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DECEMBER
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THE KNOCK OFF

1966

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

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

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LOTUS

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

*Denis Jenkinson
MOTOR SPORT
MAY 1965*

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... IT IS WINTER

--Pete Fullam--

Under a leaden sky
The wind rustles the last
Of the dead leaves in
The pits at Watkins Glen.
It is winter.
The cars all are gone now
To gather dust
In thousands of garages
From LA to Westport.
It is winter.
The snow goes unplowed
On the straights
Of Road America;
The empty Brut stands
Stare blindly about
At silence.
It is winter.
The girls are gone
Pounding typewriters in New York
Chicago and Baltimore
Wearing woolen skirts and pattern stockings
Instead of stretch pants and halters.
It is winter.
The brave young men are gone too
Talking sales and production
And costs and income
Instead of lines and drifting and oil pressure.
It is winter.
The unnatural silence
In the paddocks of Lime Rock and Thompson
Is deafening.
The Firestone and Goodyear trucks
Have fled.
It is winter.
Gone are the acres of spectators
And tents dewy-wet in the morning.
Stilled is the shouting and singing
And clank of beer cans in the night.
It is winter.
The last race is long since over
The last car trailered away
The last flagman gone home
The last gate padlocked.
It is winter.
The PA speakers speak no more
But the wind howls as it drifts snow
Around the empty rest rooms
And shuttered tech buildings.
It is winter.
The time for auto shows and rugged rallies
New cars and parties
And watching movies and slides
Getting high at the SCCA meetings
And planning and building
And waiting for next season.

DECEMBER 1966

It is winter. Even though that pretty white stuff hasn't accumulated too much of itself around the countryside, it's cold outside! It's those mornings when you're really sorry you have leather seats...kind of an awakening experience, tho!

THE COVER

Originally designed to portray Phil Groggins at Thompson, the editors thought it lent itself extremely well to the prose on the reverse of this page, written last year by Pete Fullam of our Region.

While drivers and wallets are recuperating from this year's season, the tired old metal sits around in a garage somewhere, preparing itself for the first twist of the mechanic's wrench in anticipation of 1967.

Thank you, Miss McClumpha, for an excellent rendering for this, our last issue of 1966.

HAPPY HOLIDAYS TO ALL!

the M O S T



December 17 is the next meeting of the Mohawk-Hudson Region. It will also be the date of our Annual Awards Banquet (get the flyer and make your reservations NOW), which, admittedly, hasn't been the most successful event in the past few years. However, this year some extra effort is being shown by the Committee to insure that the Annual Meeting is the same high caliber people have come to know and expect from this Region in the way of events.

The dinner will be buffet style, the drinks well proportioned, and the BS about Riverside wins. Mo-Hud has accomplished some pretty big things in the past 12 months and this is the time to hash them over... whether it be to criticize or compliment, there's nothing like sitting down over a couple of drinks and finding out what was done right and what was done wrong, and how things ought to be done next year. Well, whatever you usually do on Saturday, the Annual Awards Banquet will be more fun, and remember, guests are always welcome--Saturday, December 17, 1966, at the Circle Inn (where else?).

One of the biggest problems in gaining membership, seems to be the simple fact (unbelievable as it may seem) that there are many people who don't know that we exist; or do know that SCCA exists as a national organization but don't know that there is a local region or when it meets, etc. There are many ways of spreading the word and many are now in the works. However, this time we have the opportunity to reach more people in a single shot than ever before, and, believe it or don't, it's free!

To start from the beginning, it seems that in the first month of every year an automobile show is held in Albany, to which the entrants have always brought professional show cars, rod and custom types, drag equipment and antiques. Last year a tweedy British-looking chap in a very standard E-type showed up, did some polishing, removed one wheel and introduced the public to disc brakes and the finest in suspension systems from Coventry. He not only stole the show, but created a demand for interesting sports cars.

We have now been approached on this very subject and are presenting it to the membership. So far, Uncle Gene has promised the Elva, and the Fairthorpe (the what?) the Fairthorpe will be there, of course. There are many other interesting examples of automotive art in this Region and this is the golden opportunity to reach that vast potential of membership that we only get a chance to wave to usually and to give the general public an idea as to what we are all about. The dates are January 20, 21 and 22; the insurance is taken care of by the promoter, each display is roped off a safe distance, and there are even trophies awarded in each class! For further details, contact the editors--SOON! Support the Sport!

MOOT continued

There is no calendar of events in this month's Knock Off mainly because as of this writing it is too early. The National Calendar Committee hasn't given us the go-ahead yet on our most ambitious program of drivers' school, regional and national races. The INEC group hasn't met yet to schedule our own championship series. And, most of the ralliests are cleaning up from the Tour de Force and getting ready for the one definite 1967 date--the Annual Rallye of the Snowflake in February. By next month we hope to publish a rather complete 1967 calendar.

Of course, there's ice racing--see Jack Collins' column for the events to be held on that side of the mountain. As for this territory, we understand there is a three-hour enduro at Lake Placid on the first weekend after New Year's--this event is in conjunction with the Lake Placid Winter Carnival and should be a great weekend. Closer to home the ever-popular Lake George Winter Carnival has rescheduled the two weekends of ice racing to the second and last weekends in February (to insure enough ice). All these dates are tentative--all definite ice racing dates should be available at the Annual Meeting! Anybody got any hints on driving an elderly Porsche Speedster on ice (or anywhere else)?

The editors would like to take this opportunity to thank everyone who has helped us to make this publication what it is. Were it not for our faithful contributors, collaters, staplers, mailers and so on, we wouldn't have been able to accomplish each issue. Thanks, everybody, we surely appreciate your help.

Speaking of these little helpers, we'd like to tell you their names. They all seem to willing to help, too--could it be the beer and pizza afterwards??? Lets see, there's Porscheless Bill Sarr and Karl Scharl; the Merrills (who are back in town--hooray); Bill Morris; Ben LaRosa (not a member but we're working on him); Gary Snyder from Central New York Region; John Coons; a small guy but a great helper--Peter Scharl (Danke); and last, but not least, Mom and Aunt Marge. Thanks to you all and we hope to see you and some other peoples next year at our monthly "collating parties."

A minute here to advise everyone to read and think about the article by Ed Holeva in this issue. It is extremely timely and very well put. One of our New Year's resolutions should be to always remember what our club stands for and that Sportsmanship DOES Demand Safe Driving.

See you at the Banquet!

According to "Late News" in the November 26, 1966 issue of Competition Press, motor sports does not appear in the list of top 10 "most dangerous" sports in the U.S. Heading the list is football, followed by baseball, winter sports, basketball, skating, boating, etc. The list comes from insurance accident reports.



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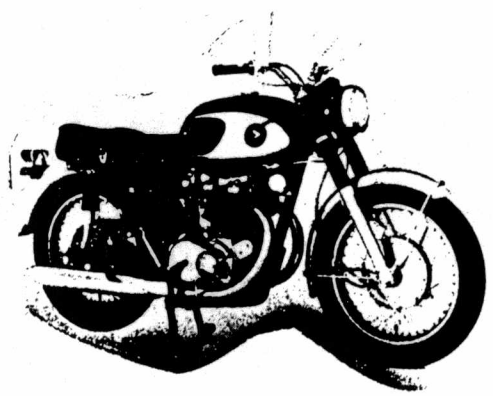
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TUNED EXHAUST

No more cobblestones to rattle your suspension.
No more brick streets with pot holes where the tar has peeled away.
No more frost heaves where even with Koni's the Sprite bottoms.

A dream? A fantasy? A total impossibility?

No. Not quite, but driving a Rover 2000TC around town has created this illusion. No matter what road surface is under the car, it rides just the same. Every thing anyone has ever said about the Rover 2000TC suspension is absolutely true.

I had the loan of one of these two litre sedans for a full week and drove it on highways and byways, in city traffic and high speed Northway traffic. I record here my impressions, and, would you believe, some comparisons to the Sprite. Technical information and specs can be obtained from Gordy Morris, at Morris Garage, Maryland, New York.

Appearance. There is no single distinguishing feature about the 2000TC unless you consider the apparent incongruity of mag wheels on a civilized looking four passenger sedan. Yet the total presentation of clean, smooth lines, the downwards sloping hood, the rear quarter panels, the head light configuration, demands the phrase, "a super-sophisticated subtle sedan." The word "subtle" is the giveaway. You see, when you are driving a Rover, no one gives you a second look...not the fuzz, not the stoplight drag guys, not the little old lady who wished she had one... no one that is, except the occasional true motoring enthusiast who knows that the Rover is really a SPORTS sedan, that those mag wheels are just a wee bit wider than stock and that TC means "twin carburetor" (two big two-inch SU's). The stoplight dragster may look after you've outrdragged him...but he's trying to forget that it ever happened. The fuzz looks appreciatively when you've shifted up to the highway maximum before succeeding traffic has even pulled away from the light. But we're not discussing performance just now. We are on appearance. The car I lived with for a week was red with black interior, except for the light colored headliner and padded sunvisors (both washable and not at all chintzy looking). Upholstery is all genuine leather. There's some simulated wood grain trim on the dash and here and there, which is all very nice I suppose, but seemed almost contrived in effect. Switches, knobs and interior control devices are well placed and well marked. Evidence of the logic and effectiveness is that there was no owner's manual in the car and I had received no prior instructions in the operation of the car, and yet had absolutely no trouble in figuring out which switch did what. Actually, it was more fun than if I had a guide book because I sure remembered things automatically, and was able to reach for light switches reliably my first night out in it. Quality, location of appurtenances, all create an environment of elegance and luxury without ostentation.

TUNED EXHAUST continued

Comfort and Controls. Why do I place these two characteristics together? Well, driver position is important in the control of a vehicle, and the location of the items which operate the vehicle affects both comfort and control. Let's forget about the passengers for the moment, since they have comfortable bucket seats to belt themselves into and a well-made car around them. Let's concentrate on the driver who is going to pilot them safely on our crowded highways and through the streets of Albany, which, in itself, is one of life's greater adventures. (If the people who loaned me the car ever knew that Albany had one of the highest insurance rates in New York State, I wonder if they would have...)

Open door and get in. It's a step down car with about a four inch sill, interior carpeted. Bucket seat has completely adjustable back support and forward reach. Steering column is adjustable up and down. Fiddle with these until you feel comfortable, and your feet feel natural on clutch and brake and accelerator pedals. When you are finally settled, your driving position is upright...really quite chair-like. Dip switch for head lights is under your left toe, forward of the clutch, and precisely where your foot ends up...naturally...when sitting comfortably. This is another important word..."naturally"...because some considerable human engineering went into making the Rover 2000 a DRIVER'S car. When holding the steering wheel in the accepted position, the thumbs come to rest "naturally" on the contoured horizontal center spoke of a simulated wood rim steering wheel. The wheel, at 16" seemed enormous after the Sprite's little-biddy, and even after a week felt ungainly and oversized. They (Rover Motor Company) insist that this size is necessary to compensate for the steering effort required with radial ply tires (Pirelli Cinturatos are standard) but I'd be willing to put up with a little additional shoulder action to get my elbows closer to my body.

Parallel parking in a tight space was no problem...I was conscious of a little more weight, almost exactly twice the curb weight of the Sprite, but only in parking was this apparent. Very readable tach, a clock that clunks every five minutes but keeps excellent time, a ribbon type speedometer with trip meter and odometer, adjustable panel lights, lights to tell you about having the brake on, low brake fluid, low oil pressure, ignition, choke and the usual high beam indicator, comprise the driver information gear positioned immediately in front of the driver. Unfortunately, the tach is located enough to the right that it is obscured by your hand on the wheel sometimes, but so is the one on the Sprite. The engine is so communicative, however, that you really don't need the tach for low end information. If a lower gear is called for, you know it by the lumping. And maximum speed ranges for each gear are marked on the speedometer, just in case you forgot.

Towards the center of the dashboard area is the windshield wiper switch, which is a different shape from the light switch and operates by turning, while light switches are flipped. The wipers are a continual varying speed from adequate to pretty fast. Very effective in really heavy rain... and we had some pretty awful weather when Rover was visiting. Cigarette lighter and ice-alert buttons and bulb complete the right side. To the left of the driver on the dash are the safety flasher controls. Flanking the center console which houses the radio, are the heater controls, the choke and the cut-in for the reserve fuel tank...I think. That last lever was labelled RES PET and I'm guessing on that one. Sure didn't take any effort to check it out. Center console sports a short shank sporty gear

TUNED EXHAUST continued

shift knob with a flange like a hypodermic needle because that's what makes it go into reverse. You soon become used to it, however, and are grateful for such a positive lock out on reverse. You get all sorts of confidence about going through the gears quickly.

With both hands on the steering wheel, a wand-lever on the left is at your fingertips...without moving your thumb, and it will flash all your headlights. On the right, again without moving your thumb, another wand will blow the horn if you lift on it, or act as a turn indicator if you flip it left or right.

Now buckle up the complicated looking shoulder harness-lap belt combination which, when all three adjustments have been made is absolutely the most comfortable rig we've strapped on. Oops, when the shoulder harness is on it is completely impossible for me to reach the window crank. Sure it's way forward where your knee will never hit it, but unreachable, just the same. But then, there are all those fresh air vents in the dash which do make for natural air conditioning. All buckled in? OK, turn and push in on the key and the car starts. Cool outside, so use a little choke. Watch the tach and adjust choke accordingly. Running smoothly. Now reverse. Up on the collar of the shift knob, to the left and back. Good. Excellent clutch action. Neither abrupt, like that Lotus Elan we had for a while, nor wishy-washy like poor old tired Sprite. Now out for a drive.

Performance. We have some favorite Sprite roads and that's one of the places we took Rover. We drove these roads at the same speed we drive Sprite...and, in fact, caught ourselves driving them quicker...because we gained an intuitive confidence in the road-holding and controlability of the sedan. On corners where Sprite normally slides its rear end just a little, Rover was flat and all four wheels on the ground and turning. There was a distinct "floating" sensation which is undoubtedly a combination of the suspension, DeDion rear axle and Pirelli side wall flex. After you get used to it, it is pleasant, kind of outer-space-ish, and unlike any other cornering sensation I've ever experienced. You get to shift as often as you would in a Sprite, and the message is precisely the same...you are never completely remote from the power plant. There's enough feed-back from accelerator and gearbox to tell you exactly what the car wants...and you do it. You are as much a part of this sedan... and as necessary...as you are in any sporty roadster. Kind of a nice feeling...

The engine holding power was demonstrated on some parkway hills. Going downhill, lift foot and car goes slower. Not as dramatically as Sprite, but no runaway.

The car we had was some 18,000 miles old and gave something in excess of 22 miles per gallon on a wandering trip up the parkway, through Westchester, onto the Taconic, the Thruway and home. It prefers highest gasoline and does not like filling station attendants. There's something about the gas filler pipe which will not permit the attendant to leave the hose and depart. He has to stand there the whole time and hold it, which makes him very unhappy.

We mentioned not being aware of the weight except when parking. The steering is a part of this, as are the servo assisted four wheel disc brakes. Didn't have to make any panic stops, but Rover cooperated fully

TUNED EXHAUST continued

when a deer leaped out in front of the car ahead of us on the Taconic.

While quiet enough for normal conversation and radio listening, the 2000 has a few friendly noises...the clock clunk, Firelli patter, suspension sounds, disc brake squeak, clutch complaint when not all the way in reverse gear. I'd be suspicious if there weren't any sounds at all... I'd think it was dead.

Miscellaneous.

There's a little decal written in five languages which tells you NOT to slam the trunk lid. It is absolutely correct. If you slam the trunk lid, it will not latch. A gentle touch when it's lowered works like a charm. Lots of trunk space, too.

The oil dipstick snakes down into a curved tube deep within the inner recesses of the engine room. Crazy.

Another decal in five languages tells you that the carburetors are spring mounted. They are. They and the air cleaners vibrate very happily on their rubber mounts.

Not too sure we understand why weather drains are positioned to run water right into the engine room on top of things.

The hood release (we finally found it) is inside the passenger's glove box which is more like a small closet.

We do wish the man on the street had some image of a Rover other than a Land Rover with lions tied on the fenders.

And we also wish that our motoring friends...who do know about the Rover 2000 and its supremely safe construction would quit telling us to go look for an accident. We are perfectly willing to accept the Rover Motor Company's documentation on that account.

Sedans are in.

We are turned on about sedans.

The Rover 2000TC is our favorite so far.

We'd even like to have one.

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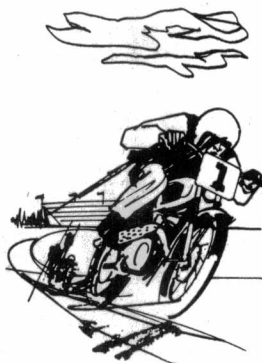
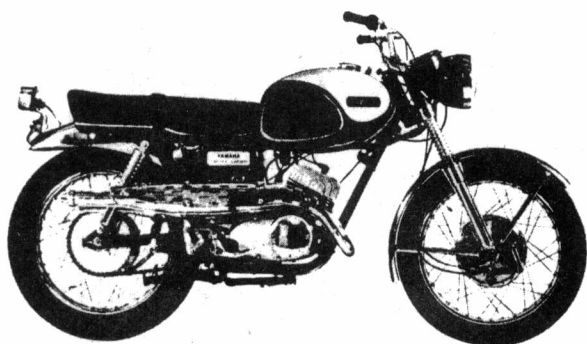
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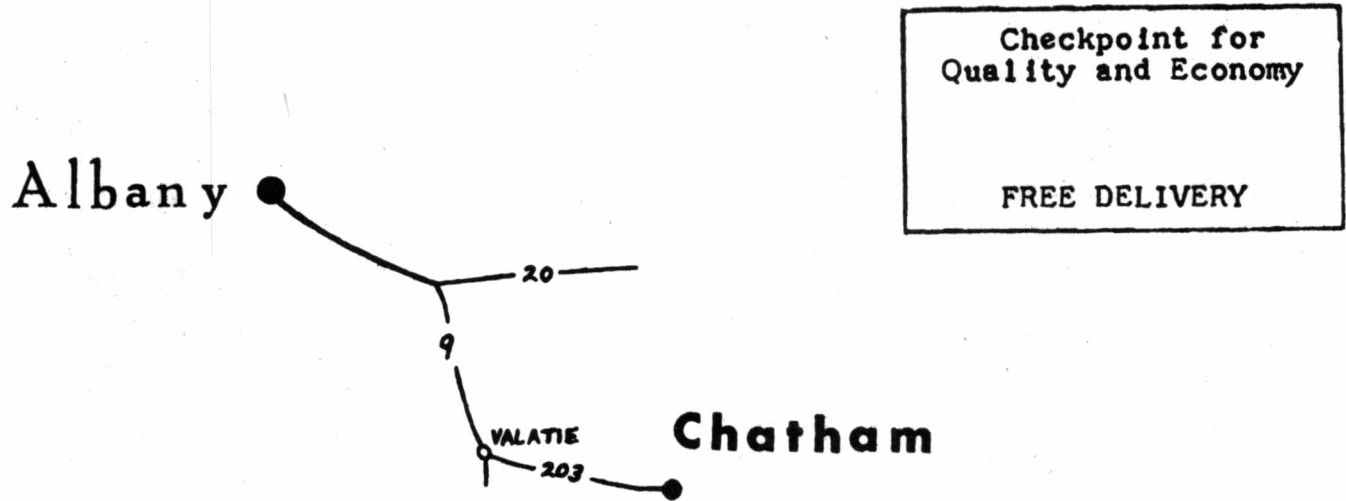
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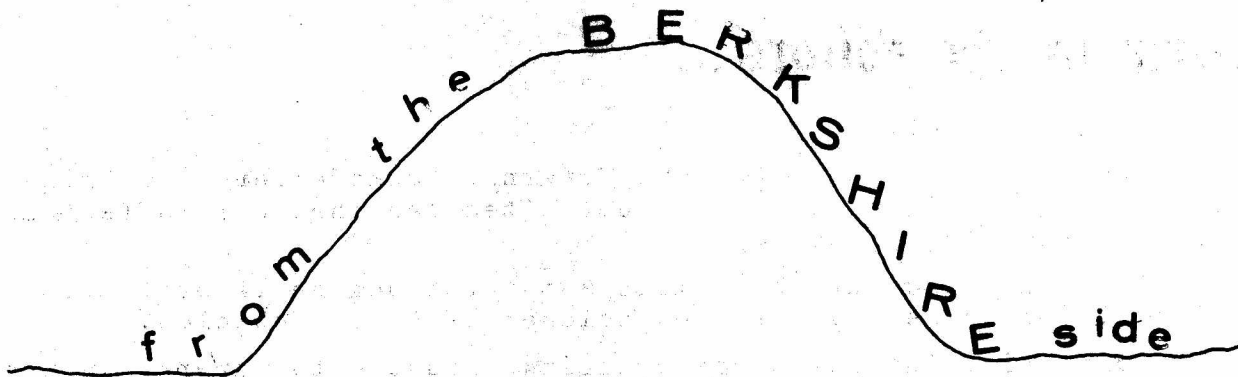
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HANK VAN DEUSEN



The 1966 racing season is over and it was a beaut! Nothing like a first place win on the last weekend to carry a driver and crew through the winter with great big grins on their faces. And, of course, the crew didn't have to put up with those silly questions of the 1965 season, like "What's a Fairthorpe?" (HEY! WAITA MINIT! YOU SURE KNOW HOW TO HURT A GUY--Eds & FOFs) No siree--this year they said, "What's an Elva Courier?" (DUNNO, DOES IT NEED FRIENDS? --hee hee).

Did you notice that all the talk is ice races now? Pittsfield's Ice Trials are coming up the last week in January and then to Lake George in February. Unfortunately the Cheshire (10-miles north of Pittsfield) ice race is scheduled for the first week in February (same as Lake George races).

Here's the latest on the ice endurance races as lifted from Art Kelley's column in the Boston Sunday Globe. The North Eastern Ice Racing Association has had their big organizational meeting and the officers for this year include such famous front wheel drive names as Charles Cunningham and Clyde Billings of Maine, Hal Mayforth of Connecticut, and even Art Tattersall of Massachusetts.

The six hour enduro at Brunswick, Maine is February 19th. Moosehead Lake is January 29th. Cheshire, Mass., is the first weekend in February. Races are under consideration for Lake Winnepesaukee, Killington, Vermont, and several in New Hampshire. Rules have been set on preparing cars. All entrants must belong to the Association. Contact Dorothy Chase, RFD 2, Cumberland Center, Maine.

The Cumberland Motor Club Tri-State 24 Hour Rally starts on January 14th from Charter House Motel, Exit 8, Maine Turnpike in Portland. It's always a real test of driving ability and car preparedness.

Everyone is working on some sort of ice racer and it's time this boy rounded up a super duper racer. We have been looking all over but no luck so far. Do you know...there's a real shortage of Metropolitans this year!?!?

JACK COLLINS

Letter to the editors...

Dear Marge and Joe:

The enclosed open letter to Governor Rockefeller will bring the public's attention to a little-publicized law that will affect all New York motorcyclists January 1.

They must wear crash helmets - but the degree of protection required is to be set by the Commissioner of Motor Vehicles.

Commercial interests are bringing pressure to water down the standard so their sales of "cheapies" will not be hurt.

The victims of a watered-down standard will be our young high school and college graduates and students - tomorrow's leaders.

Let's not let this happen. Will you help by printing the enclosed letter? We know that thinking people read the Knock-Off.

Warmest regards,

/s/ Roderick H. Aya

The Honorable Nelson A. Rockefeller
Governor of New York
Albany, New York

Dear Governor Rockefeller:

A little-publicized law will vitally affect all New York motorcyclists in a few short weeks. This letter to you through the courtesy of the press hopefully will draw public attention to the new statute and enlist their support for a statesmanlike implementation of that law.

Last summer you placed your seal of approval on a bill the legislature passed in an attempt to cut back the rising tide of brain injury and death to our young people caused by motorcycle accidents. This bill, now Chapter 979, Laws of 1966, will require all motorcyclists in this state and their passengers to wear crash helmets which meet a minimum protective standard to be set by your Commissioner of Motor Vehicles. The law becomes effective January 1, 1967. As you will recall, the law also provides that it will be unlawful after that date to sell, offer for sale, or distribute within the State of New York helmets destined for motorcyclists' use which do not meet that standard.

This is a good law in concept and sorely needed. But whether it will succeed in its humanitarian purpose or be just another dusty page on the statute books will depend initially upon the adequacy of the protection standard set by Commissioner Hults.

Already, considerable pressure has been brought to bear, both by certain dealers and distributors and by manufacturers of virtually worthless helmets, to water down the standard so that "sales" will not be affected. Their concern is not with saving lives but with making money. They care not whether you and I bury our children after a "closed casket" funeral - or worse - whether, because of irreparable brain injury, our children are destined to live out their lives staring vacantly at a ceiling from a bed they will never leave, or just grin vacuously for the rest of their lives without knowing why. No, these people do not care. Their concern is with "sales."

Studies available to the U.S. Public Health Service show that at least half of all injuries sustained in motorcycle accidents are head injuries. Is it any wonder that the death rate from motorcycle accidents per 100,000 registrations is more than double that involving other motor vehicles? Significantly, the highest death rates in this accident category are in the age groups 15-19, 20-24, and 25-29.

The growing popularity of motorcycles among our high school and college students has nearly tripled motorcycle registrations across the country since 1960. Death has more than kept pace. The death rate from motorcycle accidents per 100,000 registrations has doubled in that period. With total registrations at 1.4 million at the end of 1965, the U.S. Public Health Service estimates an additional half million will be added in 1966, with the annual increase rising to one million by 1970.

This growth, with its mounting death toll, does not come from the "black leather jacket with the eagle on the back" crowd. It comes from a class of young people who will be future solid citizens of this country - if they live and retain their full mental faculties.

The degree of protection to the head and brain offered by the best of crash helmets on the market today is minimal at best. As an outgrowth of ten years' research in brain injury and protective headgear conducted by the Snell Memorial Foundation under U.S. Public Health Service grants, the United States of America Standards Institute recently approved an American Standard (Z90.1-1966) for crash helmets designed for high hazard road use - including motorcycling. This standard was proposed for the Institute's approval after some six years' investigation by a committee composed of our leading researchers in the field of brain injury, consumer groups, manufacturers, insurance companies, and the Army and Navy branches of the military service. The American Motorcycle Association itself was represented on this committee which unanimously recommended adoption of the Standard.

At a September meeting called by Commissioner Hults in New York City to consider helmet specifications under the new State law, the Z90.1 standard was brought to the attention of his experts who are charged with the actual writing of the New York standard. Yet there were those present who thought Z90.1 too stringent. You may be interested in the level of protection offered by the American Standard - the best yet devised for its intended purpose. The impact tests under this Standard are designed to protect against brain damage from two blows (each at 120 foot pounds of impacted energy) delivered to the same spot on the helmet. This impact force is equivalent to that resulting from a free-moving head coming into contact with a solid object, a curbing, for example, at only a speed of from 15 to 20 miles per hour. How many motorcyclists travel that slowly? Obviously, under this "two-blow test" Standard, the motorcyclist striking his head once will have residual protection from brain damage at somewhat higher speeds and impact forces. Not much higher - but some. Just that little extra edge of protection may save a life. Some say this is too much protection - not necessary.

Helmets capable of meeting this new American Standard can be expected to sell for as low as \$15, with many probably in the \$20 to \$25 range. Yet, substandard helmets can be purchased at prices ranging from \$10 to \$70. It isn't the cost, or the appearance - it's what degree of protection has been built into the helmet that counts. And that protection can be measured only by laboratory tests. I've seen \$40 helmets, tested on cadavers, come through impact tests unblemished - yet X-rays showed the skulls to be cracked like eggshells. This kind of nonprotection our young motorcyclists don't need.

Your people in the office of the Commissioner of Motor Vehicles who are responsible for setting a head protection standard under the new law have it in their hands to do one of two things. They can establish a level of head protection to our motorcycling youth (and our commuting businessmen riding to the station) at least equal to that which has been recommended as a minimum American Standard by this country's most knowledgeable people in the field - which most of our domestic helmet manufacturers can meet at prices ranging from half to two-thirds less than the cost of a leather jacket. Or, your people can yield to the pressures of certain unscrupulous (or uninformed) commercial interests to water down the standard.

A watered down standard providing less than adequate protection would be equivalent, in my opinion, to permitting our motorcyclists to purchase and wear rather high-priced brown paper bags - the very evil your new law was intended to prevent.

The standard which New York prescribes for motorcyclists' crash helmets may very well set a pattern reaching far beyond its borders. Michigan's Governor Romney this last summer signed into law a bill similar to New York's. Michigan's law becomes effective April 1, 1967. Similar legislation has been proposed in Alabama, California, Massachusetts, Oregon, Pennsylvania, Rhode Island and Wisconsin. These states will be watching closely what is done here.

Would it be wise for New York to lead the way by prescribing a standard for motorcyclists' head protection at least equal to that which the country's leading experts have recommended as minimal - one which without reservation could be uniformly adopted or utilized by other interested states? Or, should we yield to selfish commercial interests and give our young people less protection than they deserve?

Sincerely yours,

/s/ Roderick H. Aya

5 Lake Shore Close
North Tarrytown, New York

EXCERPTS

SCCA EXECUTIVE BULLETIN
No. 8 October 28, 1966

Need a Stopwatch?

The Technical Time Corporation paid us a visit recently to talk about how they might introduce their line of Breitling Chronographs, wrist chronographs, stopwatches, and other timepieces to the sports car racing fraternity. An arrangement has been concluded whereby members of SCCA may purchase timepieces at a discount of 40% off the list prices. One copy of a brochure describing the timepieces available is enclosed in the mailing of this Executive Bulletin to Regional Executives.

The model S76 is particularly adaptable to sports car racing activities, either in the hands of interested spectators, pit crews and so forth, or as a useful tool for the timing and scoring operation.

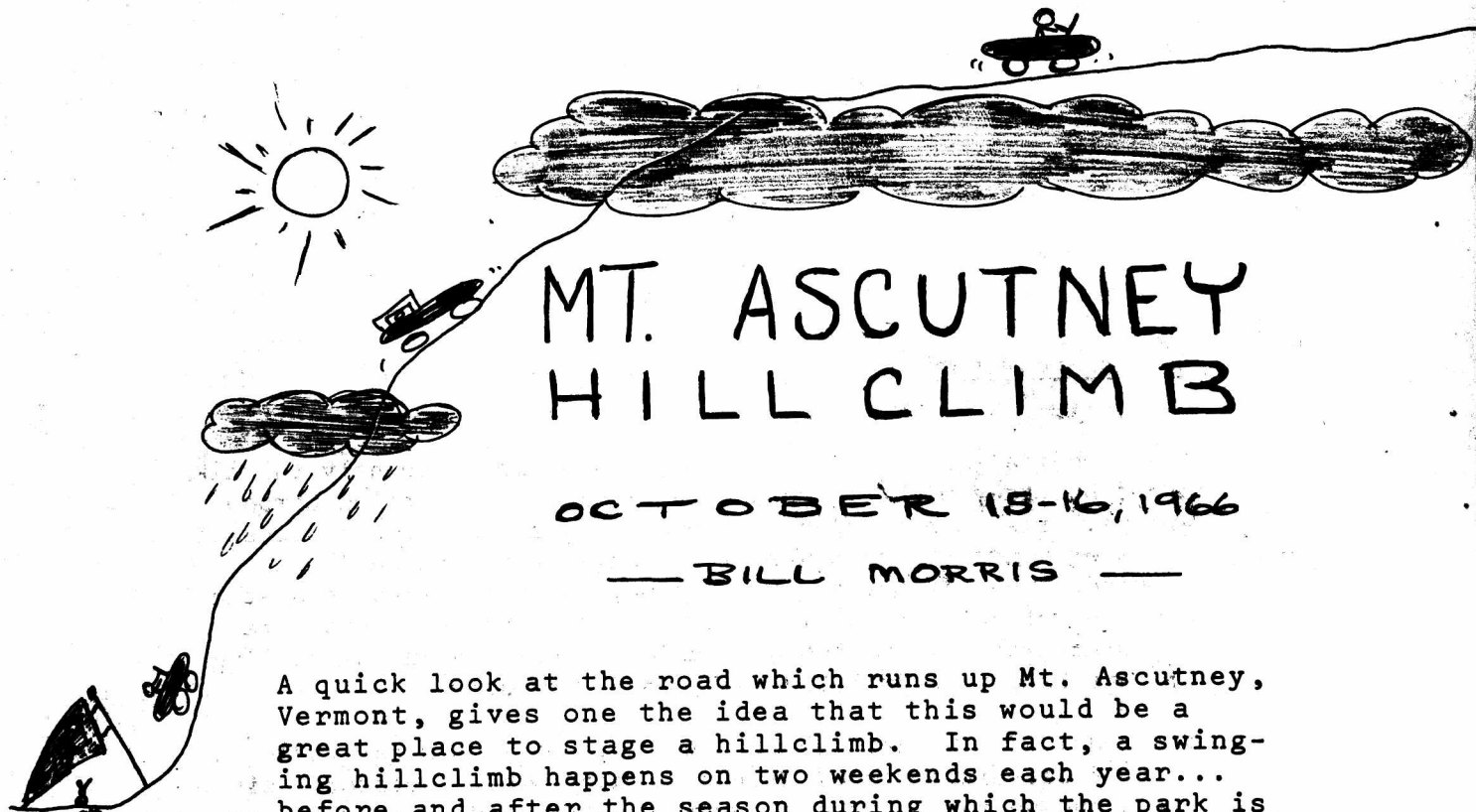
While Breitling is a name not too well known in automobile racing, it is a trademark recognized in other activities for its high quality. Breitling supplies the official AOPA wrist chronograph, for example.

Orders should be made directly to the Technical Time Corporation, 608 Fifth Avenue, New York, New York, 10020, and discount requested. Technical Time will maintain liaison with SCCA to confirm membership.

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* * * * *
*   Anything worth doing well becomes more popular,
*   like photography or sports car racing. It soon
*   becomes popular enough so that more sophistica-
*   tion is necessary to be successful, like skiing
*   or sports car racing. If you have specialized
*   knowledge, you don't get thrown out of the
*   astronomer's association or the sports car club.
*   It is impossible to say let's go back to "the
*   way it was" because no avocation encourages being
*   out of date and lives. And because very few agree
*   on how it was the way it was, Successful avoca-
*   tions penalize the below-average practitioner.
*   Otherwise, too few remain interested.
* * * * *

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MT. ASCUTNEY HILL CLIMB

OCTOBER 15-16, 1966

— BILL MORRIS —

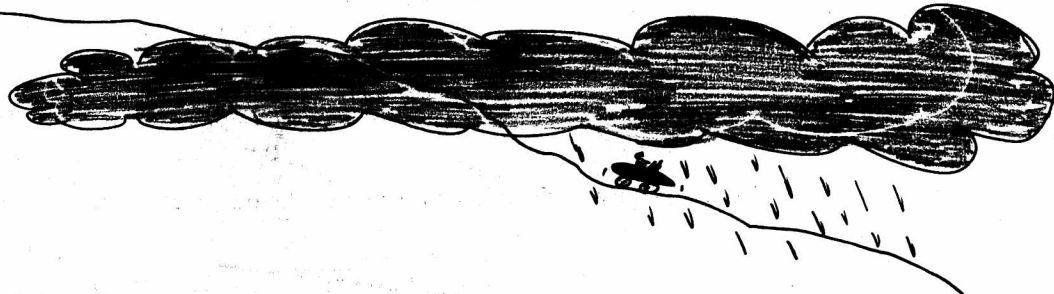
A quick look at the road which runs up Mt. Ascutney, Vermont, gives one the idea that this would be a great place to stage a hillclimb. In fact, a swinging hillclimb happens on two weekends each year... before and after the season during which the park is open to the public. More than three miles of paved road, rather smooth, rather steep, with turns too numerous to count, and least of all remember, leads to a parking area near the summit. There was beautiful autumn scenery if you went slow; a challenging drive if you went fast.

Mohawk-Hudson Region was well represented by Chuck Schongar (modified Mini S.S.), Hans Flebbe (Saab, of course), Bob Volans (1100 Sprite), Ed Holeva (Mustang), Karl Scharl (Healey), and the Lotus contingent of Stan Bubar and Bill Morris. Headquarters for this group was the Windsor House, about which can be said: (1) it is far from the hill--5 miles; (2) the rooms vary from mediocre to poor; (3) the coffee shop borders on being tolerable, but expensive; (4) the dining room serves very good meals; and (5) the tavern plays tricks on people who try to sit down (right, Karl?).

Tech inspection was held Saturday morning (the usual, with roll bars, driving suits and fire extinguishers recommended but not mandatory) followed by familiarization runs up the hill. A local CB radio club mans 8 safety stations along the route and does a very good job with communications and keeping track of the cars on the course. Pylons mark the pavement edge at strategic locations, but hay bales are not used because virtually the whole course would have to be lined with them.

Saturday afternoon is set aside for timed practice runs, and this is the point when a newcomer begins to appreciate the challenge of this hill as well as the joy and excitement of rounding curves in a rapid manner. Sprite times run around 4 minutes; Healeys, 3:45; Lotuses and Mustangs, 3:30; all compared to an unofficial hill record of 3:09 (Cobra). One or two timed practice runs generated sufficient enthusiasm in our little group to get us all back there again.

100



The weather Sunday morning was hardly inviting. It had rained during the night, and the chilly and foggy air was beginning to dampen the enthusiasm. After late registration, all drivers toured to the top of the hill where they decided they didn't want the event cancelled. It was foggy on top, and the road was wet, but remarkably free of treacherous wet leaves.

As the cars came down to the start line a heavier fog began settling down so the start of timed runs was delayed. Eventually, the course was shortened to 1.3 miles to avoid the fog at the higher elevations.

The event finally got underway as the Flebbe Saab screamed its way up the hill. This was followed by a yellow Saab which skidded and rolled through the wet leaves near the finish and became indistinguishable from the surroundings. This was not an omen of things to come, for the rest of the event saw only a couple of minor excursions into the boondocks.

At the end of the first run, the fog suddenly lifted, but the second run also took place on the shortened course to facilitate timing and scoring. Car classification was a hotly debated topic centered about salient and subtle inequities ("No, we're not going to make McClean's Sprite run with the Cobras.") and a couple of outright goofs.

Class 1 was the hairy animals; Class 2, one hairy animal tossed in with an E-type, production small 'Vettes, Mustangs and Elans; Class 3, a German Racing Green 911 and six other misclassified cars; Classes 4-6, miscellaneous; and Class 7, the Saab drivers all hoping it would snow so they could beat the Spitfire and Alpine. FTD...a Cobra; STD...Schongar's Mini (he was awarded the timepiece used for his run---a sundial.)

Hans Flebbe brought home a third place trophy. Bob Volans took third in his class also, but some last minute manipulating stole his trophy. The Elans prevailed over the Mustangs with Morris and Bubar getting third and fourth respectively and separated by one-tenth second. Karl's Healey ran out of gas on the hill and he literally coasted into fifth in class.

In general, it was a successful weekend for the hardy band of veteran and novice hillclimbers. Mount Ascutney--it need not be dangerous to your health, but it is definitely habit forming!

INEC GYMKHANA SERIES - 1966

OR

"The Sports Car Enthusiast's Tour of Historic New York State"

OR.....



--by Stan Bubar
(as edited & approved by Judy Bubar)

The first event of the year was held May 14 and 15 at SNY. This group has a really nice setup at Greene County Airport, consisting of a full size black-top go-cart track. While this limits the variety of courses that may be laid out, it has its advantages--no Sunday driver blindly cruising thru the middle of the course--you do have to watch out for the parachutists tho, and that can be tricky if the top is up. We actually saw the "emergency vehicle" (INEC Rules you know) get used for the first time. One of the 'chutists landed on the course rather hard! Believe it or not, the emergency vehicle was a big black hearse someone was using for a tow car!!

The facilities here include a pair of toilets that work, which are rather handy, and a lunch counter serving reasonably good food tho very slowly--my car insurance nearly ran out waiting for those blasted hamburgers. First time in my life I ever ordered a couple of hamburgers and saw the waitress go over to the cook, repeat the order, then stand there and wait for them to cook while fifteen other people waited hungrily in line glaring at me!



I PROTEST continued

Bob Volans went out on the course twice, and his ignition wire broke in the same place, on the exact same part of the course both times. After a little discussion pointing out that INEC rules allow reruns for mechanical failure, Bob gets one rerun and of course, first in class for 10 points.

This first event of the series came as a shock to yours truly. Bill Morris and I (sure there's a Bill Morris!) went down there thinking we were going to clean up in our Lotuses. After the battle was over, Rex Franklin (Lotus 7) who wasn't interested in INEC points, walks off with 10 of them for first place in Class 2. Gerry King, (Alfa) who was gymkhanna-master (something funny here) walks off with second place, and--well Bill and I settled for 8th and 7th places at one point each, behind a string of Porsches, including Art Frederick in 6th place. Somewhat chastened, we slank home!!

I only have two adverse comments on this event. I don't feel the INEC events should be two-day affairs, as this makes the weekend expensive, and I feel that one of the basic purposes of the INEC series is to provide safe, cheap racing. There's also the fact that many people don't have the whole weekend available. This gives a decided advantage to the local people who get to practice on Saturday, and the final scores show it. My second criticism is that I feel INEC events should be run on INEC classes, rather than regional classes with rescoring for INEC points. (If you haven't guessed, I don't like being classed against Bob Allen's Griffith--he always beats me!) All in all tho, SNY is worth the trip.

The second event of the season was held at CNY on July 4. This event brought an informal protest from me. I didn't even know it was an INEC event until about June 26 or 27, and Judy and I left for the Grand Canyon on July 1. The calendar listed it as a regional event!! I later heard that it was actually somewhat different in that you were given five minutes in which to cover as much of the course as often as you could rather than being timed for one or two laps only. That would have been very interesting to try (note this for future M-H gymkhanas). That sneaky Bill Morris took advantage of the fact that Art Frederick and I weren't there to grab off a 7 point 2nd place in our class.

The third event in the series found us back dodging parachutists at SNY on August 14. This time they had a new special rule for Bob Volans. Something about no reruns for mechanical failures that are obviously within the ability of the driver to foresee. Evidently Gerry King had gotten together with Keith Walter--gymkhanna-master. They don't like repeated failures of the same type! This time I did a little better than the previous SNY event, I grabbed off fifth place for a big 3 points. Bill Morris and Art Frederick had to settle for 2nd and 3rd respectively. I found that I had to protest this event also. Those SNY people hadn't yet learned to control the weather. Virtually everyone got in one dry surface run, tho, and the wet runs were great fun.

I PROTEST continued

On the morning of August 28, somebody woke up Gene Birdsey (I'll bet that was a job!) and reminded him that he was supposed to have prepared an INEC gymkhana for that day. Gene quickly ran outside, hopped into his Fair-what? Gene, what in hell are you driving lately? Anyway he set up a course which I protested as soon as I saw it. After we rearranged the finish line, and made sure Bob Volans ignition would work, the event went rather smoothly. There was talk of protesting Karl Scharl's German car, but nothing came of it. (I haven't the slightest idea why anyone would protest that car anyway.) After all the rubber had settled, I had a big 4th place for 4 points, Bill Morris had collected another second place for 7 points and Art Frederick really got beat (he wasn't there--0 points).

Then we move out to Rochester for FLR-INEC gymkhana. This was a beaut!! I mean that both eulogistically and dyslogistically. As far as the rules go, nobody out there read them! There were so many protests filed that Dick Surine, INEC chairman, has filed a grievance with the NLRB.

The protests involved a bunch of cars running sans grilles, in distinct violation of INEC Rules. There was also a protest concerning a Citroen with the fenders removed, and a Mustang with no hood--next year we run rail-jobs! There was also a question of whether a TR-4 with an aluminum body and Weber carburetors is a production sports car. (I understand Triumph made three of them.) This all led to another question which bears some thinking out--is tech inspection strictly a safety inspection, or is it also to insure rules compliance? There were also comments about lack of back-up timing, as well as handling of primary timing.

Once it got going, they ran off the cars extremely rapidly--3 cars on the course at once--well spaced for safety! We could take lessons here. The course was a dirt track, a first for me which proved very interesting. You learn quickly to feather both the gas and the brake a little or you don't accomplish much. There was one Saab that rolled while trying to make a sharp right turn. What is it with those cars?

After the dust had settled, Bill Morris had second place for another 7 points (the truth of the matter is, he can't count any higher than 2, so he always gets the same position). I got a third, Art Frederick a fifth and--Good Grief!--Bob Volans got shunted down to a third place. As of this writing he's doing well at the sanatarium, recuperating from shock. This was quite an event for we M-H people. You drive 4 hours to get there in order to beat the hell out of your car for 4 minutes, and then drive 4 hours more to get home. "The Longest Day."

For the sixth event of the season, we went back to CNY on September 25. These people have to be different!!! The last time they ran an endurance run of sorts, this time it's a vertical gymkhana. In case you don't know what a vertical gymkhana is, it's a hill climb with a

I PROTEST continued

wicked slalom thrown in to keep the speeds down. Well, I couldn't find anything here to protest, so we all got together after the event and hashed over the protests from the previous event. When the awards were being given out, it was learned that the INEC Rules had again been violated in that pylons weren't being counted against those who hit them. A protest was duly made by someone, so the record was saved. This event gave yours truly a second place for a big 7 points. (Sorry 'bout that Herb Nauman) Bill Morris landed fourth place for 4 points (he finally learned to count past 2) and Bob Volans landed in second (?)

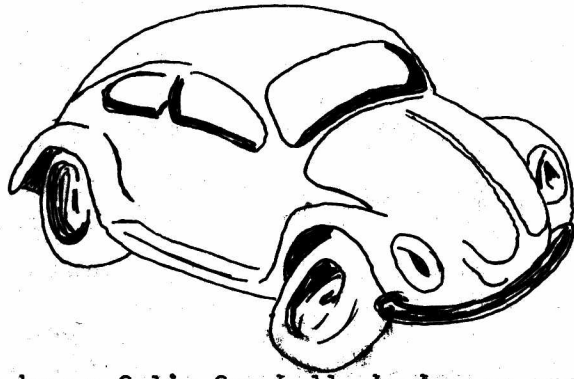
The final event of the season was back here in M-H Region at Two Guys (Many thanks, People!). Bill Morris and I stopped over at Karl Scharl's place to try and rig the event beforehand, but Karl got indignant. He wouldn't let us do anything except fix the timing equipment, take over the tech inspection (fix cars) and be on the protest committee (fix people). The event went off fairly smoothly, resulting in another first for Bob Volans, a fourth place for Bill Morris and lord luv a duck--I got a first in class!!!! No protests!! From anyone! (at this writing)!

Unofficially, Bob Volans has first overall in Class One, Bill Morris has second overall in Class Two and yours truly has third overall in Class Two. Ironically, it was I who talked Bill Morris into entering this series. Me and my big mouth!!

In retrospect, it was a good series, and lots of fun. There are major and minor changes being planned for next year in order to bring in more contestants. Those of you who have complaints and/or suggestions, think them out and talk to Art Frederick, Bill Morris or myself about them. One of us will probably be INEC rep next year and the sooner we start thinking about things the better we can prepare arguments, etc.

According to the National Safety Council, about 1,000 people will lose their lives this year through accidental electric shock.

In this type of accident there is one fatality for every 14 disabling injuries...about 2½ times the rate for automobile injuries.



Mohawk-Hudson has a Colin Campbell who has an uncle who reads Canadian newspapers. His uncle sent him the following article and Colin forwarded it to the Knock Off.

PRINCE GEORGE -- Harry Boyle is now the editor of the Prince George Citizen and owner of a beard, a wife, two children and 40 consecutive years of life in this Vale of Tears.

A few years ago he also owned the Whitehorse Star in the Yukon, an unusual newspaper office in that it was connected to the local poolroom by a covered walkway. Harry considers himself to be rather adept at pool.

Harry is also the owner of a Volkswagen, sometimes known as the Mechanical Cockroach or the Pregnant Roller Skate.

The events I am about to set forth involve the collision of Harry Boyle with the massive Volkswagen corporation.

Slightly more than a year ago, while scuttering along the Alaska Highway in this car, Harry became possessed of a strange melancholy, a poignant yearning, a Weltschmerz-- in short, a thirst.

He pulled off the road and grasped a bottle of beer, with which he had thoughtfully provisioned himself before leaving Prince, and set about opening it.

Harry is an intelligent and cultured man, but his knowledge of simple mechanics is about the same as my understanding of ethnomusicology -- not very impressive. Noticing that an air vent hole occurred conveniently close to the windshield, Harry levered the beer bottle cap against the glass.

As almost anybody except Harry Boyle might have expected, the glass broke. Mr. Boyle took typewriter in hand and wrote to the Volkswagen people. They were, he said, turning out the most expensive and inefficient mobile bottle opener on the market.

As a car, he said, his Volkswagen was fine, but as a bottle opener he considered it a dismal failure, badly engineered and full of hazard for a thirsty man. The following letter came back to him from the Toronto plant:

"Dear Mr. Boyle: We have enjoyed your letter which reports your satisfaction with Volkswagen, but points out the fact that the location of the factory-installed, no-extra-charge beer bottle opener has been kept a secret. We regret that you succeeded in cracking the windshield, but assume that you are happy that such an accident did not occur to a car with a more expensive piece of glass for a windshield. In order to best explain the proper beer bottle opening procedure for Volkswagen owners, we prevailed upon our photographer to record the correct method.

You will note that it is necessary to stop the car and get out, in order to use the VW bottle opener, but I trust you will appreciate the fact that this characteristic was designed into the automobile with the safety of customers in mind."

Two glossy eight-by-ten photos were enclosed with the letter. They showed the hand of an unidentified Volkswagen customer levering the cap from a Molson's Ale in a crevice which exists between bumper and bumper bracket at the front of the car.

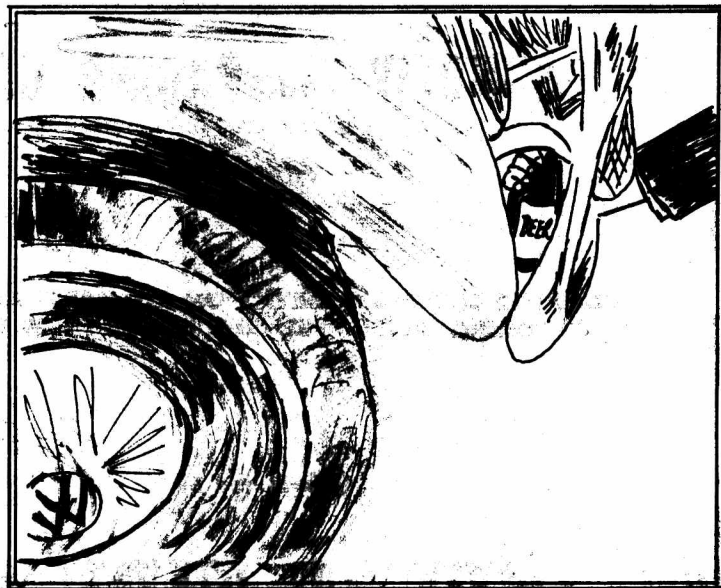
In addition to this clear demonstration of Volkswagen's factory-installed beer bottle opener in use, the company also sent Harry a multi-colored pen as a sort of bonus.

Harry was now having a splendid time. He sat down and wrote them again.

The pen of many colors was very nice, he said, but what about the gold watch that Volkswagen owners were supposed to get with 60,000 or 70,000 miles of trouble-free driving? He was looking forward to winning that watch and he did not wish to jeopardize his amateur status by accepting the ball-point pen.

"I have lost the letter they sent me in return, but I can remember the contents," he says. "Volkswagen said that with my approach to mechanical matters, they didn't think I was going to make it to the gold watch anyway, but they said they admired my spirit and were sending me a Westclox Dax."

Harry still has both the Westclox and the Volks and both are working and so is he.



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ALBANY, N. Y.

VISION AND NIGHT DRIVING

(Reprinted from NYS Department of
Motor Vehicles Learn and Live Program)

About 90 per cent of our driving decisions are based upon what we see. So, what we do not see can hurt us.

In this safety message, we will discuss vision principles and problems, and night driving techniques. The vision section is based upon an item prepared by the American Optometric Association.

VISION PRINCIPLES AND PROBLEMS

Acuity -- When you look at an object, you must be able to see it clearly, without blur. That is visual acuity. You must have acuity to be able to focus clearly and quickly on objects from a few feet to many yards ahead of you.

In New York State, a driver must have at least 20/40 vision in either one eye, or both eyes together -- with or without corrective lenses (glasses). This means that the driver must be able to read letters on a test chart at 20 feet that a driver with 20/20 vision can read at 40 feet. Drivers must pass this test in order to obtain an original license, and then must pass the test every nine years in order to renew the license.

How does acuity affect your driving? Under the very best road conditions, with good handling, dry pavement, clear weather, and unobstructed vision, a car going 25 miles an hour travels about 62½ feet before it can be stopped. Under the same conditions, a car traveling 50 miles an hour covers 250 feet before the wheels stop rolling. When the speed reached is 70 miles an hour, the driver finds himself 436 feet, or more, beyond the place where he first applied the brakes.

When the driver is handicapped by poorer than 20/40 vision, then he is not alerted as quickly as a driver with normal vision, and he will not be able to stop before reaching the danger point. The average traffic sign with five-inch letters can be read at about 280 feet by the driver who has 20/20 vision by the test chart. The driver with 20/40 vision must approach to within 113 feet of the sign before he can read it. The driver with only 20/50 vision must approach to 90 feet before he can see the sign clearly.

Inability to read road signs, due to inadequate vision, may be a factor in thousands of accidents on road crossings. For if a car is being driven at a speed of 60 miles an hour, a driver with 20/50 vision will be 90 feet from such a sign before he sees it clearly, and, under the best road conditions, he will be 227 feet beyond the sign before he is able to stop.

The driver with poor visual acuity is handicapped even more in his nighttime driving. Under night seeing conditions, 20/40 acuity decreases to 20/80. Even the motorist with 20/20 daytime acuity finds at night his acuity has decreased to 20/40 in after-dark seeing.

Depth Perception -- You must be able to judge relative distances and to locate objects properly in space -- see them where they actually are. For instance, suppose a driver sees a car approaching, but, before meeting it, he wants to pass three cars ahead of him. After getting about half-way past these cars, he finds that he has misjudged the distance of the approaching car. Many accidents may have their beginnings with this very lack of ability to judge correctly the distance of approaching cars.

Field of Vision -- You must be able to see over a large area without moving your eyes or your head. This visual skill is important because many highway hazards must be seen from the side if they are to be avoided, particularly at highway crossings, where

LEARN AND LIVE PROGRAM (Cont'd)

a large proportion of all accidents occur. If your eyes are focused on the highway ahead, you must be able to notice the car that approaches from the side, or the pedestrian who may begin to cross ahead of you.

The field of vision is reduced as the speed of the vehicle increases. At 30 miles per hour, when looking directly down the highway, the driver's field of vision is reduced approximately 50 per cent because of the blurring of stationary objects close to the side of the car. At 60 miles per hour, this driver is able to use only about 25 per cent of his normal side vision. This restriction in side vision can be compensated for by proper eye movements -- keep your eyes moving as you drive.

Night Vision -- The most dangerous hours on the highway are just after sundown. For some drivers, dusk blots out as much as late darkness does for others. They suffer from "night blindness." This is one of the reasons why the night fatal accident rate, per mile of travel, is three times as high as the day rate.

Night driving demands three important visual skills: (1) the ability to see efficiently under low illumination; (2) the ability to see against glare; and (3) rapid recovery after being blinded by the glare of oncoming headlights.

The older driver is much more sensitive to glare than the younger driver. One in seven has low glare resistance in the under 30 group. But in the over 50 group, six out of seven have low glare resistance.

NIGHT DRIVING TECHNIQUES

Light Use -- The law now requires use of headlights -- never parking lights -- when light is needed on a moving vehicle. Headlights, on low beam, provide a more effective warning to oncoming motorists and pedestrians, and make it easier for other drivers to judge your speed and distance.

The law requires use of headlights between one-half hour after sunset and one-half hour before dawn. They should also be used at any other time when light conditions are poor. In rain and fog, headlights on low beam should be used to warn others of your approach.

To prevent blinding other drivers, headlights on high beam must be dropped to low beam within 500 feet of an approaching vehicle, or within 200 feet of a vehicle you are following.

Turn signals must be used before all turns or lane changes, and turned off after the change has been made. When you are slowing and stopping, brakes should be used rather than downshifting to turn on your brake lights and to warn following drivers that you are reducing your speed.

Headlight Glare -- To minimize glare from the headlights of oncoming vehicles, shift your eyes down to the lower right-hand side of your traffic lane as the other car approaches. This will reduce the amount of glare that reaches your eyes, and will help you to keep your vehicle properly positioned on the highway.

Sunglasses -- Although good sunglasses will protect your eyes during daylight hours, they must not be used in dusk or darkness.

Alcohol and Drugs -- Alcohol directly affects your vision, as well as your coordination, reflexes, and driving judgment. Certain drugs and medicines, including common cold remedies, can also affect your vision and reflexes. Check your reactions before driving after taking medications.

Vehicle Equipment -- All lights should be operating properly, with clean lenses. Headlights must be properly adjusted for high and low beams. Windshield and windows should be kept clean. Windshield wipers and defrosters should operate properly to keep your windshield clear in bad weather.

SAE RALLYE

October 22, 1966

-R.W. (Speed) Raymond-

The twelfth annual Sigma Alpha Epsilon rallye held today was probably one of the most successful of recent years. We understand that there were 110 cars entered.

Amongst the "cars" we counted at least two motorcycles! That's right, bikes--and the passenger-navigators wore the car numbers on their backs! The cars were started 45 seconds apart to accommodate them all in the same day, which turned out to be a beautiful fall afternoon. This, no doubt, was contributory to such a massive field of competition.

Roughly, the rallye went out north of Troy, along the river, across and up to Stillwater, back across to Schaghticoke and Valley Falls, back down along Tomhammock Reservoir, and back into Troy.

It appeared that the checkpoints were operating at peak capacity all along the route, because the 45 second spacing dwindled to bumper-to-bumper traffic in most places. There was some trouble with average speeds being too low for main roads, because several cars were pulled over by the Boys in Blue and told to speed up to within 15 mph of the speed limit.

The event finished up at the SAE house in Troy with a free buffet feed for all.

There is a point that can be made here. Of the 110 entries, we were the only SCCA members that we know of. We're not only suggesting that more Mohawk-Hudson people should have been there, but this points up the large interest in the sport outside of SCCA.

Here is a great potential pool of manpower, folks, both for SCCA membership as well as occasional help for events.

Think on it.

* * *

Speed

BRAINDAMAGE II

CANDID OPINION & OBSERVATION by *SPEED*



Braindamage II? A very few of you just may remember Green Mountain Autosport Club which is now dormant, as most of the last active members now belong to Mo-Hud SCCA. Fewer still will remember that club's irregularly-scheduled newsletter, "The Aficionado." And fewer still will recall Carl Foster's column, "Brain Damage" which appeared with even less regularity. With his permission, the name is now revived...

Dennis Cipnic, columnist for Competition Press and Autoweek (which you should all be getting!), has a very good solution to SCCA's regional racing woes. He proposes placing scheduling and organizing at the Divisional level only. This way, conflicting schedules would be avoided and personnel from the various regions could be utilized to a much greater advantage. In effect, the Division would become a sort of "superregion," merging the talents of its regions to better effect.

Under such a system, Northeast Division would be our planning body. All the flag and communications people in Area I and Area II would become Northeast F & C Division, with a standardized flag procedure and uniform. Same would apply for race stewards and timing and scoring groups. So much for Cipnic.

I think sports car racing can be a very boring spectator event. After the first few laps, the cars string out all around the track, the leaders lap the "cow's tail," cars spin out and re-enter, and the spectator quickly loses the leader. From then on, it's just a lot of silly little cars going by, unless the announcer is really doing his job. Too often, the announcer is possessed of blithering a constant drivel of banalities, parroting obscure statistics, and getting on the nerves of the flag people who can't hear much over the phones anyway.

Races are too long. They should be limited to ten laps at Lime Rock, eight laps at the Glen. Woebetide the driver who spins out and stops forward motion, for he would be all through. No re-entering the race, fellas, you've proven your incompetence once already, and besides you could only hope to place last in such a short race. A forward excursion through the grass is OK, besides, who could stop you?

Flags would be simplified, yellow for caution and yellow-red stripe for slippery course. The meatball would be used also. That's it. No standing throughout the race with a green flag, you Area One's, flagmen are too scarce to waste on such redundant triviality, and besides, the drivers I've talked to say they don't see the green anyway. Yellow covers emergency vehicles, so no white flag, either.

Perhaps a LeMans start or flying start now and then, maybe? And how about giving the slower class a half lap lead in multi-class races? All these suggestions would add a little spice and variety to sports car racing, and maybe bring a few more spectators, which we need. I'm sure Keith Bryar or Jim Haynes would go along with me there. But SCCA seems opposed to streamlining its racing operation, especially in regard to spectators. This could bring about the demise of club racing, which in turn would hurt the road racing phase of the motor sport in general.

RALLYE OBSERVATIONS

Edward A. Holeva

On November 6 the Tour de Force TSD Rallye was held, and proved to be a success. However, the very essence of a TSD also showed one critical weakness that must not be ignored.

The particular weakness that I am referring to is the fact that we are using public roads for the rallye route. There are some of us who forget this and attempt to run the rally as if it was a road race.

If we expect to continue using public roads for rallies, obviously, we must also respect the right of the immediate residents who use these same roads.

You cannot expect these people to understand what you are doing. Almost always there are children playing near the roads and dogs running around, creating a critical situation.

A case in point was the Tour de Force. We were waved down by a resident who gave us a few firm words! He was upset because his dog was killed shortly before we arrived. It is not known if a participant was responsible or not, but the fact is he blamed us because we were there! Imagine if you will, if this were his child.

Rallying is and can be fun if all of us abide by some basic rules. These are:

1. Observe maximum posted speed limits.
2. Go **SLOW** in populated areas. (One house is a populated area.)
3. Don't be a showoff. (That's for dragsters.)
4. If you get lost and have to make up time--say one hour--
FORGET IT!

Get on course and take it easy to the next checkpoint.
It does no good to blow off steam because you got lost...
after all, it was your fault.

Rallying is a lot of fun, but it cannot continue unless we make an effort to keep it free of public opinion.

Tour de Force

Rallye Results

Herewith are the results of the Tour de Force '66. It is embarrassing to note that over half of the self-scoring cards were calculated incorrectly, resulting in some changes in the winners' list. As announced at the finish line, trophies will be awarded to the first three places overall (cars 14, 12, 13) and to first novice not otherwise placed (car 7). These will be mailed when ready.

Many thanks are due to the workers without whom the rally would have been impossible:

Ckpts 1&5	Karl Scharf & Mike Gorman
Ckpt 2	John Coons & Bill Sarr
Ckpt 3	Stan & Judy Bubar
Ckpt 4	Marge & Joe Corbett
Sweep Car	Jim Erskine & Joe Tatarczuk

Many of these people also aided materially in the planning of the event. Thanks again for coming--see you again next year!

Car	Driver/Navigator		Place	Total	L1	L2	L3	L4	L5
14	Owens & Heagney	N	1	414	47	2	38	300	27
12	Benedict & Cobb	N	2	529	94	12	98	300	25
13	Mott & Miller	N	3	599	94	2	175	300	28
20	Cameron & Cameron		4	708	17	67	191	300	133
18	Royce & Stallworth		5	782	32	71	79	300	300
7	Morris & Mead	N	6	801	36	71	219	300	175
16	LeVan & Birdsey		7	815	32	47	300	300	136
11	Lugo & Granlund	N	8	879	1	300	139	300	139
19	Weber & McInerney	N	9	890	30	139	121	300	300
2	Foster & Walsh		10	891	54	213	24	300	300
23	Clar & Goddard	N	11	927	80	10	237	300	300
21	Dahl & Dahl		12	971	91	252	300	300	28
6	Snyder & Gawlas	N	13	973	60	300	13	300	300
4	Britton & Boquard	N	14	990	29	300	61	300	300
24	Hutchison & Millen	N	15	1012	300	72	300	300	40
9	Wohlmut & Morrison	N	16	1020	300	60	300	300	300
17	Heacox & Heacox		17	1039	19	300	300	300	120
15	LaRosa & Broughel	N	18	1057	300	300	48	300	109
5	Flebbe & Holeva		19	1100	23	300	177	300	300
1	Allen & Masten	N	20	1165	195	300	70	300	300
8	Volk & Ahlborn	N	21	1198	26	300	272	300	300
10	Church & Healy	N	22	1219	68	251	300	300	300
22	Meyer & Myers	N	23	1315	300	214	300	201	300
3	Biondo & Riviello	N	24	1500	300	300	300	300	300
25	Spraker & Shauneay	N	24	1500	300	300	300	300	300

BEN CHI

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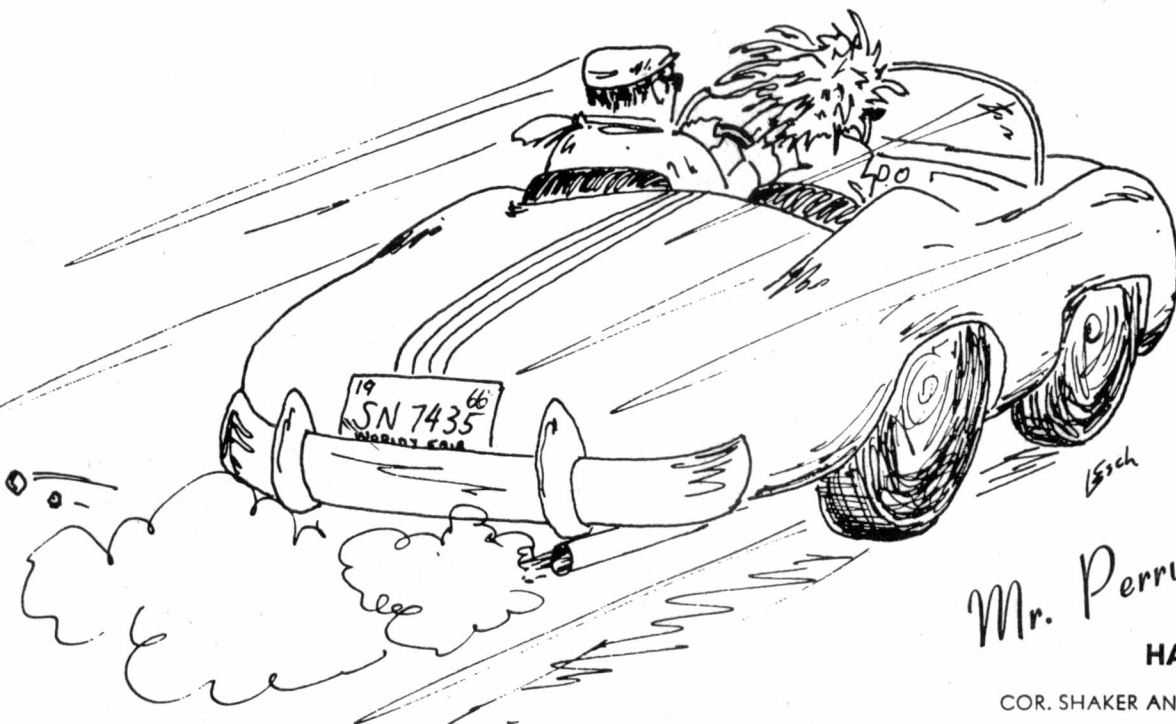
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Mr. Perry

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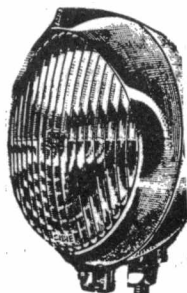
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The Latest Trend in Road Lighting
—Iodine-Quartz Lamps



"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

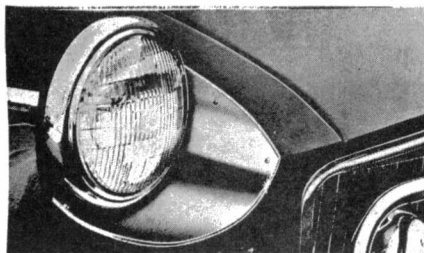
"135" Iodine-Quartz driving lamp available—12 volt only \$28.50



"180" Driving or Fog Lamp

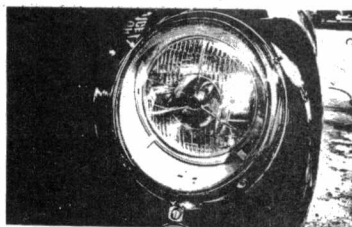
Used in major international racing events by Ford, Chrysler, Maserati, etc., the 180 has proven to be the most powerful driving lamp available today. Its efficiency in long-range illumination results from a novel form of concave light unit condensing and projecting the brightness into a far-reaching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



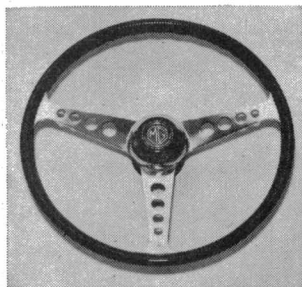
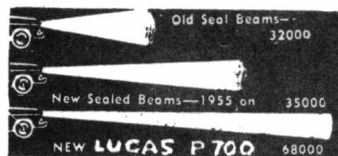
6401 MGB Head Light Plates \$11.95 set

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



"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.

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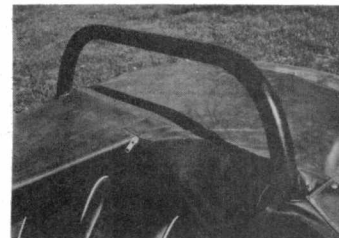
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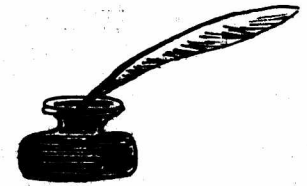


Full double roll bar exceeds SCCA requirements. Completely gusted, and shipped with all mounting plates and hardware. All bars \$59.95 unless otherwise stated. Shipped freight collect.

Roll Bars

Roll Bars — \$59.95





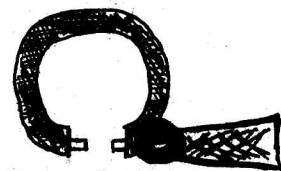
JUST AN END OF THE YEAR TRIVIA QUIZ.....

(answers will be found elsewhere in this issue)

- 1] Hey, Tech buffs, what was the wheelbase of the Cunningham C-5R? The curb weight?
- 2] Remember...who won the ARCA GP of the US in 1935?
- 3] How about the location and length of the above race?
- 4] What's a Trunnion?
- 5] What's the tread measurement of a 1953 XK-120-C?
- 6] In what model year did VW synchronize second, third, and fourth gears?
- 7] In what year did the Kendall Tower make its appearance at Watkins Glen?
- 8] We all know who won the first USGP (Sebring 1959), right? Who came in second?
- 9] All right, money people--what was the first place prize money in the Unlimited Sports Class for the 1952 Mexican Road Race?
- 10] What ever happened to that M-H driver in the Quaker State ads?

h. manley iv

????????????????.....



The Schenectady Gazette recently reported that a driver was cited in Saratoga Springs and "was fined \$15 for speeding at 45 mils an hour in a 30-mile zone." It is reassuring to find out that the modern 400 hp police cruisers also come equipped with micrometers and calendars to catch drivers traveling at such imprudent speeds.

bill morris

WOULD YOU BELIEVE...

...a sports car magazine column?

--Mike Gorman

Greetings from the den of thieves (2 of us in particular)...

Dateline..New York..The introduction of the high performance 911-S by Porsche...The 911-S is now being offered in the USA by Porsche of America.

Porsche says that the new model rounds out the 911/912 series. The body is of all welded unitized construction and the passenger compartment is shielded front and rear to absorb and divert collision forces...Kinda knocks the hell out of Ralph Nader, don't ya think????

This new model culminates 18 years of research, design, and manufacture by the firm founded by Dr. Ferdinand Porsche and now headed by his son, Dr. Ferry Porsche.

The 911-S has a new three-section steering column which collapses on impact, heavily padded sun visors and instrument panel, safety door locks, and seat belts with shoulder harnesses...(shades of Detroit).

The car is powered by a rear-mounted, air-cooled, 6 cylinder engine which develops 180 horsepower and which is a horizontally opposed street version of the Carrera-6 racing engine. It is equipped with 2-triple throat Weber carburetors. The company and this reporter report that the car can go from 0-60 in 7.5 seconds; and from 0-100 in 19.8. Top speed was placed at 140 mph. This car is equipped with hollow-cast disc brakes at all 4 wheels and is said to be the first GT car to have brakes such as these. Being internally ventilated, they dissipate heat and stay much cooler than the standard solid disc.

It has magnesium-alloy wheels and high speed 4-ply tyres. Transmission is a 5-speed, all synchromesh shift, and close ratios in the gearing give the driver an unusual degree of driving control. Ready for the bomb?..... The price: \$6,990! ouch!

Safety note: The role of the high-performance car in highway safety is stressed in a national advertising campaign by Pirelli Sales, Inc., US representative for the Italian tire maker. "Racing cars, dangerous as they may look, are the safest things on the road," copy states. Pirelli said the purpose of the campaign is to persuade the public and safety experts that the most important aspect of safety is the way a car handles in a critical situation.

Tyres...tyres...tyres...many foreign and domestic tyre manufacturers are going radial...the National Tire Dealers and Retreaders Association exhibit at Chicago a few weeks ago presented Allstate, Dunlop SP41, Firestone, General Tire, BF Goodrich, Goodyear and US Royal, as well as Continental, Michelin, Pirelli, Semperit, and Vredestein.

LIME ROCK REVISITED...The Turn Marshall is my shepherd, I shall not crash. He maketh me slide into tight corners; He bringeth me off the grueling straights. He restoreth my confidence. Yea, though I come stalking into the groove at 105, I shall fear no evil; for he is with me; his arm and his flag, they comfort me. He prepareth a curve before me in the presence of mine enemies; he attacheth my skill to the word of hope. My four-wheel drift space runneth over.....crash.

Mike

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1965 Midget MK II (Jolly Green)
14,000 miles Fully equipped
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POWER CONVERTER
(Cornell-Dubilier Powercon)

Input: 12 volts dc, positive or negative ground
Output: 110 volts ac, .72 amp max., approximately 60 cycle

This was one of the parts left over after the gymkhana timer was rebuilt. It is used, but in excellent condition. Cost about \$30 new. Mohawk-Hudson Region now needs the money more than the converter, so make an offer around \$20 and it's yours.

Contact: Bill Morris
(518) 377-8117

TRIVIA answers.....

- 1] 100"; 2,590 lbs.
- 2] Langdon Quimby in a Willys. (How quickly we forget)
- 3] Briarcliff, New York and 99 miles.
- 4] A bearing carrying oscillating as opposed to rotating shaft.
- 5] 51"
- 6] 1952
- 7] 1959
- 8] Maurice Trintignant
- 9] \$17,442.
- 10] I give up. What has happened, Hank?

h. manley iv
