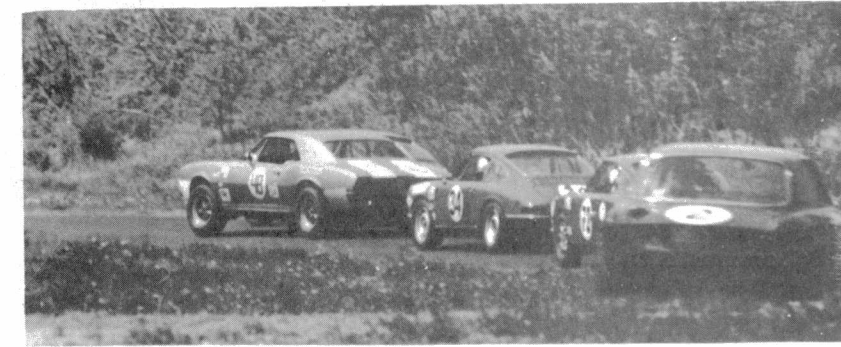
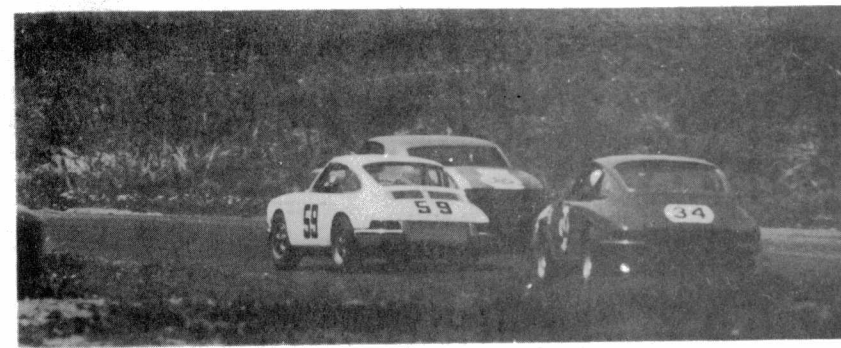
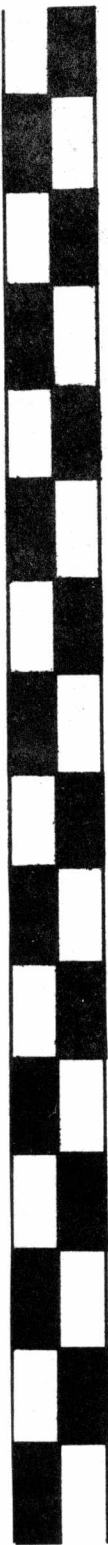


THE KNOCK OFF



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MOHAWK-HUDSON is a local region of the national organization, the Sports Car Club of America. Members and friends meet at 8:30 p.m. on the first Wednesday of each month at the Circle Inn, located on Route 9, one mile south of Latham Circle, Latham, New York. Anyone wishing information on membership or events may attend our meetings or contact any of the officers listed below. Membership in the Mohawk-Hudson Region, SCCA, is open to all automobile enthusiasts residing in the Counties of Albany, Clinton, Columbia, Essex, Franklin, Fulton, Greene, Hamilton, Saratoga, Schenectady, Warren, and Washington, Rensselaer.

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Denis Jenkinson
MOTOR SPORT
March 1965

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REgional ramblings

Where did Harry Palmer go with the May issue of the Knock-Off?
Who is Harry Palmer?

The Sports Car Club of America is run primarily by dedicated volunteers. Most business men would say that it would be impossible to run any business with activity comparable to the Sports Car Club of America with a group of people whose only reward is the pleasure they receive from their participation and promotion of the Sport. "Support the Sport" is the key to our success. For the most part this method is successful, but once in awhile we do have some difficulties. Our Editors recently resigned their position and we have had some difficulty in obtaining someone with both the time and ambition to take on this task. Most of the old-timers have at one time or another been associated with this job and believe me its the toughest job in the Club. Congratulations and good luck to our new Editors, Jack and Marcia Merrill. We are looking forward to new issues which we are sure will have many new and interesting features reflecting the style and ability of this combo. To our sponsor's we give assurance that a special issue will be published and dedicated to you who support the Sport with your advertising to make up for the wayward May issue.

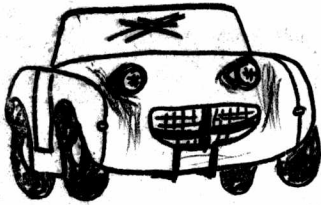
If by chance you haven't got the word, for the most part, 1967 is off to a good start. The gymkhana series is going very well with about 40 cars going at each event and some real good competition in most of the classes. The driver school and Regional Race were successful beyond our wildest dreams.

We are looking for new members and we need more workers.

We have a good calendar of local events. There are so many races going on that its almost impossible to keep track of everyone. Bob Bailey and Phil Groggins are the big guns! Tom Dutton, a new comer, is doing a fine job with his Sting Ray and I'm sure we'll hear more from him. Hap Farnsworth and Dave Mc Clumpha are campaigning this year with the open wheel group. Phil Raeder continues to be one of the good guys, staying in Sedan racing. Bruce Cargill has the Alpha out again and is a holy terror. We also have a couple of new licensed drivers. So if you're going racing anywhere in the North East some of the good guys should be there. I guess Bill Kane and Bill Turner haven't got going yet and I know I'll hate myself for forgetting some lively competition but get out and work and enjoy some of these races. We need flag people, timers and scorers, and workers of all types. Get your licenses this year and be ready to go to work at our events next spring.

Don't forget the gymkhana series. I'll see you at Two-Guys on July 9.

Gene



MK-1

Somewhere around a hundred years ago, my father (Yes, Virginia, there is a Santa Claus!) took me a couple miles down the 'Pike' to sit behind a rock and watch strange looking cars travel down a stretch of road to the "Old Stone Bridge" and then on dirt until they went over the railroad tracks near the upper entrance of the Glen. It was 1948 and we were living within a couple of miles from Watkins Geln. We went to watch some of 'Cam' Argetsinger's friends drive around our familiar roads.

Like anything that is so close, the racing at the Glen really didn't inspire me. (How many of you have visited the Gallery of Governors on the second floor of the Capital - or the Governor's art exhibit at the Mansion?) Glen racing was a means of making money for the local school kids. The circuit was there but so were the grapes and cherries.

Years and years and years; Marcia and I joined the Club. Nope, I've never had an engine out - Right Mr. Coroner, I'm jealous of "Good" drivers - And Marcia even admits (once in awhile) that she's even more confused about this car or this and that formula than I. We enjoy our participation in the Club. It's fun! When it stops being such, we'll join an art club or take golf lessons.

We have decided to edit this magazine. In doing so, it is our hope that these efforts will add to our enjoyment and also benefit the club. If you're wondering why one of us is getting as bald as the other, it's cuz she's tearing her hair out wondering how to do what next! We need your help. Your articles make up this publication. Your labors, as well as ours, put it together. It's a Region publication, A Region activity.

We plan to continue the policies set up by the Corbetts:

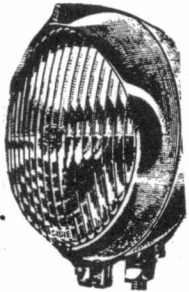
1. The deadline for submitting articles is the night of the meeting (1st Wednesday of every month).
2. Any material should be written neatly and legibly (material typed, double-spaced will be appreciated).
3. Anyone who wishes to help (advertising, drawing, typing, collating, etc.), please let us know.

Marcia & Jack

CIBIE

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LAMPS

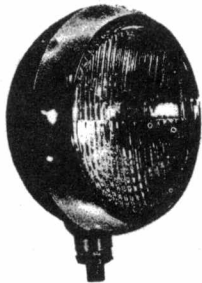
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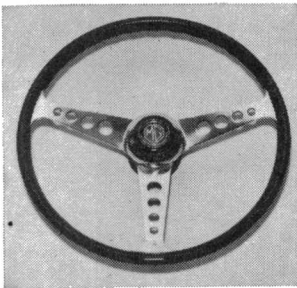
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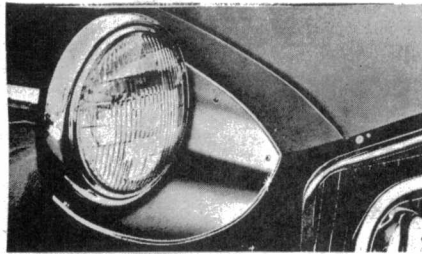
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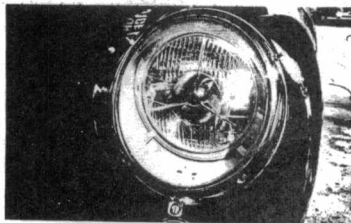
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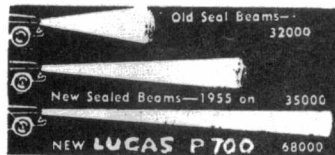
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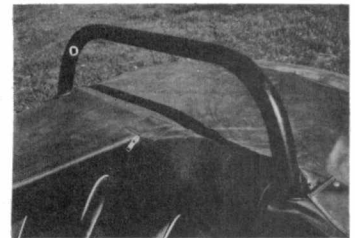


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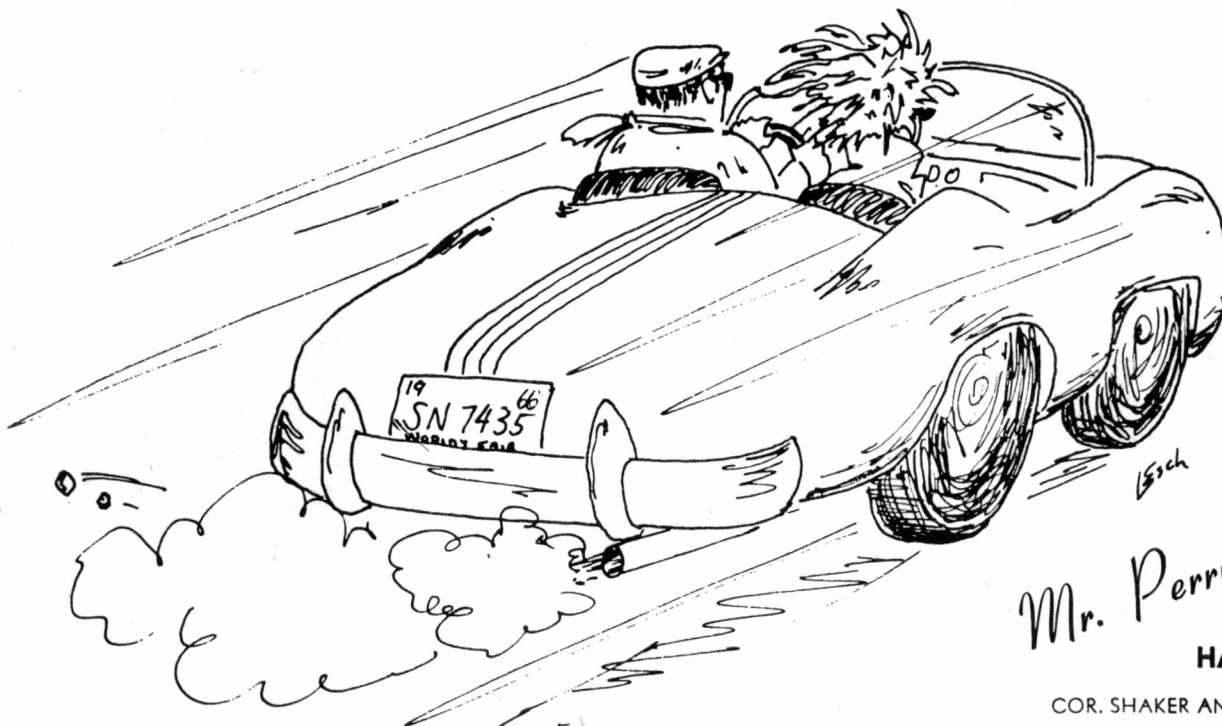
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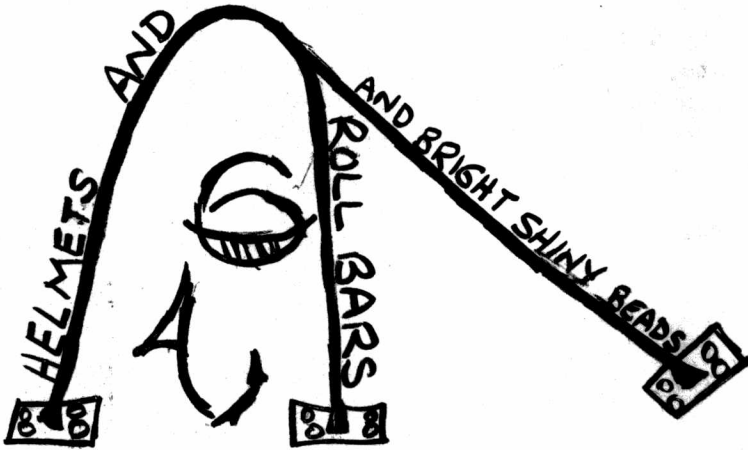


Mr. Perry

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Well, then. . . after last month, what do you want for an encore? It seems I stirred up some controversy. This is precisely what I intended to do and

just what I promised when I started writing this column. My last one, however, seems to have been a beaut, and I have been accused of everything from bad thinking to bad language to (would you believe) bad grammar. Not surprisingly, none of the criticism has been direct, but rather more along the lines of background bad-mouthing. Tough. My point still stands. If anyone is really interested, please read carefully the article in the May issue of Road & Track, starting at page 91. Note especially the closing parenthetical sentence in column two, page 92, and the closing sentence of the long paragraph on page 93. "I held the black flag high..." I won't quote the sentences, because if I did I would surely be accused of using them out of context. Let me just say one more time something I said in last month's column - and this is the point I was making then, am now, and will continue to make as long as I'm able - before you contemplate doing anything for, at, by, to, with, or against any driver, remember the immense financial, intellectual, and emotional investment a driver has in his car. Think about it, and ask yourself honestly just why you are doing what you are.

Enough of that -

The school swang. Wet, but groovy, like.

Burdens of writing a column - I spent a lot of time researching the various manufacturers that have some sort of support plan. I just about got it all put together, when I get my copy of Sports Car, and guess what there was a long article about. Rats!

Went to the SAE meeting in Syracuse last month. Heard a great presentation by the head of Chrysler Corporation's Performance Vehicles Division - he's the man who makes Petty go. Talk about race savvy - this guy had it all, and it was clear from the way he talked that the object of the game is to win, and no, but no nonsense about it.

Some of you may wonder how my SCCA membership might tie in with my job as head of research in the Motor Vehicle Department. Here's how, in one small way. Recently I had a company come in with a device designed to reduce driver reaction time, from go pedal to stop pedal. (How it works is not important just now; suffice to say that the device might work, with attendant benefits and draw backs) For testing, I suggested that a sports racing car

Continued

might be a proper spot, and the firm agreed. After some correspondence with an SCCA Regional Executive in California - the home state of the firm in question - I was able to get this manufacturer together with a car owner who agreed to do some tests, in competition. Thus, we will have the benefit of another dimension in the research of a possibly valuable safety device, and without cost to the taxpayer. I kind of enjoyed setting up that deal.

Swang!!!! There ain't no such word.

Addendum to the Competition Director's Column:

In the last issue of the Knock Off I presented in my column a viewpoint that has led to considerable discussion, and a modest amount of controversy.

I recently received a letter from Hank Thorp, the SCCA Area 1 Governor, in which he presents his reaction.

I believe the membership is entitled to know what the reaction of the Area 1 Governor is; therefore, Mr. Thorp's letter is reproduced in its entirety on the following pages. Immediately after that is a copy of my letter of acknowledgment and thanks to him.

(Original signed by:)

Phil Raeder
Competition Director

The following is a typed copy from the original which the Editors have.

P.O. Box 201, Edison, New Jersey 08817 201-545-9565

May 9, 1967

Mr. Phil Raeder
503 Pinyon Drive
Schenectady, New York

Dear Phil:

I was very recently priveleged to receive a copy of the April Issue of the Mohawk-Hudson Region's monthly magazine "Knock Off". The issue, in general, was most interesting and very well done. Two items in particular interested me.

The first was the announcement to your membership of your appointment as chief of the Research Bureau of the New York State Motor Vehicle Division of Highway Safety. It is certainly an appointment that you can be proud of and the SCCA can further be proud of the fact that numbers you among its' active members.

My particular reason in writing you is to comment upon your article entitled "Helmets, Rollbars and bright shiny beads". What you have said in this article is something that probably should have been said in some point in the growth of each SCCA Region by someone. Unfortunately, very few have, in the past, had guts enough to say, particularly in print, what you have said. As former driver and one who has seen the same attitude develop and nearly take hold in my own region, I can attest to the fact that you are one hundred percent right in what you say.

Having been well aware of the specifics of this probelm for some time, I must pass on th you my findings and my solution. There is another very abvious side to the story, and that revolves around the necessity for active Tech Inspection personnel and the reasons behind a club member's interest in becoming a Tech Inspector. Your analysis is quite correct in the fact that many Tech Inspectors hate race drivers because they can't be one. Many official positions in the club are eagerly filled by jealous egomaniacs, but we must admit that the sport of race driving does, for better or worse, have to have officials such as Tech Inspectors, Flan Men, Pit Stewards, Registrars. What you have said will probably straighten out many of the personnel in your own region who are suffering from the beginning syptoms of the "Official's Disease", which we both, I think, hate, but you will admit that you may have lost a few workers among your tech people who are, after all, doing the job for nothing. You may be better off without them, as long as you have sufficient remaining to do the job properly and efficiently with a reasonable attitude.

This brings me to my overall solution of the problem. It has occurred to me that since the driver is the backbone of the show and the sport, that each driver should have a sense of responsibility toward the sport in its' improvement. You obviously continued . . .

Mr. Phil Raeder

-2-

May 9, 1967

have, or you wouldn't take the time and expend the effort necessary to act as the competition director for the Mohawk-Hudson Region. If a majority of the active race drivers could develop the attitude that, after their competition driving career was ended, they would continue to remain active in the sport for a few additional years in official capacities to put back into the sport some of the experience that they were privileged to gain, then the error of officious officials would probably be over. What I am really saying is that I really feel that each competition driver takes something out of the sport while he is an active competitor and that each driver ought to feel obligated to put something back into the sport before he totally retires from auto racing. Quite obviously, if a majority or all of a tech inspection crew are former drivers, then the approach to the maintenance of safety standards and rules will be far different than it is now in many regions.

This solution involves a rather long range molding of attitude within the driver group within the club and is something that will require the efforts of a great number of individuals like yourself and will not, obviously, result in immediate improvement. It is a thought, however, and I would be most interested in any comments which you might have on the subject. I, incidently, had very much hoped to be able to attend your forthcoming regional race at Limerock this coming Saturday, and have the opportunity to meet you personally, but I find now that my personal schedule will probably not permit me to attend. My final comment revolves around your analysis that guys who race sedans are sober, steady, reliable, clean cut, etc. Have you ever met Al Cosentino?

Sincerely,

Original signed by:

Hank Thorp
Governor, Area I, SCCA

HT:lcb

May 12, 1967

Hank Thorp
P.O. Box 201
Edison, New Jersey

Dear Hank,

Many thanks for your letter of May 9, in which you give your views about my recent column about racing officials. I am sure that the members of this Region join me in expressing appreciation that you take the time to give us the benefit of your many years experience.

Your support of my position comes at an opportune time. My column has caused a certain amount of controversy, which, while unfortunate, is sometimes necessary to clear the air. I am sad to say that those in this Region who disagree with me have not been inclined to discuss; indeed, their response has been more in the nature of a reprisal rather than a rebuttal. Fortunately, however, these members are very few in number.

I am in full accord with your view that it is the obligation of every driver to put back in the sport at least as much as he takes out. We are fortunate in this Region that the majority of our drivers are also very active workers. I think a driver need not wait until 'retirement' before he (or she) makes a contribution, though when a driver is active he perforce has less time to give.

Your comments on a long range program of attitude molding are particularly apt, and it is my opinion that it is in this area that the driver of long experience is in a position to make his most valuable contribution - that of mature and experience judgement, with concomitant guidance of younger and less experienced SCCA member.

Finally, about my analysis of sedan drivers - this is a sort of inside joke, since I drive a (would you believe) Gordini R8 sedan. I've not met Al yet, though I'm sure that sometime this season I'll afford him the chance to add a Gordini scalp to his collection.

I sincerely hope you can be at our race, so we can have a chance to talk in greater detail.

Sincerely,

Original signed by:

Phil Raeder
Competition Director
Mohawk Hudson Region
S.C.C.A.

A
R
N
K

IDIOCY

2

Hi, Fans, I know that you have been waiting breathlessly for this edition since I blew it and missed the deadline last time. Well, anyway, here's this month's collection of assorted and miscellaneous junk.

Have you seen Grand Prix? If you haven't, see it instantly. It's a fantastic motion picture. The photography is marvelous; the racing footage is exceedingly vivid; and the music is just tremendi. Make sure, however, that you're in a movie where there is plenty of leg room, because you'll find yourself involuntarily stamping on the pedals that aren't there and trying to shift the arm of the seat, but that's a small price to pay to see such a wild movie. There isn't much of a plot to it, but that's one of the things that I liked about it -- it was realistic (as far as I could tell, since I've never been a member of a formula one team), and there was none of this "bad guys vs. the good guys" stuff. In that sense, it seemed to be almost a documentary about racing, but there was certainly enough human interest involved to keep anybody who isn't a racing nut entirely entertained, although they might find it just a trifle noisy. Go and see it; it has the Elliott seal of approval...

I understand that there are also some good shots of racing in A Man and A Woman--more about this after I've seen it.

NOTE--Since I bought Terri's Sprite, I've had the opportunity to run it in the snow with stud tires on the rear, and they do help to correct oversteer.

MORE OF THOSE HORRIBLE RUMOURS:

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QUESTION OF THE MONTH: How about somebody coming up with a good, succinct definition of a racing drift?

Jack Elliott
W.G.U.R.D.

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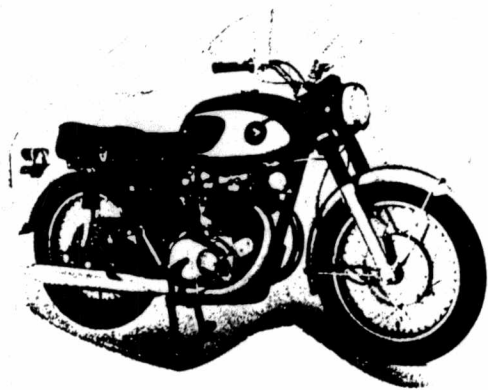
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5-8-67

Dear Folks,

Hi, y'all. Hope Thompson's opener wasn't snowed out or somethun. Lotsa sun in California, however.

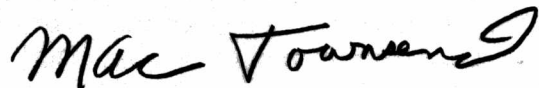
Enclosed is an account of the thing they had a Laguna Seca this weekend. Just the best, doggone racin' I've ever seen - even the supporting Regionals were great.

They've got what amounts to a pro slalom circuit out here. Forget the family hack. Instead bring your 427 Cobra with the world's widest tires, even 7" wides on VW's!! Good greif. SCCA here won't touch slaloms, or rallies for that matter.

Busted the 1100 and junked it. Temporarily I'm leasing a '67 F-85 Wagon, until I get an old Buick I bough to restore going. I'm also a partner in a 1937 blown (superch-) cord. Old cars are neat!

Hey, where's my K-O "Award" I supposedly won last December?

Yours in the Sport,



P.S. Fairthorpes are alive and well in merrie olde. I understand here that they're still in production. (?)

CLASSIFIEDS

FOR SALE: Shop Manual, Mk I, II, III Sprite
 Mk I, II, Midget \$7.00
 Airbells for 1 1/4" SU's \$5.00
 2 Almost new Sno Tires
 (Goodyear 5.20 X 13) \$20.00
 Spare Sprite Wheel \$5.00
 Gasket set, for belt other
 travelling spares \$8.00

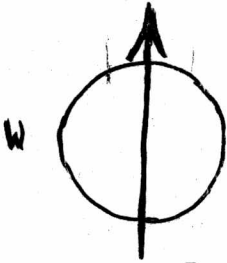
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GR4-3165 Days Terri Novotny

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 Mickey Butler, 434-9985

FOR SALE: 1965 Sunbeam Alpine, All equipment, 30,000 miles. Order has
 been placed for new car. Must sell. Make offer. 465-4956



West Coast Beat

In the thirty years since its opening, a total of 319 known suicides have vaulted the rails of the Golden Gate Bridge. This doesn't count the two who survived.

Fortunately Laguna Seca was a lot safer. A few dicey moments like Mike Goth's Lola sliding off the course backwards and down a steepish hill during qualifications. Mike, certain of a death by drowning, held his nose as the car slipped from view. No water appeared, however, and after sliding to a stop out of sight of turn workers, Mike drove off on some sort of Jeep road, much to the consternation of turn personnel who couldn't find him. We were mildly curious when his car came around next lap, none the worse for wear. That's what you call a deviation with a difference!

Laguna is a rolling 1.9 mile course that wanders around the hills of Fort Ord on Monterey Peninsula, a hundred miles south of San Francisco. It reminds one of a big, fast Lime Rock, except that it runs counter clockwise.

My word, what cars. I have never seen Saabs go so rotten fast. The EP race was supposed to be two Morgans vs. all the Porsches in the World (22, count 'em: 22!). But nobody told Meryl Brennan and he won. The world's fastest XKE was replaced by an EP MGB for this race on the supporting card. The "B" technique seems to be: scream into the corner in 4th, lock all four, get it sideways, drop it into 1st, and GO! It sort of worries the Porsches into leaving a little room at the Apex. (You bettchum, Red River!!!)

Anyhow, we drove down primarily to see Sam Posey and Mark Donahue decimate the heathen. Sorry about that: Lothar who?

Samuel P. sort of parked it on the course while Mr. Donahue had bothers of a different sort. That the crowd liked Sam was obvious because as he slowly walked through the infield back to the pits, he was engulfed by well wishers. ("Did'ja blow it?" "What's wrong?", etc., etc., etc.) The reverse attitude of the course (CCW vs CW) emptied one of the Penske car's gas bags - the one with the pump - first and the left turns, which abound, prevented a steady flow of petrol from entering the Traco mill. A pit stop for 5 gallons of the stuff proved insufficient as Donahue ran out again and thus lost his lead heaving to settle for 3rd behind Motschenbacher.

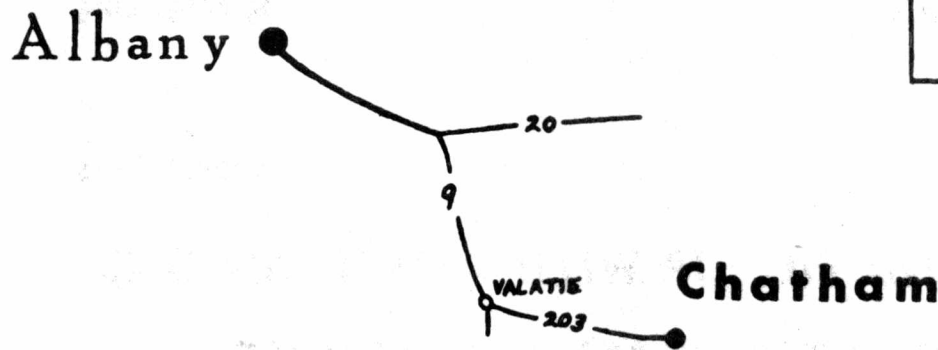
Skip Barber managed a 5th place in some sort of McLaren. Titus DNF'd in his asinine Mk II - "Piper-Buick", they called it. Fun and games.

Anyhow, it's off to the Bridge with Lothar hot on Donahue's tail in points, 15 to 22, I think. Good Show, Indeed!

* * * * *

Elsewhere in this issue is a short but welcome letter from Mac; Be sure to read it.-Ed.

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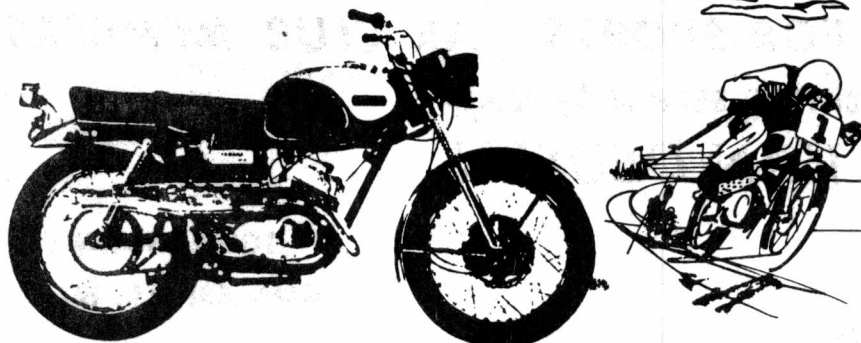
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RESULTS OF MGCC 7th ANNUAL GYMKHANA AT GEX
5-7-67

Class 1						
Stan Bubar	Schtdy	Lotus	SCCA	60.90	59.40	DNR
Ed Hopkins	Schtdy	Midget	EMSC	64.2	62.05	60.66
Chas Barbara	Albany	Sprite	none	64.89	63.95	62.4
Charles Long	Albany	Sprite	EMSC	65.0	63.9	63.3
Donald Flore	Hudson Falls	Porsche	SCCA	DNF	65.89	75.5
Jack Kline	Schtdy	Spitfire	none	DNF	71.1	68.5
Class 2						
Bob Claffie	Pittsfield	Tiger	BMSC	61.0	74.7	59.8
Jim Langenback	Pittsfield	Alpine	BMSC	60.5	65.9	64.82
Alan Bissell	N.Lebanon	MGB	BMSC	61.4	61.0	60.8
Karl Scharl	Latham	Healey	SCCA	62.9	67.88	61.7
Ray Kilmer	Pittsfield	TR4	BMSC	DNF	62.7	61.9
James Gooch	Glens Falls	MGA	None	63.7	63.63	62.6
Joe Corbett	Albany	MGB	SCCA	66.2	63.3	DNF
Ken Jochim	Pittsfield	MGB	BMSC	66.0	64.3	69.3
Bob Dickson	Schtdy	TR3A	None	68.1	67.15	65.4
Robt Reul	Cobleskill	TR4	None	70.15	65.79	65.80
J.R. Mills	Schtdy	TR3	AMEC	66.9	66.12	DNF
Mike Gorman	Schtdy	Healey	SCCA	69.0	66.8	67.0
Alex Korr	Schtdy	MGA	SCCA	67.7	83.9	71.7
Carl Nyman	Castleton	MGB	EMSC	69.0	69.2	69.66
Mike Kaplan	Albany	MGA	None	71.5	69.0	69.35
Bob Fern	Pittsfield	Alpine	BMSC	72.6	77.2	DNF
Class 3						
Joe Strykiewicz	Albany	Corvette	AMEC	66.68	62.7	68.3
Mike Moore	Schtdy	Jag XKE	None	67.7	65.7	65.25
Ed Holeva	Schtsy	Corvette	SCCA	68.8	DNF	69.9
Larry Masick	Schtdy	Corvette	None	88.7	111.3	78.1
Class 4						
Bob Brown	N. Lebanon	Cortina	None	61.4	DNF	61.1
Carl Foster	Shushan	Saab	SCCA	DNF	66.32	62.8
Ted Budine	Oneonta	MG 1100	None	67.5	62.95	64.29
Butch Sciarra	Pittsfield	Saab	BMSC	DNF	63.0	DNR
Bob Volans	Schoharie	BMW	SCCA	64.3	64.1	64.18
Fred Sterner	Cairo	Cooper S	SCCA	DNF	DNF	65.39
Doug Allen	Mariaville	Saab	SCCA	DNF	66.0	68.6
Lynden Camin	Pittsfield	P-1800	BMSC	73.3	73.4	67.7
Class 5						
Robt Hayner	Schtdy	Corvair	SCCA	66.6	65.2	63.8
Jack Collins	Pittsfield	Mustang	BMSC	72.1	DNF	66.86
Geo Foster	Shushan	Mustang	None	DNF	68.7	73.42
Roland Bockhorst	Latham	Chev 2	Het	69.5	70.39	68.78
Ralph Perrone	Pittsfield	Corvair	BMSC	68.9	81.8	76.7
David Robbins	Pittsfield	Pontiac	None	75.2	73.25	75.4
Class 6						
Lynn Coulson	N.Lebanon	MGB	BMSC	68.9	DNF	66.0
Connie Fern	Pittsfield	Alpine	BMSC	75.4	72.2	77.1
Shirley Langenback	Pittsfield	Alpine	BMSC	DNF	82.5	76.38
Nancy Strykiewicz	Albany	Corvette	AMEC	DNF	84.25	77.3
Judy Allen	Mariaville	Saab	NARA	DNF	88.6	82.20

All I can say is "Boy, Did it Rain..... Harold Cameron

CHOOSE THE RIGHT RALLYE EQUIPMENT

Let's suppose that you have never run a rally. You probably have only the vaguest idea of what they're all about. However, you think they might be fun. You probably will indicate interest in rallies to your sports-car-minded friends who will overwhelm you with information and advice---some of it helpful, much of it confusing. You will listen to talk about "systems" and to endless conversation about equipment. Most of this advice, naturally, is contradictory, leading to even more confusion.

Rally enthusiasts, as a group, are instinctive experts at "gamesmanship," known in this instance as "rally oneupmanship." One of their favorite weapons is a species of double talk. But their most effective ploy is loading their cars with impressive-looking gadgets, whose only function is to frighten the other less-knowledgeable contestants. And a car decked out with dozens of knobs and dials that make it look like a jukebox gone mad can be pretty awe-inspiring to the new rallyist. It is frequently many months before the novice finally realizes that the car with the most elaborate equipment is often the car most likely to get off course before the end of the 10-mile odometer check.

The only way to really learn what rallying is all about, and whether or not you'd enjoy it, is to run one. For this initial venture into the unknown, you'll need a wristwatch, pencil, paper and a knowledge of the basic relationship between time, speed and distance. With this basic equipment and knowledge, you may not win, but you'll be able to compete. If you are still interested after the trial rally, there are at least two books that offer concise, expert advice on how to rally. One is "A GUIDE TO RALLYING" by Larry Reid. The other is Hebb & Peck's "SPORTS CAR RALLIES, TRIALS & GYMKHANNAS." Before your next rally, you might want to acquire a set of rally tables which will eliminate some of your pencil figuring. There are several available: ARGUE NOT, POLART and LARRY REID'S RALLY TABLES.

When buying the tables you will be faced with choosing one of the two "systems" used by all rallyists; that is, whether to run minutes per mile or miles per minute. In Volume 5, No. 5, of the CORVETTE NEWS, Captain H. E. Thomas explains the advantages and disadvantages of each method of calculation. At the same time you should also buy or borrow a stopwatch. If you buy one, look for a large face with easy-to-read minutes and a minimum of extra do-dads. Most important, the watch should read in decimal minutes rather than in seconds. Since all your rally calculations will give you answers in decimal minutes, constantly converting these to seconds can lead to small but costly mistakes. There will be times, however (at check points, for example), when you will be dealing with seconds. Two home-made charts, one giving seconds to decimal minutes, the other converting decimal minutes to seconds, will be forever useful.

A good sliderule is invaluable for interpolating data from tables. If you don't own one or don't know how to use a slip-stick, a circular-scale average speed calculator is the answer. By far the best of these is the Stevens Rally Indicator. It is easy to read, simple to use and, once set, automatically corrects for odometer error.

The rallyist who now finds himself finishing near, but not at, the top should next consider investing in a counter that records mileage in hundreths. Manual counters are all right but electrical units are better. One is adequate; two are much better. With the Stevens electrical dual counters, simply flipping a switch stops one---and starts the other. This is tremendously helpful if you are running the rally on a "leg to leg" basis. "Leg to leg" means that the rally has two or more integral parts or "legs" scored separately. Scores at the end of each "leg" are absolute and errors can't be made up in the next leg. Rallies scored on an "overall" basis allow you to make up for a poorly done leg, improving your final score. The Stevens counter is equally useful when you wander off course. If you are still solvent after acquiring dual counters, then you really should buy a second stopwatch.

A car with this equipment can win any local rally and it can enter national rallies and win them, too. You will be told that no one can even hope to do well in national rallies without a Curta Calculator. This isn't true. It is true that once you have used a Curta on a rally, you wonder how anyone can get along without it. The Curta makes it possible for you to figure ahead and to reconstruct your calculations for any leg. It's adaptable to any system and it is accurate. It's fondly called a "pepper-mill" by enthusiasts and comes in two sizes. Rallyists who own the large Curta have devised a system that involves simultaneous use of both the correction factor and the average speed factor, so the answer dial furnishes corrected mileage as well as time. Although the advantages of this are obvious, there are disadvantages. The correction factor must be limited to two decimal places, and on an especially long leg, mileage and time can run together on the dial, which is slightly confusing. Many national rallyists use two small Curtas: one for correcting average speeds and mileage, the other for running calculations. Special tables of minutes-per-mile factors are available for use with the Curta. "CUR-TA-BLES" are published by W. A. Coddington in New Jersey and "CURT-AID" may be ordered from Orlando, Florida.

Most rallyists who use a Curta for their calculations run cumulative time and distance for the entire rally, and in terms of time of day rather than elapsed time. If you have progressed to this stage of rally experience, then you need a chronograph---preferably one with a split second hand. Stopping one sweep hand as you come into a check point can help settle arguments with check point workers about errors in timing.

Once you are the proud owner of a highly accurate, precision timepiece, it seems to be necessary to have a short-wave radio to receive observatory time signals. This is so you can prove to yourself just how good your watch really is. The logic involved in this is somewhat murky, but the "beep-beep" of countless short-wave receivers is as much the sound of rallying as the roar of exhausts is the sound of racing. As a result, it is not necessary to have an alarm clock to awaken you on the morning of a national rally. In the cold pre-dawn, some eager beaver is bound to be getting time signals, loud and clear, right beneath your motel room window.

The very best rally equipment is inefficient if it is not organized in your car, always available and easy to use. Curtas rolling around on the floor and a navigator neck-deep in small scraps of paper do not produce winning rally

teams. A good lap-held rally board can solve most of these problems. You can buy one, but it is less expensive and far more satisfactory to design your own. It should be lightweight, large enough to be practical, yet not so big that it immobilizes the navigator and inconveniences the driver. A piece of plywood or Bakelite, 17" x 12", will hold counters, two watches, Curtas, plus clips to fasten papers. Ingeniously hinged Curta-holders have been dreamed up by several rallyists, but a small metal watch-holder can be made to fit the base of a Curta very neatly.

The good rallyist should have learned, at the very beginning, to keep a legible, coherent rally log. Ruled 6" x 9" file cards, divided into columns, are excellent for recording data. They don't tear or crumple and they won't billow in a strong breeze. The navigator should record mileage and time at each speed change. This makes it possible to quickly recalculate a leg when you find yourself running bumper to bumper with a rally car that should be a minute ahead of you. Some champion rallyists write down the mileage at every action point. This is asking a lot of the navigator unless the car is equipped with some kind of automatic calculator, but it has "saved" rally crews when they suspected they might have missed a speed change. Where to put route instruction sheets can be a problem. One of the best solutions is to keep all instructions on a clipboard, fastened to a bracket which has been mounted on the dash between the driver and navigator. With this set-up, both crew members can look at the instructions, and there is never any frantic searching for a mislaid sheet.

The subject of "mapping" on a straight time-distance rally can cause heated discussion among any group of enthusiasts. Some teams who regularly win trophies use maps constantly during a rally. They quote the phrase about being on time is important and staying on course is essential. Members of the anti-map school point out that many rally roads are not shown on state maps, and county maps are bulky and awkward to handle in a car. The fact is, there are those who like maps and are good at reading them; then there are those who become complete morons at the first sight of a map. But even if you detest maps, you should have one of the rally area. It, too, should be on a clipboard so it can be found in a hurry. A compass that works can bail you out of trouble on occasion, and some rally instructions may tell you to make a turn according to compass direction.

A navigational light is vital equipment for night rallies, or course. It should provide sufficient light for the navigator, yet not cause any glare that might bother the driver. The perfect light has not yet been invented, but a small goose-neck lamp or the type used for aircraft navigation is fairly satisfactory. It can be clamped to the rally board or mounted above the dash.

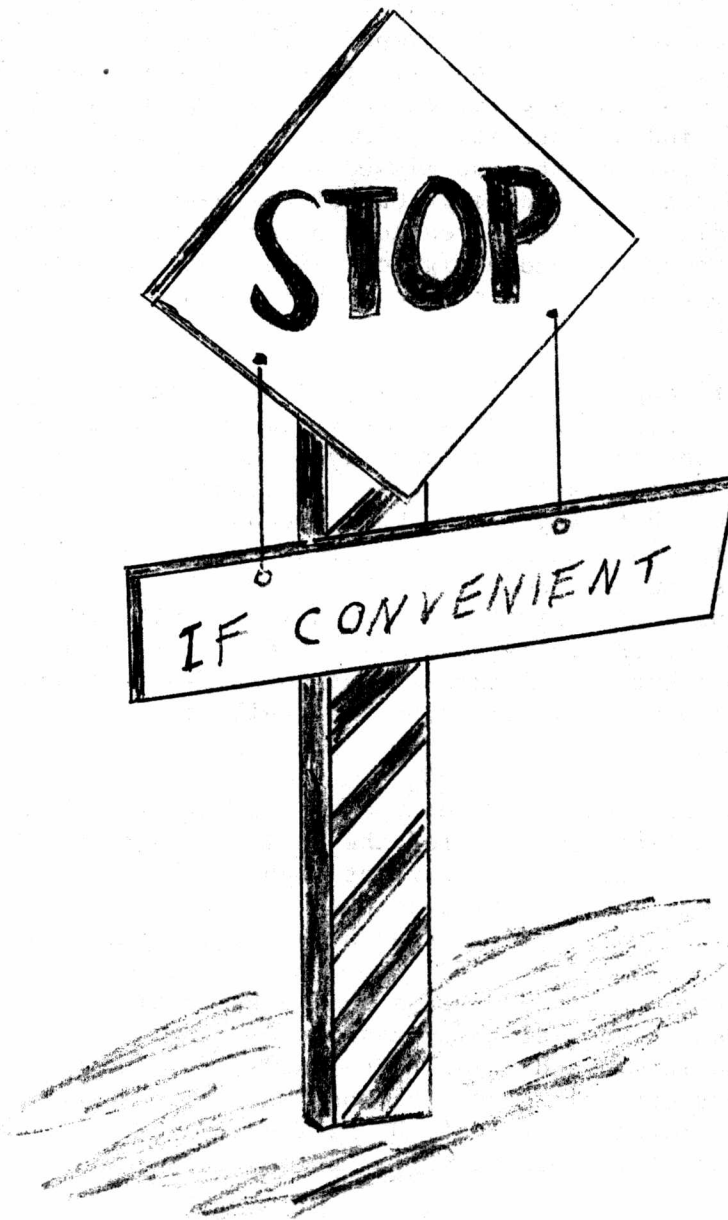
During the past four or five years some very exotic---and expensive---rally equipment has been commercially available: automatic calculators such as the Tibbetts, Navichron and Avion. The latter is essentially an odometer which gives you corrected mileage. The most widely used automatic calculator is the "Tommy-Box," invented by Capt. H. E. Thomas. Used with either digital read-outs or two parallel clock-faces, it relieves the navigator of most of

his calculating chores. Attempting to make new automatic gadgets has a fascination for many mechanically minded rallyists, and their only interest in rallies is to have a proving ground for their latest brain-child. It is probably safe to assume that at this moment some unknown genius is working on a little box that will play the first four bars of "Gloomy Sunday" each time the car is five seconds off schedule.

Two of the most important items of equipment for rallyists have not yet been mentioned: an equable disposition and a sense of humor!

Reprinted from Corvette News

by Starr Hammen



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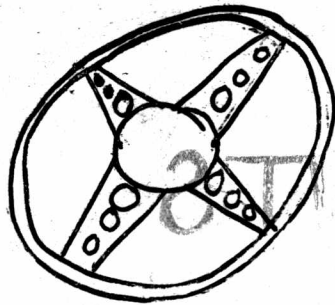
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DRIVER'S CLINIC

The results of this years Driver's Clinic are listed below. There were a total of 21 entrants, only 17 of which ran the Gymkhana at the end of the school. My thanks to my instructors: Harold Cameron, small sports; Art Frederick, medium sports; Roly Heacox, large sports; Bob Peterson, sedans; and to Marcia Merrill, registration; Mike Groman and Karl Seherl, timing and scoring; and Bill Morris, tech. inspection and chasing event wives who take off with the trophies still in the trunk. Last by not least, my thanks to my wife for her typing and art work.

RESULTS:

Class 1 - Sports up to 90" Wheelbase

1. Charles Long - Sprite I supercharged
2. Jack Merrill - Sprite I
3. Charles Barbaro - Sprite II

Class 2 - Sports 90" Wheelbase or greater

1. Howard Geer - Stingray
2. Bruce Toothaker - A-H 3000
3. Steve Barbour - TR-4A
4. Al Karr - MG-A

Class 3 - Sedans up to 100" Wheelbase

1. Colin Taylor - Austin Cooper "S"
2. Jack Fenn - Saab
3. Michael Crayford - MG 1100
4. John Hutchison - Saab

Class 4 - Sedans 100" Wheelbase or greater

1. Bob Hayner - Corvair
2. R. Preston Bockhorst - Chevy II
3. David Wachtel - Corvair

Class 5 - Ladies - Scored on an Index of Performance

1. Marcia Merrill - Sprite I
2. Ann Toothaker - VW 1200
3. Kathleen Petersen - Saab

What ever became of the M-H
Social meetings?

CALENDAR OF EVENTS

July 4	Tuesday	Nationals - Lime Rock
July 8	Saturday	Mt. Equinox Hill Climb
July 9	Sunday	INEC Gymkhana #3 (See Flyer for Information)
July 11	Tuesday	Empire Motor Sports Club Night Rallye - TSD GEX Parking Lot, Latham 6:30 pm registration
July 16	Sunday	AMEC Trials - Whites Beach
July 23	Sunday	Empire Motor Sports Club For further info - 872-1661
July 29	Saturday	Regional - Lime Rock

COVER

--Bob Bailey and John Kelly in Kelly's Porsche 911-S at the Trans-American Sedan Race held at Lime Rock on May 30. Kelly began the four-hour "sprint" quite far behind the pack, working his way up to fifth in class. Bob took over after two hours and, while scoring faster laps than his co-driver, and catching, passing, and running away from Sam Posey, finished in the silver by taking a third in the under two-litre class.

--Photos by Joe Corbett

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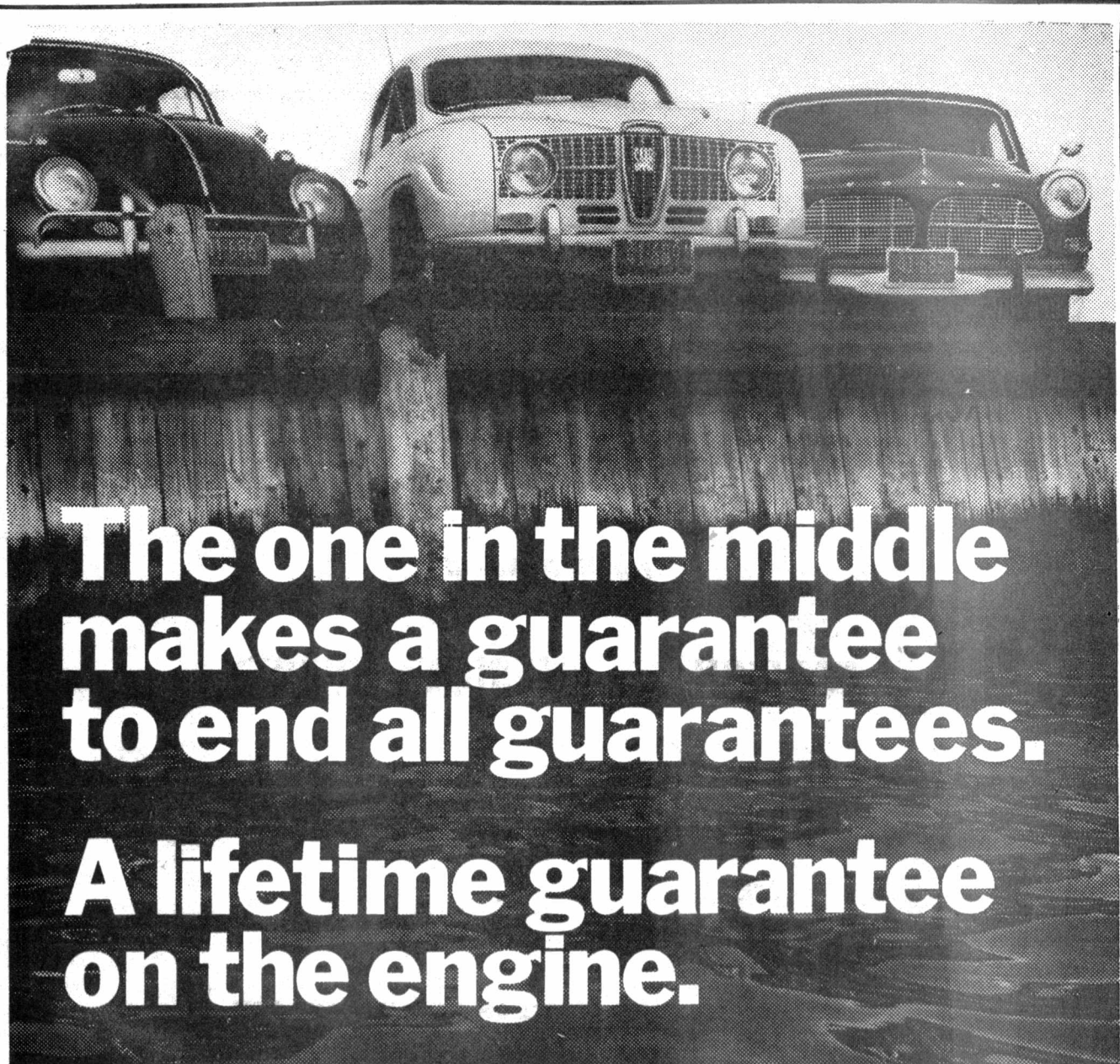
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