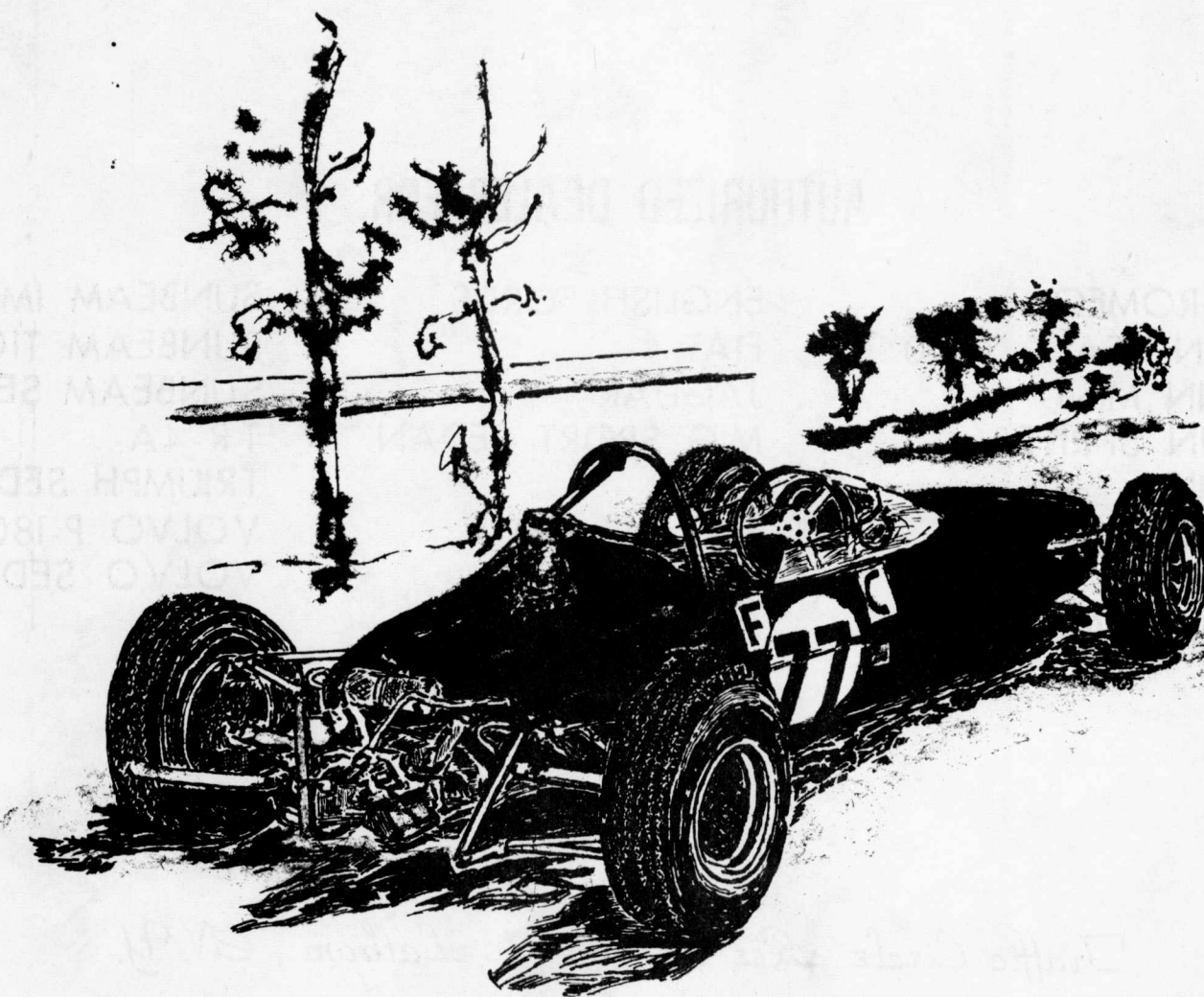


JULY 1969



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Anyone wishing information on membership or events may attend our meetings or contact any of the Officers listed above. Membership in the Mohawk-Hudson Region is open to anyone residing in the Counties of Albany, Clinton, Colombia, Essex, Franklin, Fulton, Greene, Hamilton, Montgomery, Rensselaer, Saratoga, Schenectady, Warren, and Washington.

The material in the KNOCK OFF is that of the author, and in no way reflects the attitude of the Mohawk-Hudson Region or the Sports Car Club of America, its officers, or members.

ACKNOWLEDGEMENTS

On the cover last month was Phil Groggins, driving his Formula C Brabham at the 1966 American Road Race of Champions in Riverside. The art work comes to us through the courtesy of Diane McClumpha, who in fact, was responsible for the complete cover layout. We are fortunate to have such a talented person in this Region, and appreciate her work very much.

This month, Diane has sketched the Cooper-Formula 3 that belongs to Hap Farnsworth.

Once you get past the cover, you'll notice the nice, neat job of typing. Barbara Beck is responsible for this, and we gratefully acknowledge her work as well.

EDITORIAL

Getting out last month's issue was easier than I thought, but only because we had lots of able help. But as this month's issue goes together, we find a very serious deficiency: There's not much material. Now its obvious why all the previous editors seemed to nothing but plea for articles from the members. One of the benefits of belonging to Mohawk-Hudson is receiving the Knock-Off, but one of your primary responsibilities is to keep it going. At present there is a rather small number of members doing a disproportionate share as far as contributing material. Articles are not the only items which are considered suitable; remember the cartoons of Speed Raymond, the photographs from Joe Corbett, technical articles from Mac Townsend and others, It seems that a regular feature of Finger Lakes "Top End" is orginal compositions, music and lyrics by Roger Clouser. The point is this; if you've never written anything for the Knock Off, you are now overdue. With about 120 members, if everybody submitted something once every two years, we would have five additional features each month. New members are included in this harangue; perhaps we should make it an initiation requirement. So don't just sit there, pick up your pencil, and help make life easier for our new editors who take over in September. The deadline for material for the August issue is August 6th, at our regular monthly meeting.

REGIONAL RAMBLINGS

National Race - July 25th and 26th - Lime Rock.

For the second year in a row, Mohawk-Hudson and INEC have undertaken to sponsor a National Race, which is a rather major project. Gene Birdsey has done an admirable job in organizing this event but there are still a couple of things required to make it a success. First, a large enough entry to make competitive races (recent events indicate we should have over 200), and second, a large enough staff of workers to assure the safety and convenience of the drivers. As a rule of thumb, almost as many workers are needed as there are drivers. Needless to say, we couldn't do this entirely by ourselves, so we depend heavily on volunteers from INEC and Area I. But we should certainly try to be in the majority. Workers are needed, especially for Flagging and Timing, but if you prefer to work as a Tech Inspector or Grid Marshal you won't be turned away. Friday is the critical day; all workers should sign in by 8 A.M. at the registration booth. The importance of being there Friday cannot be overstated, since tech inspection, practice, and qualifying all take place that day. Saturday is a full day of races, and again, plan on being there at 8 A.M. Workers need not be experienced nor necessarily SCCA members; those with experience are always willing to take on an apprentice or two. If you've never worked at a race, this is a good time to start. See you there on the 25th!

Solo II - August 16 - Lime Rock

You say you've been to Lime Rock, but you've never driven the course? Okay, this is your chance. Seat belts are required, and you should have a helmet by now, so bring it along too. Solo II events should not exceed speeds encountered in normal highway travel, but the course record at Lime Rock is over 100 mph, therefore you will find some pylons strategically located to slow you down. But there are fewer hazards at Lime Rock than you normally find around parking lots, so expect to move along fairly rapidly. Open to anyone with a valid driver's license. Cars must be equipped with mufflers and run quietly. Since this will be strictly enforced, you may have to leave your race car home and run the tow car instead. We need workers for this event also, but being a worker will not exclude you from running. Registration starts about 9 A.M.

On the National scene, a petition has been circulated by the Washington D.C. Region to make certain changes in the SCCA By-Laws. We collected signatures on this petition at our last meeting, and returned it before the July 15th deadling. In this issue the proposed changes, together with the cover letter and comments from Alex Keller, are reprinted. I feel that this issue will be put up to the membership for a vote, and would like our members to be fully informed of the changes and their implications.

2.

In a very general way, the recent controversey concerning the Board of Governors, the SCCA staff, and other Boards has been due to poor communication. The situation has been improved significantly already. The national office communicates with its members and the public in several ways. On matters of a private and urgent nature, a direct membership mailing is used, such as elections and membership renewals. Information which is of interest to the public as well as the members is released through the public media, Competition Press and Autoweek is the familiar example. Regional Executives receive copies of the original press release by first class mail. Information which is less urgent and generally not of public interest is disseminated to Regional Executives and Editors in the form of the Executive Bulletin. We try to pick out items of interest and importance to our own members and publish them in the Knock Off. The official publication of SCCA is Sports Car, but it is usually about 6 weeks between events and mailing, so there is little effort to print current news in it.

Probably the best event I've been to this year was the Mt. Equinox Hill Climb. It's more a tradition than modern competitive event, and I wish I had gone up Friday evening rather than Saturday mornig. This is not to say the competition wasn't keen, it was just a little more relaxed than the typical regional or national race. The hill is fast, but I don't consider it particularly dangerous unless you're driving the real high performance stuff. Jim Haynes had me afraid to come down after the first run to the top when he was talking about the coasting races in years gone by. One starts at the top, engine off and out of gear, and head down the road. You pay dearly for excessive use of the brakes, because you only have the natural downhill acceleration to get your speed back. No screaming exhausts, nothing but beautiful silence with the occasional crunch or thud from drafting too close or getting shut off in a corner. I didn't participate in that this year, because I had to drive the car home after the finish, but it's all part of the lore of the Mr. Equinox Hillclimb. I look forward to returning next year, and hope to see this region well represented. It's hard to beat as an enjoyable weekend.

Wild Bill

Requiem for a Dodge

by greg rickes

He who knows me, knows my Dodge, or rather knew my Dodge: that clapped out, weather worn, mechanical workhorse is gone, for the princely sum of ten (10) gringo dollars, and you ask do I miss it. Thou sayest it. For all of its great ponderous mass it was a good car, nay, a great car. The engineer types in my midst will scoff and say a machine has no feelings, and no emotion, will tell you differently, but that car was a friend. It was the first car I ever drove, it took me to Lime Rock on Labor Day 1967 for my first trip alone to the sports car races, it taught me how to change points, and head gaskets, and how to do kinky things on snow covered roads, and how to dig one's self out of snow banks, and lots of other things. It always ran, on 4 1/2 or 5 to 6 cylinders when necessary, with nary a complaint. It was happy if kept well up on water, which it held, and cheap gas, which it accepted, knowing the money saved on Sears Regular (29.9) would go for other important things, and oil, good high quality oil (oil is the internal combustion engine's life blood says Ken Purdy) like Quaker State (because Group 44 uses it) or Shell (because Jim Hall uses it), and like a content ol' hound dog it would drool most of the oil out when it was sitting still. It faithfully hauled my fist real live (???) racing (??) car(?) old 66, the one of a kind SAAB, home, and it hauled it all over while I tried to get it to run, and it hauled it to my private test track (sorry, source classified), and it hauled it to Albany-Saratoga Speedway on September 14, 1968 for it's glorious return to competition, which never quite came off as planned, and all the time it ran, and ran, and ran, receiving no attention, but faithful always, apparently understanding that for all the attention lavished on my Swedish, and later French mistresses, it was the good old Dodge that made it all possible. Finally the spring sagged a little too much, the headlights fritzed, and some other things went, nothing that couldn't be fixed, mind you...but the Daddy with the Big Bucks said its got to go, boy...now (as an aside, Mother did not like its fading complexion as compared to the Chrome plated swoopy sided, fat cat-Sugar-Daddy Status Wagons that the "Neighbors" were making it (?) big in Suburbia with, so I knew for all its faithful service, the days of Old Dodge were numbered, so it must be ended right. Lime Rock Regionals, June 14, 1969 was the last big blast, and she performed nearly flawlessly (the headlight short was her own little joke) and then slowly it was gone. At first I wanted to sell it to a friend, but I couldn't. Twenty-seven June, One Niner Six Niner, was the end. The aforementioned mother had to use it, and when, after she had finished her many errands, and was to retrieve me from the artificial climes of the engineering and marketing wonder, the Colonie Center, Old Dodge would not start, not even a mild stir, just turn the key, and silence, utter silence. Beautiful silence. The last laugh. But when it was time to go she knew it, she sensed it was me who put the key in the ignition, and she started right up, as my Mother

(continued...)

(Requiem for a Dodge continued)

stood feeling rather stupid, she doesn't understand me, and she doesn't understand cars beyond the superficial make-up or paint or vinyl and white walls, she doesn't know what soul is. What a last fling we had, from my house to Morris Body Works is a short jaunt, with two routes, one is groovy, one is not, which one do you think we took. Dad, following in the soom to be mine, even has a radio, still looks nice, but it hasn't got a soul Chevelle, complaining that the road is too hard to drive, and besides you drive too fast kid, but I didn't hear him, all I remember is the neat sound it made when I pulled my last second-to-first downshift on the old Torque-Flite (complete with a quick blip in neutral) and the leaky exhaust manifold made it sound like a race car thing, and as I pulled the plates off it was tough not to be spiteful toward them who have provided for me through these many years.

When I was a mini-guy, like one or two, we had an old Chevy, which I had an understanding with, and when we were going to trade it in, I wasn't too keen on getting rid of it, to the point of not getting out, and crying and other non-and not so non, violent things. I felt the same way again on 27 June.

"I was so much older then, I'm younger than that now".

JULY 6 GYMKHANA

Mohawk Hudson vs New England Region

Team Results

(Full tabulation of times and classes
has not yet been received)

1st	<u>BMSC/Mo-Hud</u>	4th	<u>Mo-Hud</u>
	Marc Brossmer Butch Sciarra Tom Nolan		Linda Flynn Jack Fenn Roger Ostereich
2nd	<u>BMSC/Mo-Hud</u>	5th	<u>EMSC</u>
	Bob Claffie Dave Hathaway Paul Hacker		John Petrella Ray Gilday John Burns
3rd	<u>Mo-Hud</u>		
	Howard Geer Nancy Geer Bill Morris		

Tuned Exhaust

by Terri

We were looking at a new Formula Ford at Lime Rock Park during the July 4th National and noticed some extra switches, and one was red and it was all very strange. So I asked what that was. Oh, said the young man (the dealer), we build them this way to get through New York Region Tech. Wait a minute, says I, that's not in the GCR. Doesn't matter, said the young man, it won't get through a New York Region without it.

Now hold on.

The GCR "doesn't matter"??

What is this, a Region demanding requirements of its own? Especially major ones, such as the basic wiring of the car. What's going on here?

To what extent is Westport going to permit the tail to wag the dog?

How long are drivers going to permit their chains be pulled?

There are enough problems with regional interpretations of what is written in the GCR (the roll bar rule, for example) without adding to them by an "everybody knows..." local rule.

Seems to me I read someplace that the purpose of supplemental regulations was to inform drivers of strictly local requirements with respect to the area, such as curfews, muffler laws, trailer licensing and so on. NOT to impose standards or rules which are some local official's personal hang-up. I can't deny that battery covers, masterignition switches, adequate roll bars, flame proof goggle padding are all excellent ideas - BUT are there going to be as many different sets of rules as there are regions? Shall regional supplemental regulations achieve the stature of addendum to the GCR?

It's laughable, too, to see a Formula Vee turned down at tech for want of a battery cover, then to see it accepted a few minutes later with a plastic sandwich bag over the battery.

And I'd still like to know how in hell banning tape fabricated numbers contributes to safety visibility or the effectiveness of an event.

While I'm all turned on about tech, how about technique?

Tuned Exhaust (Continued...)

Have you ever had your plugs fuel fouled because a tech inspector just had to wiggle your throttle lever and dumped the float bowls right into the cylinders?

Have you ever had a hose come off because some tech inspector had tugged on it (giving it a stress one hundred times greater than real life) to see if it were on O.K..

Our favorite tech inspectors are the ones who have:

...politely reminded us that we "must have left the fire extinguisher in the tow car" (actually we'd left it home)

...asked if a loose spring should be fastened to something on the other end (it should have)

...wondered why a wrench was fastened to the front of the engine (because we forgot to take it off after the last valve timing session)

...complimented us on the neatness on the car

...thanked us for having everything ready and making the inspector procedure efficient

...stopped trainee tech inspectors from leaning on or sitting on or handling the car in an unwise manner.

I refuse to believe that tech and practise are run completely ad hoc. So why can't a sheet be distributed at registration with the following important information.

Will there be a separate tech line for formula cars?

Will engine start up be required at tech?

Will a brake test be required?

What is the practise session philosophy? (Closed versus opened whell, by class, how long, timing, etc.)

It would sure save the crew a lot of running around and does help to plan the day.

Terri

Editor's Note: Tech inspection is only one aspect of the offensive-defensive game the driver/owner/crew plays against the event officials. I know a lot of people have comments on a lot of different subjects, so remember the NEDIV meeting coming up in Philadelphia in November. It is open to any SCCA member to voice his views, and get direct answers from the Westport officials. If you can't attend personally, this region will be represented, so make sure that the representatives knows your ideas.

CLEVELAND CORRESPONDENCE

by Stan Bubar

My own entry into the area of sports car racing brings to mind the subject of brake fluids. All brake fluids sold in this country must meet SAE standard 70R1 or 70R3. These standards are essentially the same except for the minimum boiling point requirement. 70R1 requires a minimum boiling point of 300°F while 70R3 requires 374°F. For the very small difference in price, no one should be driving a car with R1 fluid - in fact it's actually hard to find nowadays.

Cars used in competition generate tremendous amounts of heat in the brakes, and require something even better than R3 fluid--which is marginal under these conditions. There are high boiling point fluids available, and they should be used by anyone in competition. The hydraulic system should be completely flushed and filled, not just topped up with the high boiling point fluid. When buying a high boiling point fluid, don't believe anything the salesman says. I know at least one person who bought a brake fluid because the salesman told him it boiled at 800°F. I tested this fluid in the lab for him and it boiled at 364°F.

While I was about it, I collected cans of brake fluid from a variety of people for comparison. The results were as follows:

Delco Super II Extra Heavy Duty Brake Fluid	(R3)	364°F
Nichoff N73 Super	" "	(R3) 324°F
Prestone	" "	(R1) 294°F
E15 Super 500	" "	(R1) 330°F
Delco 550	" "	(R3) 492°F
Castrol Girling Crimson	" "	(R3) 410°F

Notice that two fluids which do not claim to meet the (R3) specification use the phrase "Heavy Duty" in their name, and the best two fluids don't.

It is important to realize that brake fluid boiling points generally decrease with time due to oxidation, contamination, etc. For this reason it's worthwhile to completely bleed and flush the brake system at the beginning of each season. The Nichoff fluid (above) I had opened about 1 1/2 - 2 years prior to this test - notice it's 50°F below specification. The other fluids were all opened within a month or so of the tests.

This is a rather long distance look from here, but it appears to me, from what I've read and heard, that the INEC Gymkhana series isn't faring too well. I've heard a lot about reducing the number of classes, but there's only one less than the '66 and '67 series. I can't help but think that displace-

ment classes are a giant step backward. I wonder if the return to a statewide series also means a return to about ten serious contestants, with the rest of the trophies going by default, as in 1966. I'll be the first to admit that the all or nothing nature of a run-off leaves something to be desired, but of all the gymkhanas I've run in the years, I've never seen so many, good competitors as we had at the '67 runoff. I can't speak personally of the '68 runoff, but I understand it had too many "competition" cars as opposed to "street" cars. I really don't know what can be done about that - or if anything should.

I think I hurt one of my neighbor's feelings the other day. He has two cars, and I had noticed one of them dripping gasoline. When he pulled in with his other car, I said, "You own this Chevy here, don't you?" He looked rather startled and replied, "Chevy? That's a Buick!" Oh well...

I wonder what ever happened to the concept of "economy in government". Sheriff Kreiger of Cuyahoga County (Cleveland) has requested ten new Buick Wildcats for his deputies, and a new Buick Electra 225 for himself. What ever happened to the Fords and Chevies? One of the newspapers noted that the equipment specs for the Wildcats were written in English, but the specs for the Electra were written in dealer code. Interpretation disclosed air conditioning, FM radio, power steering, Etc.

NE Ohio put on a regional at SCIR the weekend after my second school, but I decided not to run. Good thing - it was wet, windy and cold, with the paddock becoming a sea of mud again. I'll say that for timing and scoring, at least it's fairly dry. The entry list was small, so no beer party either. I think we probably lost money on the event.

Anyone for a GKN470? That's an experimental Lotus 47 Europa with the light alloy 3.5 liter Rover V-8. I'd love to try that one out! I know you're all dying to learn that there are now 64 Lotus dealers in the country - up four from '67 and '68, and there are 1355 Lotus' registered in the U.S.

"New Members" - Stephen J. Short? Robert Claffie? Someone must be kidding.

It was nice to get back to Schenectady and see a lot of old friends. There was a pretty good turnout at the INEC gymkhana that weekend, but I wonder how many were from other regions. One of the small pleasures I get from watching a M-H gymkhana is the opportunity to see a Corvette driven silently. Howard Geer's runs are usually as quiet as those of the Sprites due to his judicious use of the "loud pedal", yet he generally turns in one of the better times of the day. Howard - you'll never be a "crowd please". The major pleasure at this event was just seeing a decent gymkhana course. I've previously expressed my low opinion of Cleveland are gymkhanas, so I won't repeat myself now.

SCCA - USAC AGREEMENT

Westport, Conn., July 1, 1969 -- A new policy permitting the interchange of race drivers licensed by the Sports Car Club of America and the United States Auto Club has been achieved as a result of a meeting between representatives of the two clubs in Chicago, June 28. The new guidelines which permit drivers of one club to participate in certain events sanctioned by the other club will be in effect for the balance of the 1969 season.

Under the terms of the agreement, SCCA licensed drivers will be eligible to participate in the USAC-sanctioned championship car events and stock car events, and USAC licensed drivers will be free to compete in the SCCA-sanctioned Canadian-American Challenge Cup and Trans-American Championship events. In these events, specific approval by either club will not be required as a condition of driver eligibility. Each club does, of course, retain the prerogative of excluding drivers from its events based on individual driver experience and ability for that particular event.

Previously, USAC licensed drivers were required to obtain specific permission to participate in any SCCA events except those listed as international events on the FIA calendar. Also, SCCA drivers were not permitted to compete in USAC events except those carrying an FIA international listing, since competitors in non-FIA events had to be USAC members and the club did not permit dual licenses.

Other events sanctioned by the two clubs were not included in this agreement. In this respect specific approval of both clubs will be required for a driver licensed by one club to participate in an event sanctioned by the other and such approval will not normally be granted.

The committee also announced that a coordinated effort was being made to minimize race date conflicts between the two organizations in 1970.

###

NEW SCCA SAFETY REQUIREMENTS

Westport, Conn., June 30, 1969 -- In a series of actions, the Sports Car Club of America announced today new race safety requirements and a reappraisal of existing standards that will bring changes in every aspect of the organization's road racing program.

The steps were taken following a special meeting here of the club's executive stewards and the director of stewards with the SCCA competition board, insurance broker and executive staff. The executive stewards represent the competition board under the director of stewards and act as the chief field administrators in each of the seven geographic racing divisions.

New SCCA Safety Requirements (Continued...)

Included in the actions recommended by the stewards and endorsed by the competition board:

- disapproval for racing of 21 courses used for SCCA speed events in 1968/1969;
- specific, minimum design requirements for barrier walls or rails between pit areas and racing areas for both permanent and temporary circuits;
- new minimum distance and barrier design requirements for spectator areas;
- a prohibition on the sale of pit passes;
- paddock area protection equivalent to spectator areas;
- a mandatory review and inspection by race chief stewards of emergency plans and emergency personnel qualifications prior to each event;
- a re-examination of fixed objects that might constitute a hazard at all courses to gain removal, relocation or a new form of protection to eliminate a hazard to drivers;
- a reappraisal of all courses' provisions for spectator protection;
- a re-evaluation of SCCA race organizations to trim excess personnel, re-train and instruct as found necessary;
- particular attention to course worker stations with the instruction they normally be limited to seven persons including relief personnel;
- the prevention of corner-cutting on the insides of turns by installations that will eliminate half-buried tires and haybales;
- appointment by executive stewards of a safety steward for each sanctioned speed event who will be in charge of emergency equipment and crew readiness in addition to present duties as a safety observer;
- adoption of a new accident report form and its distribution to all stewards;
- adaptation of present SCCA punch card facilities for a long-range program of accident analysis.

The race courses newly disapproved for competition are being individually contacted by the appropriate executive stewards. The adoption of required changes is expected to result in the re-approval for many of them for SCCA sanctioned events in the near future.

New SCCA Safety Requirements (Continued...)

Pit barriers for permanent courses will be either a concrete wall 10 inches thick by 36 inches high; a 36-inch high guard rail with horizontal openings of no more than six inches; or, presently approved pit barriers no less than 30 inches high.

Temporary courses are to have currently approved removable guard rail pit barriers or 55-gal. drums, two-thirds water-filled, with open tops and a maximum 12-inch spacing between drums.

Where there is no natural protection, minimum spectator protection along straightaways should consist of guard rail or anchored chain-link fencing installed no less than 100 feet from the course paving with an additional 50-foot wide open space between the barrier and the spectator area fence.

In other action, the SCCA competition board announced effective immediately that in Formula Vee category adjustable wings or ailerons riding above the bodywork and designed to produce a downward thrust are not permitted. The board also announced that Volkswagen model 1300 brake drums may be used in Formula Vee.

The board announced that appointment of Ray Herndon, Jr., Houston, Texas, as executive steward of the SCCA southwest division. Herndon succeeds Robert S. Hugill, Odessa, Texas, who resigned for business reasons.

###

Cleveland Corres. (cont'd)

The Trans-Am at Mid-Ohio was interesting. The U-2 class was one of the most nearly matched classes I've ever seen. Qualifying times found seven cars in a 1.2 second spread. The first hour of the race had four to five U-2s running nose to tail - lap after lap. Jim Locke, driving Bob Bailey's Porsche had just moved into third, around lap 79, when a half shaft broke ending his try. Had to settle for just \$100 for second fastest U-2 qualifier. Alfa had fastest qualifying speed. Those professional drivers play rough. By the end of the race, most of the cars looked like they had been in a demolition derby. Jim Locke filed protests against Parnelli Jones and Peter Revson after they each pushed him off the course! Bob Fern caught some guy attempting to walk off with one of Bob's tool boxes!! \$11 a head for crew passes! Interesting weekend.

To: SCCA Regions Nationally

Recent happenings in SCCA have dramatically pointed to areas in our National Bylaws which, if allowed to remain unchanged, could lead to the demise of SCCA as a leading influence in motor sports.

To make the national organization more responsive to the membership, the Washington, D.C. Region and its Board of Directors propose several changes and additions to the current bylaws. We ask that you consider the proposed changes, the needs served by them, and lend your assistance in getting the proper support for them.

Kindly have your membership made aware of this endeavor, of the national effort necessary to accomplish such changes, and solicit the needed signatures from those who feel the changes serve a good national purpose.

In an organization the size of ours, it takes a great number of responsive and responsible members' signatures to make a change possible. Please lend us your support and return the signed petitions by July 15, 1969 to:

Washington, D.C. Region, SCCA
1216 Brantford Avenue
Silver Spring, Md. 20904

Very truly yours,

Tom Balzer
Regional Executive

Enclosures

PROPOSED AMENDMENTS TO THE SCCA NATIONAL BY-LAWS

Introduction:

These changes are designed to make SCCA more responsive to the will of its members, and to protect the members against hasty or arbitrary actions. It is possible that, if adopted, these changes will decrease the efficiency of SCCA's decision-making processes, but we doubt it. Only those rare issues that stir a National groundswell of opinion will evoke the organized action necessary to make use of the procedures for reviewing Board of Governor's actions that these changes provide. We believe the price of occasional delay in implementing a decision, or even remaking the decision by the membership, is a small one to pay to keep SCCA a member-oriented club.

Amend Article II, Section 4 to read as follows:

The Board of Governors or the governing body of a regular member's region may suspend a member at any time for infraction of any regularly adopted club rule, and may give notice of proposed suspension for any other cause. The body concerned shall immediately notify a member so suspended or proposed for suspension, in writing, of the action. Within thirty days, or subsequently if so requested by the member, the member shall be afforded a formal hearing before the Board or a committee of not less than four (4) members thereof, at a time and place convenient to the member. A majority of the full Board may thereafter continue the suspension for a definite term, terminate it, rescind it, or expel the member when the suspension is based on infraction of a regularly adopted club rule; and may, on good cause shown, suspend a member for other causes for not to exceed one calendar year.

Explanation:

The Board of Governors now has the power to suspend the membership, and thus the competition privileges or office held, of a member "for any . . . cause . . . if the suspending body shall deem such action to be in the best interests of the club." Under this provision, a member could be suspended without hearing merely for disagreeing with a majority of the Board. With membership now a virtual requirement for any kind of participation in racing, including serving as an official, this provision is unnecessarily broad.

The proposed change permits immediate suspension pending hearing for violation of a regularly adopted club rule, such as the G.C.R. [Before the suspension becomes final the member is entitled to hearing before at least four (4) Governors and a majority of the full Board (presently nine (9) Governors) must vote in favor of the action taken.] Suspension for any cause other than violation of a regularly adopted rule must be preceded by a hearing, and good cause for the suspension must be shown. Nine (9) Governors must vote for suspension, not to exceed one calendar year.

Amend Article III by adding an additional paragraph, numbered 5:

Section 5. Jurisdiction. Notwithstanding Section 3, the annual or any special meeting of the members can alter, amend, or repeal any action of the Board of Governors, unless the effect of the meeting's actions would be to affect contracts entered into by the club, provided that the Board of Governors may submit any such action by the meeting to a National referendum held pursuant to Article XII hereof, within thirty (30) days of the close of the meeting.

Explanation:

Under the present club by-laws an annual meeting must be held, but members have no power unless the Governors choose to submit a question to it (we cannot recall when this has happened). This change allows the annual meeting to change, alter, or amend any actions of the Board of Governors so long as the action by the meeting would not affect the club's contracts (including employment contracts). The Board, if it disagrees with the action of the meeting, may submit it to a referendum within thirty (30) days. This change would set up a "checks and balances" system whereby the members assembled in the annual meeting could overrule the Governors, but the Governors could appeal the meeting's action to the full membership. We believe that the annual meeting would not often modify an action of the Governors, but submit that the members should have the power to do so should an issue arise where the Governors have failed to follow the will of the members.

Amend Article IV by adding a new Section 8 and 9.

Section 8. Removal. Any Governor shall be removed upon (1) receipt by the National office of a petition for removal signed by ten percent (10%) of the members, not more than one-third (1/3) of whom shall be members of any one region, in the area he represents and (2) a majority vote of the members of that area voting by mail ballot in a special removal election. Ballots shall be mailed within thirty (30) days of receipt of the petition to all active members in the area. Ballots shall be mailed for counting to the firm of certified public accountants serving as the club auditor and shall not be available for inspection by any officer, member, or employee of the club. Ballots must be received within thirty (30) days of mailing by the club office. The Secretary shall cause the results of the balloting to be published for the information of the entire membership.

Section 9. Minutes. Minutes of all Board of Governors meetings shall be kept in reasonable detail, sufficient to describe the business transacted and the major points of discussion on each issue, but without identifying the Governors except as to motions made and votes or other actions taken, all of which shall be recorded. The minutes shall be published in the club publication as soon as practicable after the Board meeting.

Explanation - Section 8. Removal:

The By-laws presently contain no mechanism for removal of a Governor, even for misconduct. This change will permit the members of the area he represents to remove a Governor. The requirements for initiating removal have been set high (ten percent (10%) of the members in his area, not more than one-third (1/3) of whom reside in one region), because removal should be an extraordinary remedy to be used only under the most serious circumstances. On the other hand, the period between elections is now so long that it will often be impractical to "wait for the next election" in the case of a Governor who does not maintain high standards of conduct or whose views are wholly at variance with those of the other members of his area.

Explanation - Section 9. Minutes:

The present official minutes of the Board give little indication of the drift of the Board's deliberations and often do not indicate to any but insiders what action was taken. The Board is running our club, and all the members should be informed as to what the Board is doing.

Add a new Article XII, as follows:

Article XIIReferendums

A referendum of all the members shall be held on any action or proposed action by the Board of Governors, if requested by the Board of Governors or by a petition signed by three percent (3%) of the members, of whom no more than one-third (1/3) shall be from the same area. Within thirty (30) days of the Board's request or receipt of petition bearing sufficient signatures, the club Secretary shall mail to all active members as of that date a ballot containing the question to be voted on. Prior to preparation of the ballot, the Board of Governors shall appoint a committee of four (4) members, two (2) of whom shall be among the petitioners and the four (4) thus chosen shall elect a fifth to serve as Chairman. They shall draft the language of the proposition to be voted on. The question shall be clearly phrased in the affirmative and shall require a yes or no answer. Ballots shall be mailed for counting to the firm of certified public accountants serving as the club auditor and shall not be available for inspection by any officer, member, or employee of the club. If a majority of the members voting favor the proposition, it shall be adopted. The Secretary shall cause the result of the balloting to be published for the information of the membership.

Explanation:

This proposal, perhaps the most important of this group,

provides for a National referendum on an action or proposed action by the Board of Governors. The requirements for initiating a referendum are stiff. Indeed, they are the same as the requirements for initiating a change in By-laws: three percent (3%) of the members, not more than one-third (1/3) of whom shall be from the same area, must sign the referendum petition. The Board of Governors may also request a referendum if it feels a National consensus is required. The election must take place within thirty (30) days, during which time a special committee of two proponents, two others and a neutral chairman prepare the language of the proposition to be voted on. To avoid confusion, the question cannot be negatively stated, and must require a yes or no answer. The proposition "Roll bars shall not be required" would be unacceptable, since a person who is in favor of roll bars must vote no. The proper formula would be "Roll bars shall be required."

A National referendum may not be an efficient way to make a decision, but neither is an American Presidential election. This proposal is designed to make a referendum as efficient as possible, by requiring an immediate vote and a clearly phrased, affirmative question calling for a yes or no answer. Where a major question of policy is at stake, we feel that the 17,000 members of SCCA should have the right, even though it will rarely be exercised, to vote directly on the matter and thus affect the direction in which their club is heading.

316 Symes Building
Denver, Colorado 80202

June 18, 1969

Mr. Tom Balzer
Regional Executive
Washington, D.C. Region
102 Cedar Avenue
Gaithersburg, Maryland

Dear Mr. Balzer:

I have your letter of June 11th and your letter of June 5th enclosing proposed by-law admendments. First, with reference to your June 11th letter, let me point out that to publish all of the charges in detail and the answers to them, together with any countercharges and documentation, would seriously prejudice any hearing which the Club is required to have at Mr. Dent's request. It would be just like trying a lawsuit in the newspapers before the Court has made a decision. An examination of our by-laws indicates that the hearing comes after the suspension, and at the request of the suspended member.

I am now in the process of selecting as objective a group as possible to serve as the hearings panel. They will not be Governors because the Governors already know something about this. After the hearing has been held and findings made, the Club will be appropriately advised.

To turn now to the proposed by-law changes, your suggestion as to Article II, Section 4, would limit the hearings panel to members of the Board of Governors, which may not be appropriate in all cases.

Your suggestion as to Article III, Section 5, is dynamite. When I first joined the Club, I had similar thoughts but when you consider the fact that only between one and two per cent of the members attend the annual meeting, together with the fact that any interested group coulck pack that meeting, this suggestion could cause the most terrible consequences. Special interest groups, who have axes to grind, could completely bury us.

Your suggestions as to additions to Article IV are a matter entirely of personal opinion. You will be interested to know, I am sure, that at the Board of Governors meeting May 24 and 25 at St. Louis, the following resolution was adopted:

Mr. Tom Balzer
Page Two
June 18, 1969

Minutes of the Board of Governors Meeting

Motion by Mr. Henderson, seconded by Mr. Winnett, PASSED.

MOVED, That a summary of the minutes of the Board of Governors meeting be prepared by the Secretary and the Executive Director to be distributed as a portion of the 'Executive Bulletin'!

The reason for the use of a summary instead of the verbatim report is that the minutes might not make much sense as actually issued because of the approved items of other boards and committees without number and without further identification.

Finally, your suggestions to Article XII again pose great danger to the Club. There is a real distinction between a true democracy, where the members and citizens vote on things themselves, as distinguished from a republic, in which they select legislators in whom they have faith to make decisions. Large numbers of people with no intimate knowledge of the facts can be swayed by demagoguery quite easily and even though our membership is far more knowledgeable and intelligent about his Club than American citizens are about their Government, I would still be much afraid of the campaigns which would ensue prior to a referendum, with back and forth accusations getting progressively worse and not better as the date of the referendum approaches, with the final result of ruining the Club as we now know it.

These are simply a few thoughts on your suggestions. I don't mean to be negative because I know they have been maturely considered by you.

Yours very truly,

Alex S. Keller
Chairman, Board of Governors

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among the top in the East. It would certainly be considered

as the best short course"

Phil Groggins

Lime Rock Park

"If you get past all the natural hazards and survive the car getting airborne at the top of the rise, you soon come up to a fast flat right. You'll then be shooting down a hill with a very fast curve at the bottom... Going off that last downhill is apparently a popular thrill." "Car and Driver"

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S C C A EVENTS

* * * * *

● JULY 25,26	LIME ROCK	NATIONAL RACE	MO-HUD R.
July 26,27	Thompson	Regional Race	NER
July 26,27	Giant's Despair	Hill Climb	NE Penn.
August 2,3	St. Jovite	Trans Am	CASC
August 2,3	Bridgehampton	Cont. Champ. & Nat.	NYR
August 9,10	Watkins Glen	Trans Am & Nat.	Glen R.
August 9,10	Orange Airport, Mass.	Solo I	NER
● August 16	LIME ROCK	SOLO II	MO-HUD R.
August 23	Lime Rock	Regional Race	NNJ
August 30,31	Bryar	National Race	NER
Sept. 6,7	Watkins Glen	ADVANCED driver's school	Glen R.
Sept. 13,14	Watkins Glen	Solo I	Glen R.
Sept. 20	Lime Rock	Regional Race	NNJ

JULY 28

EXECUTIVE MEETING 8PM
 Ed Holeva's home
 582 St. Davids Ln, Schenectady
 off Consaul Rd., near Balltown Rd.

AUG 6

MONTHLY MEETING 8:30 PM
 Sunset Inn
 5th Ave and 125th St.
 N. Troy

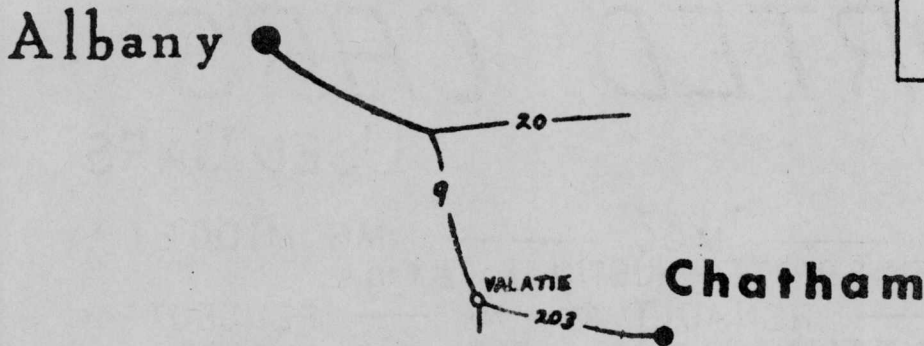
AUG 16

AUTOSPRINT
 solo II

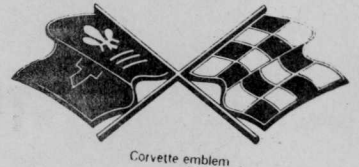
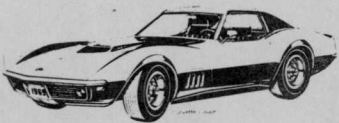
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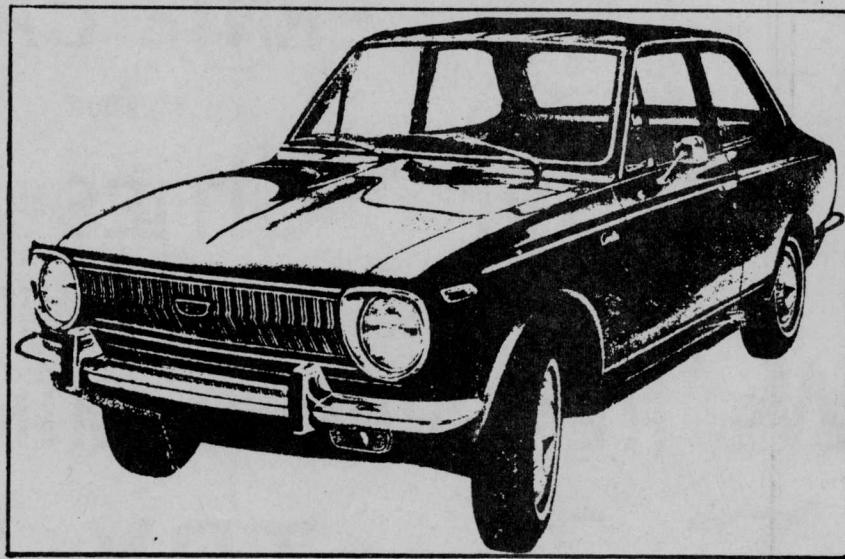
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	Optional
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	"
	"
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