Fitch in the Phoenix. A real neat car.

TERLINGUA

David Witts, self-styled mayor of Terlingua sent us a packet of "Two Alarm Chili" mixins from the Chili Capital of the world. We're waiting for an appropriate excuse to put it together. You are supposed to alert the fire department before serving.

Those end-of-season events are running Sprite and me ragged. Don't think we can make the Double 500 at Bridgehampton, but there are two more events at Lime Rock, one more at Thompson, and of course the Grand Prix, which will be history by the time you get this issue of the Knock Off. [*If it is, it will be the fault of the Post Office. We're mailing this on 9/24. EDs*] Then it's time to get ready for Nassau...isn't that right, Corbetts? They're going too.

You all know by this time that Sebring will be at Palm Beach this year. The Twelve Hours of endurance will not be endured at the old airport course, but on a brand new race track one hour from Miami and ten miles from Palm Beach. The bad guy reporters will have to find whole new things to complain about now. Most of them could insult Sebring without even being there...now they're going to have to learn a whole new list of things to get upset over.

There's a new Chaparral scheduled for introduction at "the Bridge." We've heard about it, but haven't seen it. Might be worth the trip just for that.

The current Sports Car has a proposal by SCCA for revising the Regional boundary concept. I'm sure Joe Corbett will have something to say about it. Think on it real well.

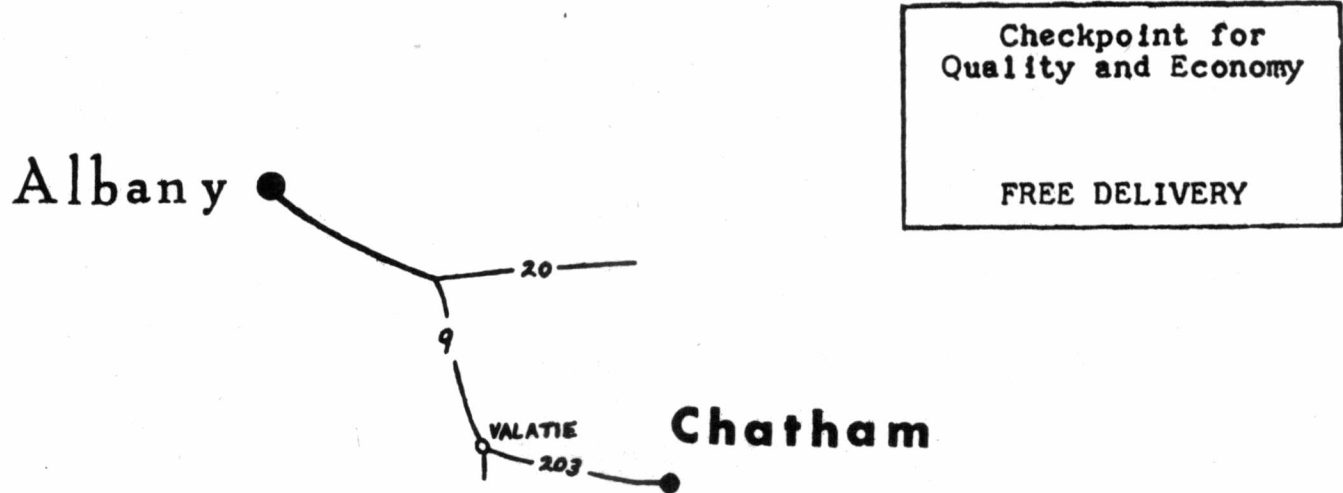
SAFETY NOTES

Ever notice that when you sneeze your eyes close for a second? Be sure you check traffic before that achoo!

With the advent of fall, the sun is lower in the sky mornings and evenings. Be extra careful at those blinded inter-sections--we all have one or two on our daily itineraries. Always expect the other guy to be stupid.

TERRI

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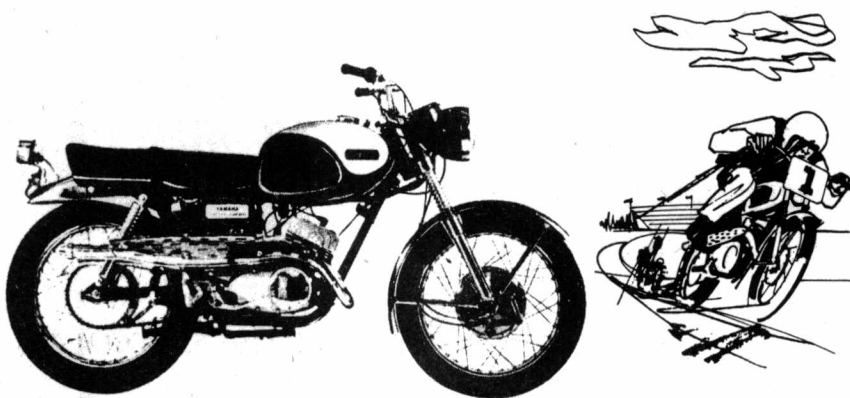
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Guest Editorial

RODERICK H. AYA, formerly a member of the San Francisco Region, SCCA, resides in North Tarrytown, placing him in the New York Region. We feel especially privileged that he has answered our request to write a feature article for the Knock Off. During the last 15 years, as a member of the San Francisco Region, Mr. Aya has covered the gamut from flagman, assistant turn marshal, tech inspector, chief safety inspector, technical assistant to the regional representative of the National Contest Board, regional officer and director. Mr. Aya is also an officer and founding director of the Snell Foundation, a research program to develop safety standards in protective headgear, which was the subject of an article appearing in the Lime Rock Park Magazine of June 11, 1966.

A WORD ABOUT ROLL BARS

RODERICK H. AYA

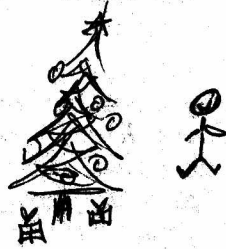
How many of you remember the cigar maker's late slogan, "Spit is a nasty word - but it's worse on the end of your cigar"? We might rephrase this and apply it to the auto racing scene as, "Death is a dismal word - but it's worse when it happens to you!" Something to think about.

How many of you remember Pete Snell? Precious few. Yet, because Pete died from massive brain injuries eleven years ago in a San Francisco Region race, today we have better crash helmets. Remember Lou Brero? Another popular West Coast driver, Lou died of burns suffered while driving Bob Gillespie's Maserati during Honolulu Speed Week in 1957. Seems a fuel tank leak was the indirect cause, but Lou's short-sleeved Hawaiian sport shirt wasn't much protection from the flames. Nor was the pull-through fastening on his seat belt - rescuers couldn't get him out in time. Lou's death might have been avoided had there been enforcement of SCCA's then existing rule that drivers wear flame-resistant cover-alls. Nevertheless, Lou's death was instrumental in producing the metal-to-metal rule on seat belt fasteners, and a tightening up of the flame-resistant clothing rule.

Today USAC has a rule on fuel tanks. But it took the fiery deaths of Dave MacDonald, Eddie Sachs, and Bob Marshman to bring it into being. SCCA rules on fire extinguishers being carried aboard also are aimed at giving the driver or some close-by rescuer the means of beating death to the punch. All these rules have the common purpose of giving the driver a little better chance of coming through an accident alive. They don't guarantee driver safety or survival, but they help. Which brings us to the point of this conversation - roll bars.

Way back in the pre-roll bar era, SCCA officials concerned with tech inspection were dealing with problems of two-seater sports cars of the garden variety. There were no rules on roll bars because the popular conception was that in event of a roll-over, the driver could reach down, grab hold of a structural member or specially installed grab bar, and hang on while his vehicle was going through its aerial maneuvers. Then some of the specials drove on the

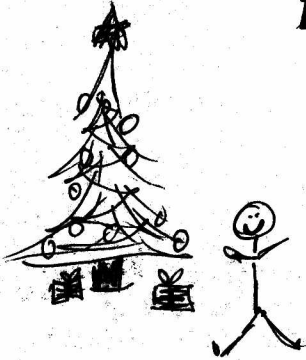
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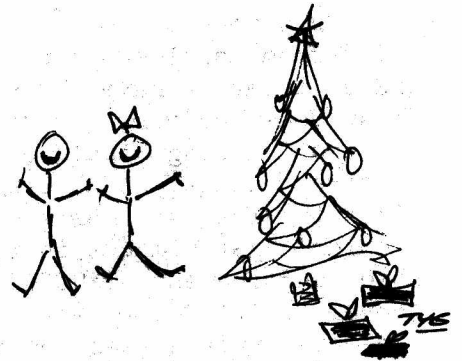
TOTS



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SUNDAY

OCTOBER 30



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(A flyer containing details of this event will
be in the mail to you shortly.)

BOB BIRK — GYMKHANA MASTER

518-877-8191

ROLL BARS continued

scene with metal cockpit covers. What to do about them? Just adhere to the cockpit width rule - 90 centimeters (35.4 inches, to be exact).

But then the D-Jags came along with their structural member dividing the cockpit. No room to go "down and under." Out in the San Francisco Region we met this problem by adopting a local rule for the D-Jags and any like cars, such as the Abarth and Cooper-Climax, that if there was no room to permit the driver to "go under," the car had to have a roll bar. Our naivete at that time makes me shudder. The fact is that in a roll-over the driver has no more chance than a snowball in hell of going "down and under," let alone holding on even if he were able to get there in the first place. The centrifugal forces which thrust the driver upward and out of the cockpit are tremendous. Watch the driver next time you see a roll-over. You'll see what I mean. Absent shoulder harness, he's half out of the cockpit with arms extended and flailing.

I don't remember whether some roll-over deaths produced the roll bar rule or whether we just were getting more sophisticated. At any rate, a great controversy raged in SCCA at the time - back in 1956. If there was to be a roll bar rule, who was going to set the requirements? What were the parameters of safety? How high should the bar be, what materials, what design? Should the roll bar be certified by the installer as meeting some minimum requirements, or should the SCCA tech inspectors be responsible for passing on the bar's adequacy? What was a good weld, should it be gas or arc, who was going to inspect it? Obviously, the great variety of cars then on the racing scene posed a multi-formity of problems as to what constituted an adequate roll bar. These problems have not been lessened with the advent of the newer monocoque and "soda straw" structures now roaring through the bends. Suffice it to say that the one and only purpose of a roll bar is to protect the driver in event of a roll-over.

What did SCCA do about these problems? Well, the 1957 Competition Rules carried the statement that roll bars were mandatory on "Sports Category" cars (the rule for production cars came later). We still had the problem of what was an adequate bar. Bill Lloyd, then Executive Vice President of SCCA, and later Contest Board Chairman, recognized the virtual impossibility of laying down mandatory specifications to cover all cars. Writing to Ed Walsh in October, 1956, Bill said:

"I am afraid we will have to play this whole thing by ear. We will have to use common sense and hope that the majority of competitors will do likewise. To attempt to write up specifications on a subject of this nature would involve us in such a variety of complex and diverse problems as to be insurmountable. In the majority of cases, I feel that as long as the competitor knows he must have a roll bar, his instinct of self-preservation will guide the construction of it. As you well know, Ed, it is easy to write rules and technical treatises, but enforcing them is another story."

Sounds familiar, doesn't it? Well, today - ten years later - the rule book sets out some real sensible specifications for roll bar construction, which represent the combined thought of a great many experts from the California Sports Car Club Region of SCCA, NASCAR, USAC, NHRA, the Canadian Automobile Sport Club, and SCCA itself. But these specifications are suggested only - they are not mandatory.

The rule book does specify, however, that "all roll bar installations are subject to approval by the Technical and Safety Inspector and must fulfill the basic purpose of driver protection." Real George! Just where does that leave

ROLL BARS continued

the tech inspector? Without going into technicalities, I would like you to consider just two of the eight basic design considerations set out in the 1966 competition rules:

- "1. The basic purpose of the roll bar is to protect the driver in case the vehicle rolls over. This purpose should not be forgotten.
- "2. The top of the roll bar may not be more than six inches behind or one inch below the driver's helmet when the driver is in normal driving position. It is suggested that the roll bar extend at least three inches above the driver's helmet."

How many cars have you counted recently at Lime Rock Park which fit into consideration number 2?

SCCA takes justifiable pride in having established roll bar specifications for the added protection of the driver. In fact SCCA's Executive Director, John Bishop, wrote to Senator Ribicoff as recently as May 20, 1966 (Sports Car, August, 1966) extolling SCCA's role in meeting the problems of automotive safety in the specialized field of sports car racing. It was a good letter. But among other things, John said:

"Roll structures to protect the drivers in case of upset have been mandatory since 1957. *** Before each event, cars are subjected to a rigid inspection. . . . Each car must be equipped with a roll-over bar built to strict standards. ****"

Now John, that is what we would all like to believe. But the bald fact is that the bars do not have to be built to strict standards. SCCA's rule book merely makes compulsory roll bars that will pass tech inspection and "fulfill the basic purpose of driver protection." So here we are back with the original problem we had ten years ago - what constitutes an adequate roll bar? We put the burden on the poor, suffering tech inspector. And any two conscientious inspectors are likely to have different views with respect to any given installation - even if they are experts on roll bars.

The basic purpose of driver protection just doesn't seem to have gotten through uniformly to tech inspection crews, chief stewards, or even to the drivers themselves. Next time you attend an SCCA race, take a look at the roll bars which passed the "rigid inspection" of the tech crew. Or, if you aren't a race aficionado, leaf through any of the back issues of Sports Car, Sports Car Graphic, or any of the others. Look at some of the flimsy loops that pass for roll bars - at the bars set so low they'll only serve to break the driver's neck. You'll see what I mean.

This failure to enforce the basic purpose of the roll bar isn't confined to our Eastern courses alone, but is a fact of life throughout the country. And even though tech crews may enforce the rule as to local drivers, watch what happens when the "name driver" comes through the inspection line. His name appeared in pre-race advertising, so of course he has to be allowed to run, rules or no rules. A case in point was the 1964 "Times" Riverside Grand Prix. Carroll Shelby's team of Cooper-Fords ran sans roll bars. Repeat at Laguna Seca the following week - at least during practice. They'd have run the race that way, too, but for the vociferous protest of veteran SCCA driver George Pridmore who happened to be driver-observing that weekend.

ROLL BARS continued

We really can't put the burden for determining what is an adequate roll bar on the tech crews when SCCA's own experts won't establish minimum specific requirements as compulsory in the competition rule book. But perhaps we can require the tech inspectors to consider the purpose of the roll bar suggested height specifications. After all, the roll bar is the only thing between the driver's head and the ground. Doesn't do much good for the driver's helmet to take the full impact of the car's weight. Even "Snell Approved" is no magic talisman in accidents like that.

What may be needed is a roll bar inspection with the driver in the car. Perhaps, too, an expert at each tech inspection to weed out at least the woefully inadequate installations would help. A few Roland Heacox's, for instance. Maybe it takes a little more conscience and guts on the part of the chief tech inspector. Guts for when the chief steward, race chairman and race sponsor come boiling down to the inspection area to chew him out for disqualifying a "name driver's" car. Conscience for because the driver may happen to be a close friend - and he doesn't want to see him risk getting killed. Conscience and guts - maybe that is a joint qualification to be kept in mind by local SCCA regional boards or activity chairmen next time they appoint a chief tech inspector.

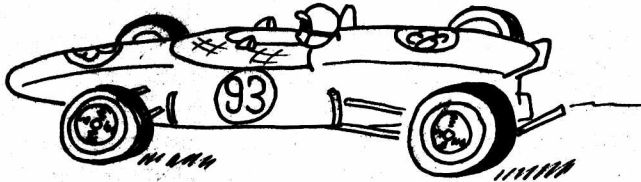
In this year of our Lord - 1966, the intelligent drivers see to it that their roll bars do meet or even exceed the recommended specifications. Their concern is not with the rules - but rather with their own survival. They have what Bill Lloyd called "instinct of self preservation." You should see the real sanitary installation Ed Leslie, of California's Monterey Peninsula, glued onto a Formula, Jr. The less smart driver is the "rule beater." (Shel, old boy, are you listening?) He will attach to his car only what will get by. To him it is a silly rule. After all, only other people get killed. He lives forever, so why should he carry around all that excess weight which may cost him a trophy.

Next time you happen to be racing, or working or spectating a race, play a little game. Make a list of all the drivers who fall into the "intelligent" category, and another list of the "less smart" drivers - all from the roll bar point of view. You might even send the list in to John Bishop, SCCA, P. O. Box 791, Westport, Conn., with a few appropriate comments. This isn't a dig at John. He's been fighting this battle long as I can remember, but he needs some support.

In all seriousness, SCCA's safety rules are there for a purpose. They weren't put in the book to harass the driver - but to give him a better chance to win - and to survive. Survival, hell! Let's put it in the vernacular - a better chance to go home to his wife and kids at the end of the day's racing. Talk to Newt Davis some time, or John Fitch. They've been through the mill. They know what safety means.

If the basic purpose of the roll bar is not going to be enforced, SCCA should strike it from the rule book and stop patting itself on the back. If the rule is to stay - and most of us will agree that it should - let's give SCCA a helping hand. Let's back up our tech crews, encourage them to enforce the basic purpose rule on roll bars. At your regional membership meetings, stand up on your hind legs and ask your regional executive when he is going to do something about "wave of the hand at the rules" roll bars. If you care sufficiently about your own good friends who drive - maybe you'll be the one to save their lives. And if you do really care, you will have the conscience and the guts to follow the thing through in your own region and see that something is done - and done now.

RODERICK H. AYA
New York Region, SCCA



LOTUS/EAST
Dutchess Auto Company, Importer
Millerton, N.Y.
August 31, 1966

Joe Corbett
Editor---Knock Off:

Always a subject for debate is the problem of what number goes with which LOTUS. The following type numbers are the factory designations and should be of interest to your membership:

- 1 - Austin 7 based trials car with plywood body.
- 2 - Ford 10 based trials car.
- 3 - Austin 7 based circuit car for 750 Formula.
- 4 - First space frame car. Type 6 prototype with Ford 10 engine. Trials car.
- 5 - 100 mph Austin 7 based circuit car. Project only, never built.
- 6 - First space frame component car. Fitted with a variety of different engines including Ford 10, MG, Coventry Climax FWA.
- 7 - Replacement for type 6. Component car revised several times and still in current production.
- 8 - First aerodynamic model. Fitted with MG engine.
- 9 - Aerodynamic model of type 6. Fitted with 1100 and 1500 Coventry Climax engines.
- 10 - Bristol engined version of type 8 as raced by Mike Anthony.
- 11 - Space frame aerodynamic sports car. Replacement for type 9. Fitted with 1100 and 1500 Coventry Climax engines.
- 12 - First Lotus single seater. Independent suspension; 1500 twin cam Climax; used for Formula 2 and later fitted with 2.2 litre engine for Formula 1.
- 13 - Called Mark 2 Series 2 to avoid using number 13.
- 14 - Lotus Elite.
- 15 - Sports car based on the type 11 series 2 but with independent rear suspension.
- 16 - Formula 1 known as the Mini Vanwall in motoring press. Fitted with an engine inclined at 60 degrees from vertical at first and finally with an engine at 30 degrees.
- 17 - Sports car with 1100 cc engine to replace the type 11. First cars fitted with strut type front suspension but replaced by double wishbones on later cars.
- 18 - First rear engine single seater. First used as Formula Junior but also as a 2.5 litre Formula 1.

LOTUS FACTORY DESIGNATIONS continued

- 19 - Large rear engined sports car based on the 18.
- 19b--"One off" sports car specially built for Dan Gurney. Used a type 19 body and suspension as used later on the 25.
- 20 - Formula Junior based on the 18 but with smoother body line.
- 21 - Formula 1 - Lotus Coventry Climax.
- 22 - Formula Junior with 30 degrees tilted engine.
- 23 - 1100/1500 engined sports car based on the 22.
- 24 - Formula 1 space frame version of the 25 to accept the Coventry Climax V8 engine. Inboard front suspension units.
- 25 - First monocoque Formula car. 1963 World Championship winning car.
- 26 - Lotus Elan (renamed Lotus Elan Convertible on introduction of the Coupe).
- 27 - Monocoque Formula Junior.
- 28 - Ford Cortina developed by Lotus (known as Lotus Cortina).
- 29 - 1963 Indianapolis car. Similar in general conception to the 25 but with Ford V8 4.21 litre engine.
- 30 - Large engined sports car with backbone chassis.
- 31 - Formula III car. Based on the 20/22. (Space frame.)
- 32 - Formula II car. Based on the 27.
- 33 - Formula I car 1964. Based on the 25.
- 34 - 1964 Indianapolis car.
- 35 - Formula II car, monocoque.
- 36 - Lotus Elan Coupe.
- 37 - Lotus Three-Seven. Shown at 1965 Racing Car Show. Independent rear suspension. Only one built. Used by John Berry to win Lotus Seven Championship Series in 1965.
- 38 - 1965 Indianapolis winning car.
- 39 - 1965 Formula I car to take Coventry Climax flat 16 engine.
- 39b--1966 Tasman car.
- 40 - Completely revised design based on the Lotus 30.
- 41 - Formula III car for the 1966 season. Not monocoque but space frame design.
- 42 - through 44. Still to be announced.
- 45 - S/E Drophead Coupe.

Best regards,

/s/ FRED

W. P. Fred Stevenson

RECKLESS DRIVING -- A SERIOUS ILLNESS

(Reprinted from The New York State Department
of Motor Vehicles Learn and Live Program)

"Reckless driving" is a serious illness, often fatal to those who catch it.

The law defines this illness as driving "in a manner which unreasonably interferes with the free and proper use of the public highway, or unreasonably endangers users of the public highway."

The police diagnose the illness (and treat it with an arrest for reckless driving) in three basic situations where the reckless driver unreasonably interferes with the use of the highways by others or unreasonably menaces other highway users:

- 1 - In cases where a driver commits a grossly irresponsible act such as speeding down a crowded main street and forcing drivers and pedestrians to flee from his path.
- 2 - In cases in which a driver commits a series of violations, such as while being pursued by police.
- 3 - In cases where one or more obvious violations have caused a traffic accident, but the police officers did not witness the specific violations.

The end result of the police "treatment" can be a fine of up to \$100, or 30 days in jail, or both, on a first offense. Fines and jail sentences get heavier with subsequent convictions. Very often, conviction can lead to loss of license as well.

Fortunately, not many of us ever catch this serious malady. Yet we must treat it like any other illness in two ways:

-- First, we must avoid those who have it as though they had the plague. When we meet a reckless driver, we are inviting the same illness in ourselves if we try to compete with him -- to insist that we have the right of way, or to try to beat him at a traffic light. The best defense to a reckless driver is to get out of his way.

-- Second, we must watch for "reckless" symptoms in our own driving, so as to stop the illness early if we catch it.

Below are seven "danger signs," or symptoms. If we find ourselves practicing any of these bad habits regularly, we are in danger of catching this serious illness. And it is far easier to treat them individually -- by a little common-sense attention -- than let them develop to the point where the only medicine is arrest, imprisonment, loss of license, or perhaps an accident.

The seven symptoms of reckless driving:

Following too closely: This term is generally applied to accidents in which one vehicle strikes the rear-end of another vehicle. These accidents usually occur either on the open road, or at busy intersections.

The preventive technique for the open road is to always maintain enough space between your vehicle and the vehicle ahead of you. Then you will be able to safely slow down or stop if the vehicle ahead begins to slow. The standard formula is one car length for every 10 miles per hour of speed. For example, three car lengths at 30 miles per hour, and five car lengths at 50 miles per hour.

(CONTINUED)

RECKLESS DRIVING continued

To prevent such accidents at intersections, the driver in the lead car should always signal turns and stops with care to warn the following driver. And the following driver should keep back and pay strict attention to the actions of the driver ahead.

Driver did not have right-of-way: This term is generally applied to situations in which a driver ignored or improperly obeyed a YIELD sign, or improperly entered an uncontrolled intersection. When a driver approaches a YIELD sign he is required by law to slow down and prepare to stop, if necessary. When a driver is preparing to enter an unmarked intersection, he must yield the right-of-way to vehicles already in the intersection.

Speeding: This term is generally applied in situations where a vehicle was operated at excessive speed, or too fast for driving conditions.

Accidents attributed to improper speed can be prevented by staying within the legal limits and adjusting the speed of the vehicle to traffic, weather, road, and vehicle conditions.

Improper or illegal passing: This term is generally applied in a situation in which a driver fails to pass correctly another vehicle and causes an accident. Such accidents can be prevented by exercising extreme care in selecting passing locations and obeying the rules of the road concerning road markings, and passing on hills and curves.

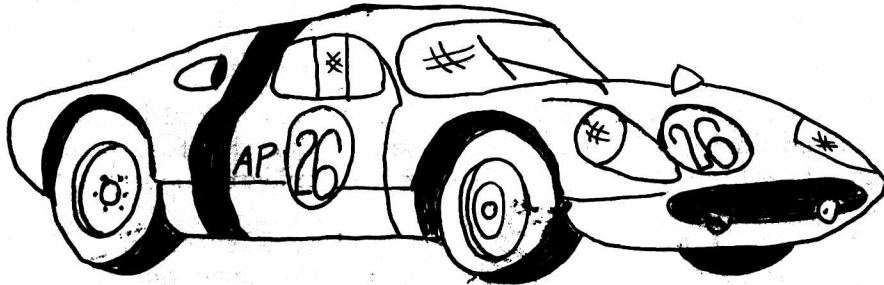
Vehicle on wrong side of road: This term is generally applied in cases in which a driver permits his vehicle to wander into the lane used by oncoming traffic. It may be due to carelessness on the part of the driver, or due to a physical problem such as sleepiness or intoxication. To prevent such accidents, drivers should always keep their vehicles in the center of their lanes, and refrain from driving when they are physically impaired because of fatigue, illness, or intoxication.

STOP sign violation: This term is used whenever a driver ignored a STOP sign and improperly entered an intersection when another vehicle had the right-of-way. The basic rule concerning STOP signs is simple and inflexible. The driver approaching a STOP sign must come to a complete stop -- not a "rolling stop" -- and make sure that the intersection is clear before entering.

Ignored traffic signal: This term is applied to any situation in which a driver ignores a traffic light. The basic rules concerning traffic signals are: steady red light, come to a full stop and wait for green; yellow light following green, a warning that the red light will follow and you may not enter the intersection on red; flashing red light, come to a full stop, as you would for a STOP sign, and proceed only when the intersection is clear; flashing yellow light, proceed through with caution; green arrow, you may proceed only in the direction indicated, but must yield the right-of-way to pedestrians and to other vehicles properly using the intersection.

• • •

Richard Rubenstein, Richard Rubenstein Richard Rubenstein Richard Rubenstein Richard Rubenstein Richard Rubenstein



FAMED PORSCHE 904
TO RACE NO MORE

--by Missy Constant, SCHENECTADY UNION STAR
September 16, 1966

One of the top three racing cars in the country is in Burnt Hills for a short and sad stay. The silver 904 Porsche with the blue stripe, a familiar sight to sports car buffs as this year's winner of the 500 at Watkins Glen--one of the toughest races in the country--is at B&B Motors for a major engine operation.

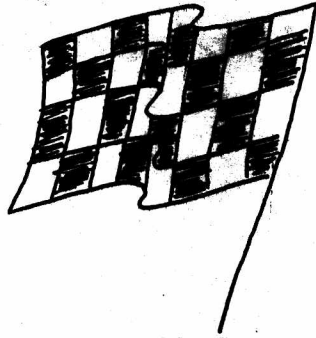
Watkins Glen was a major win for the silver car. There, in a blinding rain, the car driven by former owner Sam Posey and co-driver Ray Caldwell, defeated the A Production Cobra 427s to win the big 325-mile, 3½-hour race on Aug. 21. Earlier in the summer, the silver 904 had broken the A production track record at Lime Rock, Conn., with a time of 1 minute and 4 seconds.

The history of the 904 is as colorful as the silver and blue streak it has become on the track. Built for racing in 1964, the car was originally owned by an Italian nobleman. It was bought last year in Europe by a Greek shipping magnate, Harry Theracopolis, for 23-year-old Sam Posey of Sharon, Conn. Shipped to the Porsche factory in Stuttgart, Germany, the 904 was prepared for the Daytona races and sent to Florida with the entries from the Porsche factory. There, Posey's car qualified faster for the races than the factory cars, chalking up the first U.S. coup for the 904 coupe. It has gone on to be the third ranked car in A production in the country.

But B&B Motors in Burnt Hills has been the scene of a major engine transplant. The new owner of the 904, Alex Dearborn of Cambridge, Mass., shipped the car to Bob Bailey's establishment where the engine has been switched to Bailey's C production Porsche Carrera. Since \$18,000 has been spent on the 904 since last February, Bailey's new motor is expected to make a difference in the final national race of the season at Marlboro, Md., and at Riverside, Calif., in the Road Race of Champions.

The coincidences are numerous in the exchange of motors, and the first is that Bailey's car is also ranked No. 3 nationally in C production. Besides the similar standings of the cars is the fact that at Watkins Glen, the A production and the C production cars were racing at the same time in the 500. And Bailey won the C production class with his Carrera, (and co-driver John Kelly) at the same time that Posey and Caldwell won with the 904 A production and overall.

With such a momentous switch in the making, keeping the secret has been the most important thing for Bailey. However, secrecy just doesn't exist in the world of car racing. Telephones started ringing and the word soon spread up and down the east coast that Bailey's red Carrera will not be the same car in its next race. Bailey, himself, inadvertently let the word out to one of his biggest rivals for



the C production National Championship. When Bailey called a Washington, D. C., supply house, to order a special part, the No. 2 national owner-driver, John Kelly, just happened to be in the store by the phone.


Although Bailey's old engine was basically the same as the 904 engine, the major difference is that the 904 was built specifically for racing. It puts out 200 horsepower to the rear wheels, and is equipped with expensive refinements--all completely permissible for the C production cars. The main difference between the A production car and the C production car is that the A has a 5-speed transmission--as well as a much lighter fiberglass body built especially for racing.

What will Dearborn, the new owner, do with his fabulous silver fiberglass 904? First, it will be repainted. The lavish interior complete with blue velvet seats will be cleaned and polished. And a regular Porsche engine will be installed where the race-ready engine now in Bailey's car was previously.

When the invitation to the Road Race of Champions comes to the 904, it will go unanswered. Dearborn and his wife, Vee, will be using the car to carry skis and groceries. Is that any way to treat a champion?

But the champion's engine will be roaring around the track in Riverside, in Bailey's red car. Perhaps vicariously, the 904 can bring home the laurels and the groceries at the same time.

ED NOTE: Canadian-American Challenge at Bridgehampton Sunday, September 18-- Sam Posey finished a creditable 8th in his first big professional race--driving a McLaren Ford.

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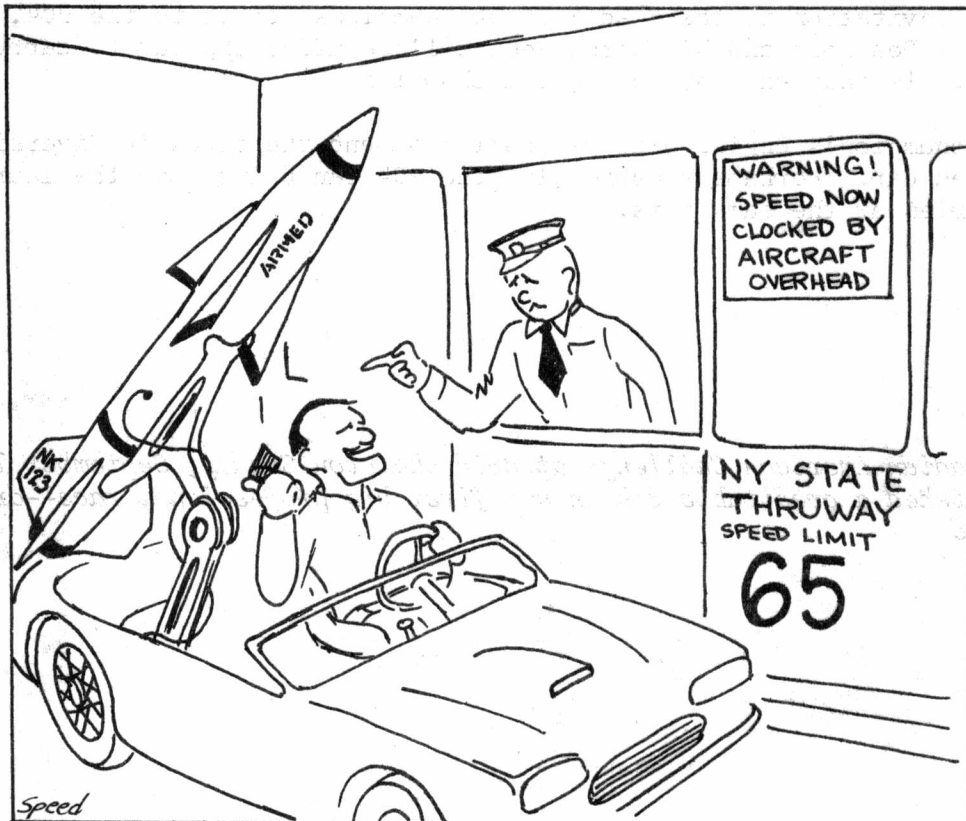
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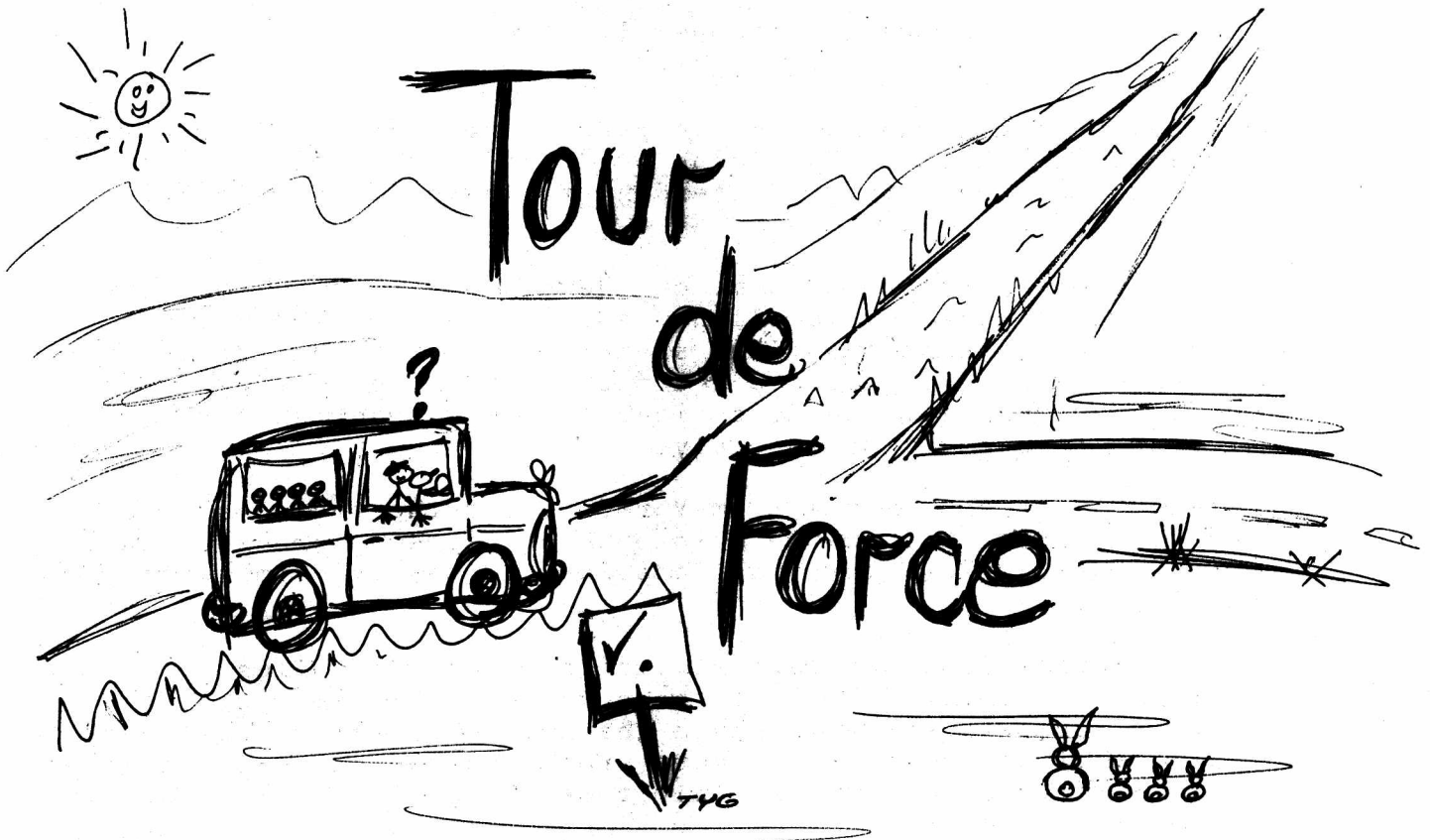
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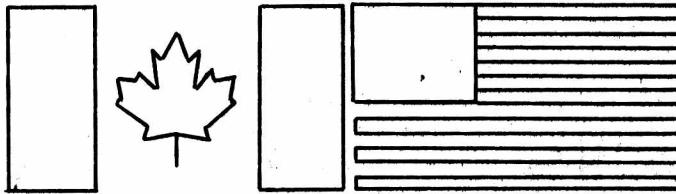


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ST. JOVITE - QUEBEC

Sunday, September 11, 1966

- DON FLORES -

Saturday night, September 10, we packed our lunch, chairs, camera, writing pads, film, my new issue of Sports Car, and a couple of six packs into pet Jaguar, intending to leave for St. Jovite, Canada, the following morning.

We got started about 7:00 a.m. on the new part of the Northway to Pottersville, which is all new and very nice. The road is asphalt and has some beautiful scenery. The trip as far as Montreal was perfect, and very little traffic. We'd like to forget the hour in Montreal getting directions to the Laurentian Autoroute, but every trip can't go smoothly.

We met up with a Corvette from Vermont, and the two of us proceeded onward. Once on the Autoroute our speeds were kept in the three-figure mark (I love the Canadian Police) and time went very quickly.

Back on Route 11 we met cars at a sign saying "13 miles to St. Jovite." We couldn't believe there would be 13 miles of cars bumper to bumper, so we imagined the Mt. Tremblant Circuit was this side of St. Jovite. We were wrong and the circuit was five miles on the other side. It only took two and one-half hours to go that 15 miles.

The race itself was fabulous, with Surtees winning it in record time. The circuit looks like a gigantic Bryar with only one long straight (Group 7's getting to almost 160 mph) and twelve turns. We had a good spot where the track is at its narrowest and we could see turns 2, 3, 5, 8 and 9, and adjoining straights.

The disappointments were that the two Chaparrals did not run. Dan Gurney (qualified 9th 1.42.5) blew his Gurney-Welsake Ford engine Saturday and Jerry Grant's Lola had suspension problems along with a borrowed Chev engine from Chuck Parsons.

The start of the race had a mishap when Ron Bucknam (qualified 16th - 1.46.7 McLaren-Elva) and Chris Amon (3rd - 1.38.8 McLaren-Elva) got a bad start.

The first lap saw Surtees, McLaren, Motschenbacher, Follmer, Donahue, Cannon, Jones, Amon go by in that order. Surtees and McLaren pulled away from everyone except Amon, who was slowly gaining on them. The race settled into a pattern with Surtees and McLaren a second apart.

ST. JOVITE continued

On lap 55, Amon caught up to the leaders to make it a red express train running within three seconds of each other. Surtees then proceeded to pull away and lower the track record to 1.36.0. Amon passed McLaren on lap 65 and followed Surtees by about a second and a half, while McLaren slowly fell back.

The finish still saw Amon about a second away and McLaren about 11 seconds away with Cannon fourth.

From this race, the looks are that the driver is Surtees; the car, McLaren Elva; the engine, Chev (Surtees 6-litre, McLaren 5.5 litre); and the tires, Firestone.

We then hustled to our car, a quarter of a mile from the course. As cars just sat and waited to get out, we got into line and (considering the road and traffic) made very good time leaving, feeling self-satisfied after seeing a rough job well done.

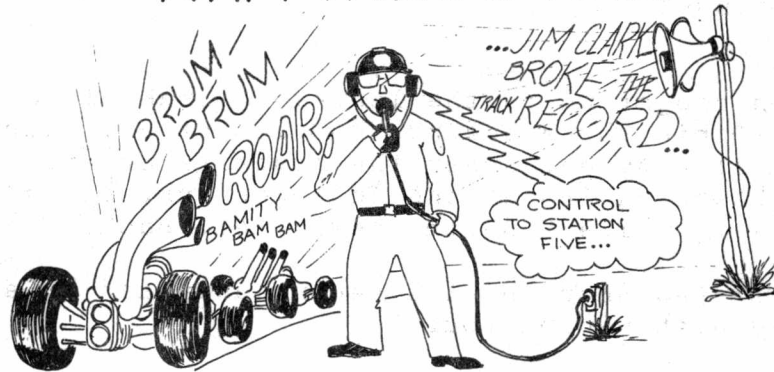
GRID LINEUP - TOP 10

- | | |
|--|---|
| 1) Surtees
Lola T-70 #3
1.38.4 | 6) John Cannon
McLaren-Elva #62
1.41.4 |
| 2) B. McLaren
McLaren-Elva #4
1.38.5 | 7) Mark Donohue
Sunoco Special #16
1.42.2 |
| 3) Chris Amon
McLaren-Elva #5
1.38.8 | 8) Bud Morley
McLaren-Elva #6
1.42.3 |
| 4) Lothar Motschenbacher
McLaren-Elva #96
1.40.6 | 9) Dan Gurney
All American Racer #30
1.42.5 |
| 5) Parnelli Jones
Lola T-70 #198
1.40.7 | 10) George Follmer
Lola T-70 #116
1.42.9 |

SAW A YOU-KNOW-WHAT DRIVER THE OTHER DAY: MADE AN "O" TURN.
---STARTED TO MAKE A "U" TURN AND CHANGED HIS MIND. (ONLY 2%,
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by Speed

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"It's better than looking at Sprites!"

--Photo and comment by BILL KANE--
(Abarth driver)

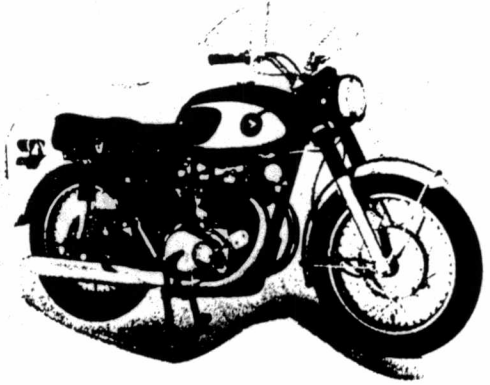
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VW EXCHANGE ENGINE IN STOCK.

FEATURING



PRODUCTS

BARNARD'S IMPORTED CARS, LTD.

U.S. ROUTE 20

PHONE

NASSAU, NEW YORK

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DIAL State 5-8940



NEW SALEM GARAGE

ROUTE 85 NEW SALEM N.Y.

DEWITT CARL

PHONE RO5-2702

FREDERICK CARL

New SAAB Special
one third more

zzZAP!

Entirely new — the Swedish SAAB Special: one third more horsepower 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

SAAB

FULL LINE OF PARTS

BODY WORK

FREE ESTIMATES TOWING SERVICE

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

C L A S S I F I E D

FOR SALE:

'62 Whiteface winning FP Alfa

- all conceivable options
- many spares
- new blueprinted magnaflexed O'Brien engine
- T 7's
- 6 spare tires
- \$1800, will talk trade

1960 Mini converted to 1100 cc 948 cam 1 1/4" carbs 10 1/2:1

Koni shocks, Tach
Late model gear box
New paint job
\$650

BRUCE CARGILL
765-2632 after 7 PM

FOR SALE:

Spitfire

Tonneau Cover
Radio
13" tyres
Guard (front)
Roll Bar
Odds and ends

TR-4

15" tyres - 5
Bumpers
Windshield and frame
Good Convertible Top
Odds and ends

CARL BARBAGELATA
463-4859 after 6 PM

WANTED:

Parts for 1932 Ford Roadster or 5-window coupe

Rear Fenders
Bumpers
Tail light
Windshield posts and stanchions

STAN BUBAR
372-3643

FOR SALE:

12 volt heater	\$15.00
6 volt heater	8.00
Rear deck carrier	10.00
Pair 6.00 x 14" Dunlop snowtires, blackwall	20.00
MGB Shop Manual (3 main bearing)	5.00
Convertible top boot for MGB (blue)	10.00
Jeep Service Manual - C-J5 or C-J6	2.50
Car Radio - 12 volt negative ground	10.00

RON BESSORNEAU
UN 9-9854 after 5 PM - weekdays

C L A S S I F I E D

FOR SALEMG'A"

- 1622 MK II engine (bored .040)
- New crankshaft
- New Derrington forged racing pistons
- Oil Cooler
- Knock-off disc wheels (6)
- Goodyear "R" compound tires
- Ported and polished head
- 1-3/4" SU Carburetors

ALSO AVAILABLE FOR THIS CAR:

- Extra 4.55 rear end (complete third member)
- 4 - Pirelli Cinturato tires
- 4 - Goodyear T3 tires
- 2 - Solid wire wheels
- 4 - Extra Derrington forged pistons (new)
- 1 - Extra crankshaft - perfect
- 1 - Extra cylinder head (not ported and polished)
- All road equipment (top, windshield, bumpers, etc., including road exhaust system)
- Two wheel trailer, all lights, new six-ply truck tires, weight 790 lbs. (This trailer had carried 3200lb Healy Silverstone a few thousand miles and has post for spare wheels and tires)

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?

Make a reasonable offer for car, trailer and parts, or car alone, and you will own it. Old man must retire!

RAY GAUL - ALTAMONT ROAD - VOORHEESVILLE, N.Y. 12186
PHONE (518) RO-5-2180

FOR SALE:

- 1958 Porsche "Super". Fair exterior and interior. Black paint. Excellent mechanical condition. \$695.
- 1963 Jaguar XK-E Roadster. Dark blue, new paint. Pressure plate, brake pads, rugs, and ignition system, also new. Almost like new \$2,995.
- XK-E Factory hard top: only used one winter. Fully upholstered. \$200.

DONALD P. FLORES
4 Liberty Place
Hudson Falls, New York
Phone: 747-5512 (mornings)

SYNDICATE BILL KANE

(CUT ON DOTTED LINE + AFFIX TO REAR BUMPER)

THE ADVENTURES of

SUPERJIM



by Speed

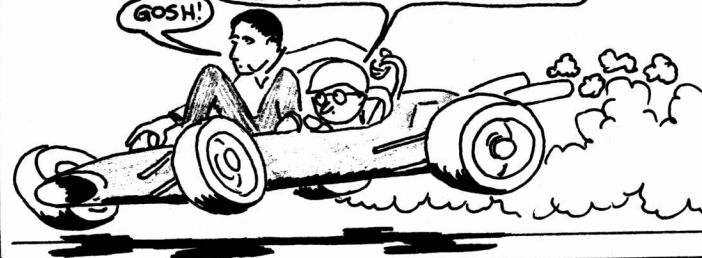
AS OUR STORY OPENS, WE SEE SUPERJIM, WHO BY DAY IS RACE PROMOTER JIM PAINS OF HARDROCK, CONN., AND HIS YOUTHFUL FRIEND WEE JOHN, WHO IN REALITY IS ILLUSTRATOR JOHN WRECKEM, SPEEDING TOWARD OLD ENGLAND REGION HEADQUARTERS...

I ONLY HOPE MY TRUSTY LOCUST FORMULA CAR CAN GET US THERE IN TIME!

WHY, SUPERJIM?

BECAUSE, WEE JOHN, THE DIRECTORS ARE PLOTTING TERRIBLE THINGS!

GOSH!



MEANWHILE, FAR AWAY IN ANOTHER CITY, THE MONTHLY MEETING OF MOHAWK-HUDSON REGION IS TAKING PLACE, AND THE ENTHUSIASTIC MEMBERS ARE LISTENING TO UNCLE GENE, THEIR BENEVOLENT REGIONAL EXECUTIVE...

I CAN ONLY SAY THAT IF WE DO GET A RACE DATE, OUR REGION WILL LIVE ON, ENJOYING MANY MORE YEARS OF, UH, ER, LIFE!

IF WE DON'T, THE REGION WILL DIE A SLOW DEATH!

YAY!

AARRGH!



SURELY ENOUGH, DEEP WITHIN THE CAVERNOUS RECESSES OF OLD ENGLAND REGION HEADQUARTERS, THE DIRECTORS ARE VOTING TO REFUSE ANY OTHER REGION THE USE OF HARDROCK PARK RACEWAY...

THEN IT IS RESOLVED! WE SHALL NOT PERMIT ANY OTHER REGION TO USE HARDROCK, BRAMBLE, OR THUMBSDOWN RACEWAYS!

NAY!

LET THEM BUILD THEIR OWN TRACKS!

HEH! HEH!



WE'LL SHOW THEM WHO'S THE MOST POWERFUL REGION OF ALL!

HURRAY!

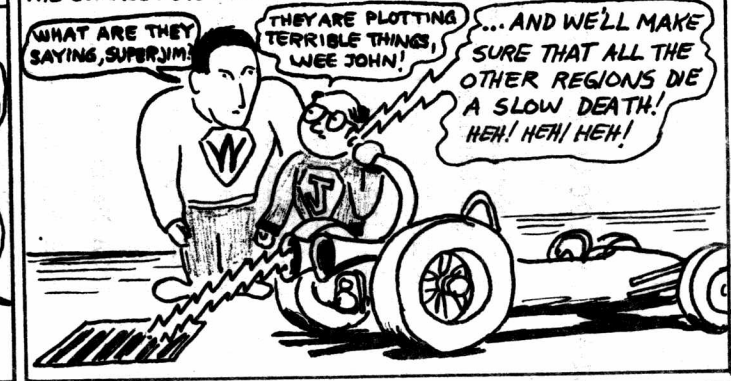


AS WE REJOIN SUPERJIM AND WEE JOHN, THEY ARE PARKED OUTSIDE OLD ENGLAND REGION HEADQUARTERS, LISTENING THROUGH THEIR SUPERSENSITIVE MICROPHONE ATTACHED TO THE EXHAUST SYSTEM OF THEIR LOCUST FORMULA CAR...

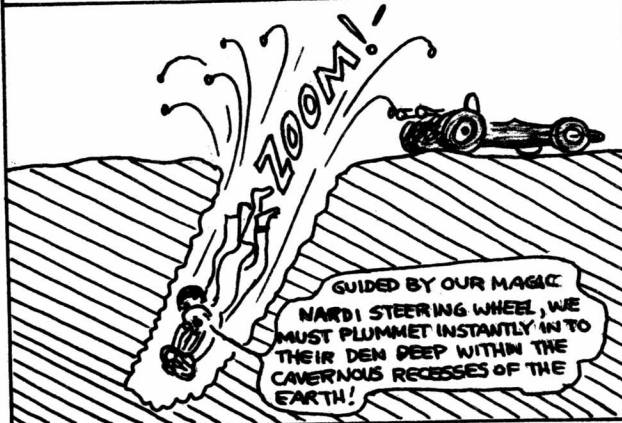
WHAT ARE THEY SAYING, SUPERJIM?

THEY ARE PLOTTING TERRIBLE THINGS, WEE JOHN!

... AND WE'LL MAKE SURE THAT ALL THE OTHER REGIONS DIE A SLOW DEATH! HEH! HEH! HEH!



REALIZING THAT THEY MUST SPRING INTO INSTANT ACTION, SUPERJIM AND WEE JOHN GRAB THEIR MAGIC NARDI STEERING WHEEL AND PLUMMET DOWN INTO THE EARTH, TOWARD THE MEETING ROOM...



GUIDED BY OUR MAGIC NARDI STEERING WHEEL, WE MUST PLUMMET INSTANTLY INTO THEIR DEN DEEP WITHIN THE CAVERNOUS RECESSES OF THE EARTH!



YIKES! IT'S SUPERJIM AND WEE JOHN! AND THEIR MAGIC NARDI STEERING WHEEL!

CRASH!

HOLD ON, YOU FIENDISH BANDITS, YOU'LL PAY FOR YOUR LAWLESS, TERRIBLE, AND, WHAT'S MORE, UNDESIRABLE PLOTTING!



POW

CRUNCH!

SO! OOF! BLEED! BLEED!

OUR VICTORIOUS HEROS, RIDING AWAY IN THEIR LOCUST FORMULA CAR, REAFFIRM THEIR BELIEF IN LAW AND ORDER...

IN ORDER FOR LAW AND ORDER TO PREVAIL, AND IN ORDER THAT THE WEAK, DEFENSELESS REGIONS MAY HAVE A CHANCE, WE DEDICATE OUR VERY LIVES, FORTUNES, AND MAGIC NARDI STEERING WHEELS TO THE NEVER-ENDING FIGHT FOR EQUALITY!

GOSH!

THE END

CALENDAR OF LOCAL EVENTS

October	5	SCCA Membership Meeting - Circle Inn Rallye Seminar directly following meeting
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

NOVEMBER KNOCK OFF DEADLINE - OCTOBER 16

AMERICA'S BEST SELLING IMPORTS!

MGB — MG MIDGET — MG SPORTS SEDAN — AUSTIN HEALEY 3000
AUSTIN HEALEY SPRITE — RENAULT — PEUGEOT — JAGUAR — TR 4

SUNBEAM — TRIUMPH SPITFIRE — TRIUMPH 1200 — TRIUMPH 2000 SEDAN

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LIBERAL TRADES · TERMS ·

ALWAYS A LARGE SELECTION OF LATE MODEL SPORTS CARS IN STOCK

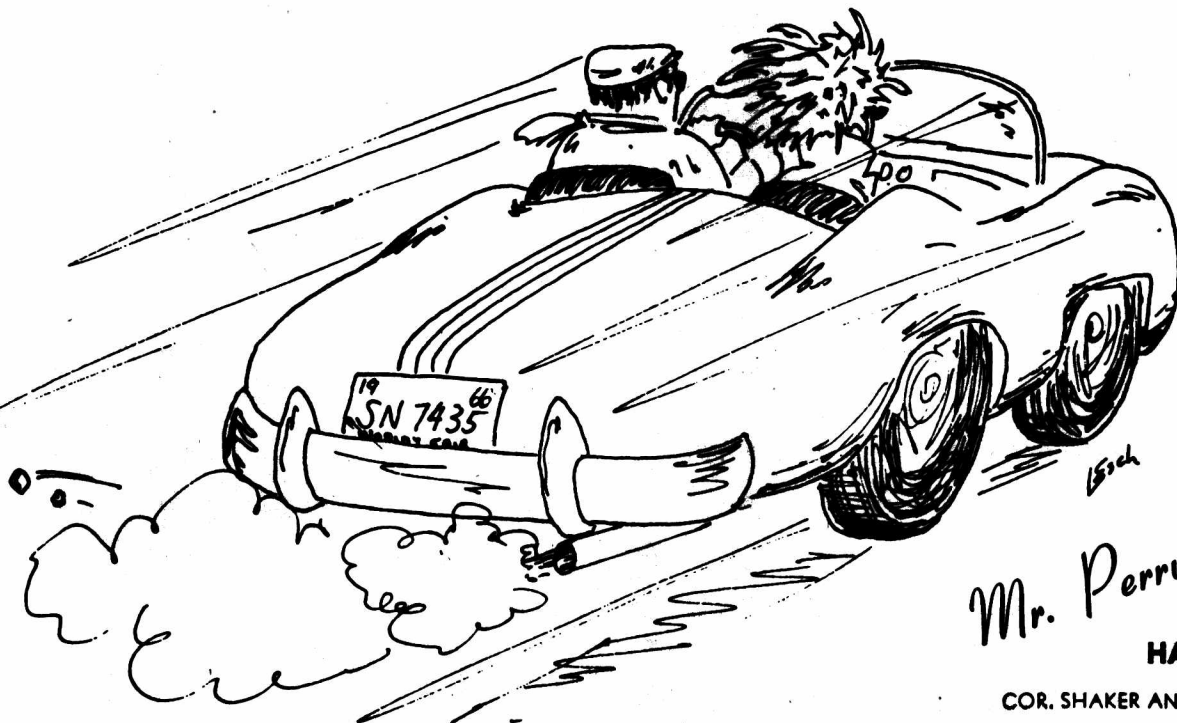
KAYE'S Auto Exchange Inc.

1033 CENTRAL AVE

PHONE IV 24413

SPECIAL DISCOUNTS TO MEMBERS OF SCCA

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



Mr. Perry

HAIR FASHIONS

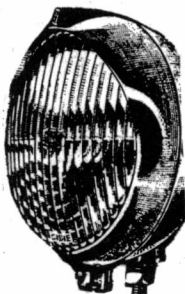
COR. SHAKER AND OSBORNE ROADS

UN 9-7333

CIBIE

IODINE - QUARTZ
LAMPS

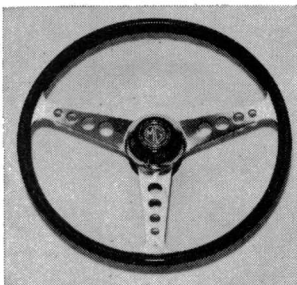
The Latest Trend in Road Lighting
—Iodine-Quartz Lamps



"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**

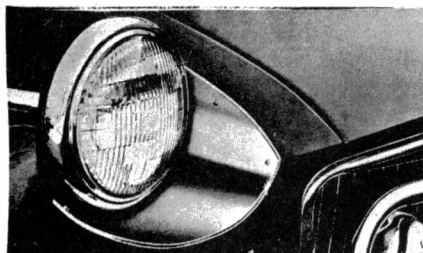


"180" Driving or Fog Lamp
Used in major international racing events by Ford, Chrysler, Maserati, etc., the 180 has proven to be the most powerful driving lamp available today. Its efficiency in long-range illumination results from a novel form of concave light unit condensing and projecting the brightness 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**



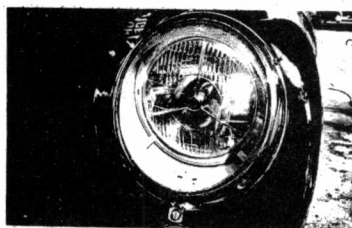
"Grand Prix" Woodrim Steering Wheels

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 MkI&II; 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.



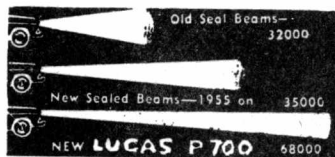
6401 MGB Head Light Plates
\$11.95 set

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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The
Road
to
Performance

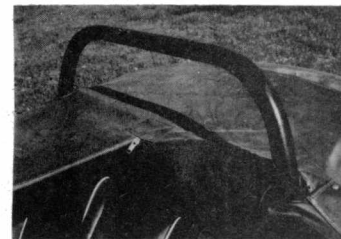


Full double roll bar exceeds SCCA requirements. Completely gusted, and shipped with all mounting plates and hardware. All bars **\$59.95** unless otherwise stated. Shipped freight collect.

All shipments prepaid by B&B Motors. Complete satisfaction guaranteed. Any purchase may be returned for full refund within 14 days. New York State residents add 2% sales tax.

Roll Bars

Roll Bars — **\$59.95**



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Burnt Hills, N.Y.



Kangol English Kerry Caps

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 1/2. We guarantee this to be the most comfortable headgear you've ever worn. **\$4.50**