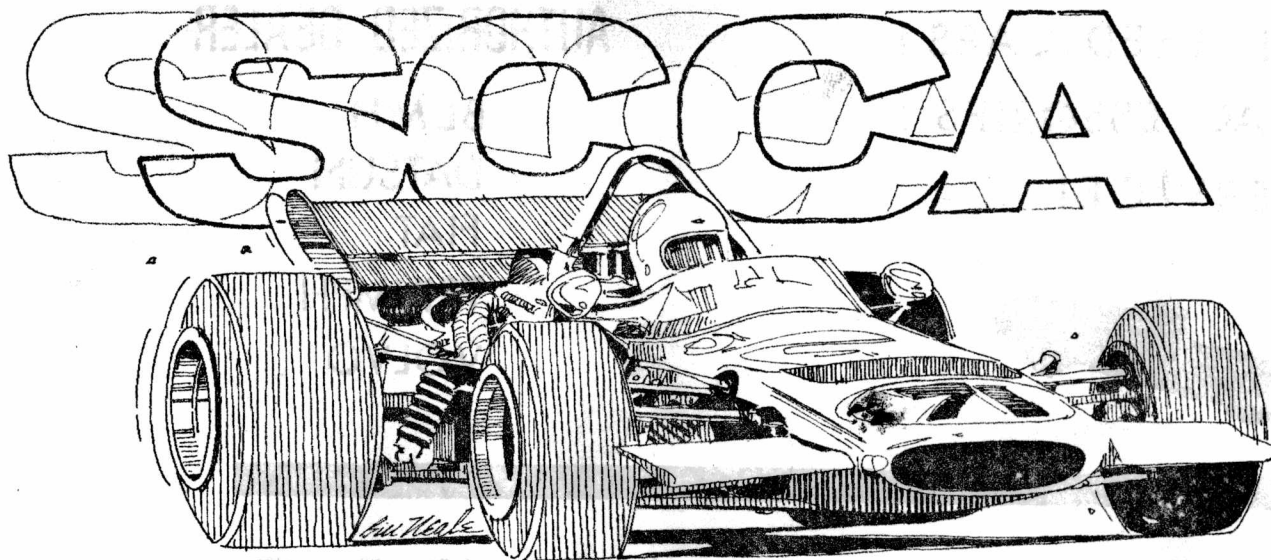


THE KNOCK OFF

OCTOBER 1971



J. C. O'KEEFE
50 SECOND AVE.
RENSELAER, N. Y. 121

V E M I T H

UTO CO, INC - LATHAM, NY

PORTS! USED CARS!

RTS! ACCESSORIES!

SERVICE!

AUTHORIZED DEALER

BLMH

DATSUN

FIAT

TRIUMPH

VOLVO



TRAVELWORLD

MOTOR HOMES!

TRAILERS!

CAMPERS!

COACHMEN

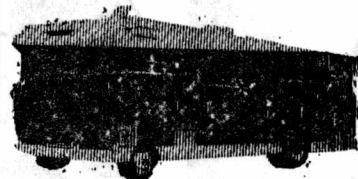
FRANKLIN

PATHFINDER

PROWLER

SPORTCOACH

WINNEBAGO



NORTH OF TRAFFIC CIRCLE - ROUTE 9

705-8501

MOHAWK-HUDSON REGION SCCA
OFFICERS 1971

REGIONAL EXECUTIVE

Bill Morris 377-8117
1466 Van Curler Ave
Schenectady, N. Y. 12308

ASSISTANT REGIONAL EXECUTIVE

Howard Geer 392-3499
6 Jones Ave.
Chatham, N. Y. 12037

SECRETARY

Barbara Beck 372-8802
1113 Union St.
Schenectady, N. Y. 12308

TREASURER

Carl Corrin 869-6948
27 Hunting Rd.
Albany, N. Y. 12205

ACTIVITIES DIRECTOR

Ed Holeva 377-3743
582 St. Davids Lane
Schenectady, N. Y. 12309

COMPETITION DIRECTOR

David McClumpha 439-2828
319 Elsmere Ave., R. D. #1
Delmar, N. Y. 12054

DIRECTOR AT LARGE

Hap Farnsworth 785-4914
885 Birchwood Lane
Schenectady, N. Y. 12309

DIRECTOR AT LARGE

Art Frederick 384-4288
R. D. #2 Box 14
Valatie, N. Y. 12184

INEC REPRESENTATIVE

Steve Short
182 Kingsley Road
Burnt Hills, N. Y. 12027

KNOCK OFF EDITORS

Campbell and Janyce O'Keeffe 462-3208
50 Second Ave.
Rensselaer, N. Y. 12144

ADVERTISING MANAGER

Eleanor Morris 474-6725
Box 165
Watervliet, N. Y. 12189

PUBLICITY CHAIRMAN

Greg Rickes 869-7508
15 Marie Parkway
Loudonville, N. Y. 12211

The KNOCK OFF is published monthly by the Mohawk-Hudson Region of the Sports Car Club of America, with subscriptions limited to members only. All material for publication should be mailed to the Editors or delivered to them at the monthly meeting, the first Wednesday of each month, 8:00 P. M. at the Blue Apple Restaurant, 1617 Union Street, Schenectady, N. Y.

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

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

Minutes of I.N.E.C. Meeting

August 28, 1971

Present: George Morris, Bill Morris, Frank Decker, Phil
and Marian Henderson, Bill Bell

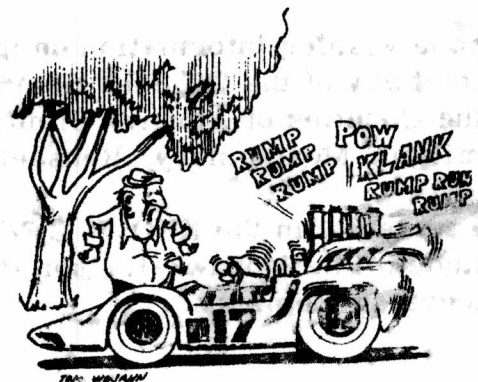
Meeting was called to order at 2:00 pm.

1. Minutes of July 10 meeting were discussed and approved.
2. Treasurer's report given by Frank Decker. Balance on hand \$1,371.83. Outstanding was income from gymkhana and the bill for trophies.
3. No formal report on the gymkhana. According to reports it went well with approximately 60 to 70 cars. The problem of specialized autocross cars and racing tires was discussed at some length.
4. Northeast Division autocross. Generally regions are allowing anyone to go.
5. Bill Bell gave a report on the drivers school. George Morris stated a need for instructors and set out the program for the school. It was voted that no registration fee be charged.
6. The high cost of lunch at the present meeting place was discussed. Frank Decker will check on a new meeting place in the same area.
7. Thanks came from Mohawk Hudson Region for assistance on their race.
8. Next meeting at the Northway on October 23rd.

Meeting adjourned at 4:15 pm.

Respectfully submitted,

Bill Bell, Chairman
Connie Birdsey, Secretary



"That's just the fuel pump... wait 'til I fire it up!"

FROM THE GROUP W BENCH

indented and QUOTed by Hail wood

The Bench has been doing some pretty far out things lately, especially at Bryar. Hopefully (undoubtedly), Mr. Ricketts will give you a heart-warming tale of triumph (or Sunbeam, in our case) and despair. I recently went to LRP for Northern New Jersey's regional. I must say that these folks really know how to do an event. There were at least 185 cars and we managed to tech them all within three hours. Numbers like that are nothing for Elkhart Lake, but it's a full house for Lime Rock. The grid for almost every race was full and the formula Fords had to qualify for grid positions. And there was ~~some~~ damn good racing. If it wasn't an outright struggle for first, then there was a battle a bit further down in the race. The only walkaway was the Formula SCCA race. The reason: Pigpen Rand came down with Joey G and a brand new Mach 71 BM and proceeded to turn 57's on his first outing. 'Nuff said.

Comic relief was provided by Bruce Goldman and his ~~majic~~ helmet. This lid has an unbelievable amount of flipped-out designs and, no wonder, it was painted by Ron Kambourain (how many people do you know who drive a Sunbeam LeMans Tiger on the street). Goldman claims the helmet adds 5 mph on the straight and it must be true 'cause he was really haulin.

Greg and I had the best seats in the house (the top of the tower) and I kept track of the Mo-Hud fortunes. Hal Cameron finished seventh in Hp after a nasty bit coming down the hill. Ken Buzzard was shunted in the esses and the corner workers left his Vee parked right on the line, so I'm sure he was sweating a bit. Karl Danneil finished third in CSR and Pete Callaghan kept it all together to finish a fine second in Ep and provide some of the best racing of the afternoon. In the same race, Fast Eddie finished fourth in Fp (he didn't have his Brooklands windscreen) after managing to pick his way through the day's only mess in the Big Bend. The big fellas were on last and provided the earth tremors. Viper Racing had the most beautiful Corvette I've ever seen and fast! Well, the only cat who was quicker was driving a McLaren M3B with a Gurney-Weslake Ford engine which produced a cacaphony of small arms fire whenever he backed off. The 'Cuda was going very rapidly until he did it all wrong and dropped way back, much to our dismay. The Persistence Award goes to the guy with the blue Jag. During practice we peered under his hood and saw most of the cooling liquid seeping into the water table. Nevertheless, he put the Jaguar on the front row only to encounter fuel starvation twice and drop back considerably. And he still finished in the top four of his class!

Sour Grapes..... First, why can't people read the GCR. Four cars came through my line with alloy roll bars; only one had the right papers. But that's nothing. At least ten cars no inspection hole or one of the wrong diameter. These ranged from a SAAB with six holes (none of which were 3/16" diameter) to a brand new, super - professionally prepared GT6+. Come on guys, open your eyes. It's october and the GCR has been out since February. Read Appendix Z, page 142, section B, paragraph 2.

Second, the ambulance is at the track to save lives, not take them. If this is the case, why the hell does the driver tool around on the line? Keep the thing on the grass; the corner workers can wave the yellow flag vigorously but somebodies gonna hit the thing if it's on the line, And it happened at Mosport two weeks ago, and the Formula Ford driver died.

BRYAR MOTOR SPORTS PARK

October 2 and 3

No matter how I try to recall it, that particular weekend defies categorization. Put in stimuli, prognosticate, extrapolate, and still the conditioned response doesn't materialize. We should have been sad, but somehow we were happy, we should have been disappointed, and we were. Perhaps I can only describe what happened, if even that is possible.....

Friday night was the usual madness of trying to get the whole scene together and into the support vehicles; my cousin, who had never seen this socio-drama before said it looked like "... a ball of confusion..." She may have been right. The main force (Sandy, Donna, Mike and Kathy Seeger, Wild Bill, Jack and Jean Fantelli and the main character of this adventure Al Pine, The Great Orange Hope) set out for New Hampshire, with yours truly bringing up the rear on the following morn. The trip to Bryar (this was the first time I had ever been there) was altogether pleasant, with good roads and interesting topography en route. With the first colors of fall appearing in the dew laden sunrise, it was a breathtaking experience to glide through the forests of Massachusetts and New Hampshire. If I hadn't been on my way to a race I could have cut the pace back a notch and really drunk in the beauty that one sometimes loses memory of.....

Bryar Motorsports Park is a contradiction all by itself. First impressions are that it will be nice when its finished, until you realize that BMP has been open and running for six years. Still in all its 1.58 miles are set upon in an interesting manner, despite the fact that Sandy said it was Mickey Mouse. Besides the road course they have an asphalt stock car oval, a much neglected go-cart track, a dirt stock car oval, a drag strip and a moto-cross track all laid out in the forest of New Hampshire, and oh what we could do with a layout like that around here. Any how it is a nice place to race in a kind of diamond in the rough way.....

You can't do justice to a race track by verbalizing about it, you have to see it to appreciate it. But there are things that you piece together about race tracks after you've been around for awhile (listen to the twenty-one year old veteran); like old friends each track has a feature that sticks out as an outstanding attribute. At Lime Rock I think it is the section from where you make the turn to go up the hill, crest it and get light and then take the big drop to the right; at the Old Glen it used to be the downhill switch back down through the 90 across the start finish line, through the uphill; but at Bryar the mindblower occurs at the back part of the course, it begins with an uphill left hand corner, then the cars are on an elevated plateau which you can see from the pits, and then they take a roller coaster drop to the right. Far Out.

Saturday practice was totally without incident, the car didn't do anything incredible, we made the grid and got set for two days of racing. The fifteen lap race was the highlight on Saturday's agenda: we started in our usual spot on the grid (at the back of the grid that is). In a way the race was with out incident, but so many things happened: like Sandy didn't come around one lap, and then the ambulance moved and I couldn't bring myself to look at Donna. Lo and behold He and the Fish appears, and is apparently running post haste. Then on about lap nine The Great Orange staggered and gasped right past the start finish line, and came to a halt. Our Hero jumped out pulled the hood did some magic on the engine and took off for about one hundred feet, whilst we in the pits are developing ulcers. After the aborted return, with one lap to go Sandy got it all together and finished. Forth. The Hard Way. On to Sunday. But in the mean time.....

The city of Concord, New Hampshire is a clean and wholly unoffensive representation of New England. The streets are clean, the architecture is a pleasant separation of Traditional Stone, and McDonalds serving a second Modern. In some ways Concord was disappointing, very little that appeals to the tourist, not much in the way of historic heritage. And on Saturday night it was deader than Watkins Glen, if such a thing is possible. The only places open were the movie theaters, pups, and the McCloskey for President H.Q., which was the most interesting place in town. It seems to me that Concord would be a nice place to live, but I'd hate to have to visit there.

Two asides here: the stock cars run at Bayar are two hundred dollar claimers, which means that they don't put more than two bills into them. They are in a word, JUNK. But it is cheap racing. One dude had the whole scene down though: his car was lettered simply " Spirit of Amerika".

Mr. Fisher slept like the proverbial log, and sounded like Washing Machine Charlie. He drove me out of the tent, though his Mrs. and the Seegers didn't hear him I went back and slept in my car. There was a party going on next door, so it was easy to get to sleep. Comes the morn.....

Sunday's dawn was ominous. Damp and cloudy, and we don't have rain tires. First on the agenda was some familiarization time for Wild Bill in the terror of Funky Production Al Pine. Problems developed almost immediately as Bill ran out of brakes, not figuratively but literally as we found that the front pads had gone south. And we don't have any spares. We found a set of pads that a cat with a Morgan gave us, but they were for a Healey. Wild Bill did some science on them and they fit, and worked. But no one was sure if they'd go for three hours. The start was uneven, except that Pete Callaghan's co driver Al Alden spun from first place to last place on the second turn and Bob Bailey's co driver Jim Locke nearly blew Al Pine off the road as he charged from last on the grid towards the front. This long distance racing is weird: to us attuned to spirit racing the

first fifteen laps go by, and we are ready for the finish, but it's still better than two hours away, and it takes a while to realize that three hours is a long time, and the finish won't be for awhile yet. They also serve who sit and wait, but it does give your ulcers a work out. All told it was about forty-five minutes before we became acclimated to the idea of running for three hours. Sandy was going pretty quick, and he looked comfortable, so we let him stay out for about an hour and ten, when the fuel got low. The pit stop was pretty smooth, not the usual group W bench antics, and we dug in for the second hour. Bill's plan was to run a steady pace for his stint, then let Sandy flog for the last part of the race. Bill did about fifty minutes worth, and then came in, unannounced. Chaos. Mike Seeger was supposed to open the gas tank, so I could fuel it. He went to Bill, and then under the hood instead. The ten gallon gas can was filled to the brim, and when I hauled it over the rail it went all over me. My head, my mouth, my eyes, all covered with gasoline. I tried to force the spout into the still unopened tank while yelling for Donna to douse me with water so I wouldn't do an impromptu ad lib of a Buddhist monk. I ended up putting a good bit of fuel on to the Bryar pit lane, and the rest in the tank. The engine problem was a loose carburetor, which was attended to, and Sandy set out to charge toward the finish, still at least forty-five minutes away. The pace was telling, the Lotus Seven was out, the Volvo had begun an extended stay in the pits and the MGA was also in and out. We, the slowest car in the class had taken over the FP lead. Should we give Sandy a P I. No, better not, he might blow it on nerves. Yes, give him a moment of glory. It wasn't necessary. With fifteen minutes to go, lap times went up, not under orders. ALPINE sounded ratty. TEN MINUTES. Pit? Or try to finish? Five minutes? Lap times up from 1:30 to 2:00. Four. Still running. Three minutes. Hang on baby, come on you mutha. Two minutes, we'll make it. Yes. I go out to the pit wall with the joyous news 1 MIN.....

He didn't come around, and he stopped at the last flag station before the pits, out of the race. Two hours and fifty nine minutes of belly down hard charging and the engine blows with one minute; sixty seconds to go, and ALPINE is out. Shock. Trauma. Disgust. Heartbreak. We couldn't go out to face Sandy. When will the luck go our way?

If we had brought him in. If we hadn't pushed so in the early laps. IF/ IF/ IF. When all was said and done we had to face facts. We hadn't finished. But we had run for a lot longer than I think any of us secretly expected. We weren't all that down about it. Oh sure, at first we were, but it wore off. And this endurance racing is good stuff. So come on Fast Eddie, we challenge you to a three hour race for next season. And mutha, next year we make that minute. Far Out.

Greg Rickes

FROM THE GROUP W RACING DIVISION

Actually, I have nothing to say about our recent racing adventures; my friend and compatriot and fellow dissenter Gregor says it all, and quite well I believe.

I am going to depart from the subject of automotive sport for a while in order to say something which I have long felt, and is overdue. Every once in awhile, you are fortunate enough to know a really great person. Not necessarily a famous one, for very often they are not truly great. I refer to those traits of personality, understanding and character.

I am fortunate enough to have such a person for a friend. Many of you know him, and I believe all of you have at least heard of him. He is the person to whom we can contribute a great deal of our auto events' success. We all owe him a lot; I owe him much more. He has written many articles for the Knock-Off and has tirelessly supported SCCA activities publicly, and is a great asset to my racing effort.

To date, it is my impression and opinion that he is not appreciated to the extent that he deserves. This is not written to embarrass anyone, but more to the point, to express my appreciation to him which I often have difficulty doing verbally.

So, from all of us on the Group W Bench; Thanks Greg.



FISH

For Sale

1968 Pontiac GTO

4- speed, positraction, power steering

360 Hp, Goodyear Polyglass tires

must sell, best offer 273- 0708 evenings

EVENTS

Oct. 24 SCCA Rally - Campbell O'Keeffe 462-3298

Oct. 25 Executive meeting - Dave McClumpha

Oct. 30 BMSC Halloween Rally- Vern Emerson

Nov. 14 Four Club Rally- Ed Holeva 377-3743

TREASURER'S REPORT

August Balance \$3222.33

September Inc. 221.50

" Exp. 273.36

" Balance \$3170.47

Cleveland Correspondence

Stan Bubar

There were a dozen or so Mo-Huc members who made it out to Nelson Ledger for the INEC driver's school. Some were rather surprised at the somewhat primitive nature of the facilities. (You guys are spoiled - not purists!) Things are improving. They've just broken ground for a new tech building, which will include showers and a small parts shop. So far as I know, no one was hurt during the weekend, tho one student totaled his formula Ford, and an instructor rolled another student's Saab Sonnett. I think this latter case shows poor judgement on the part of the instructor, unless there was a mechanical failure involved.

I have the following factory manuals that I will be glad to give to anyone who can use them.

Operator's manual - 1946 Ford

Repair Manual - Ford + Mercury V-8 1937 - 1948

" " Trans., clutches, overdrives,

1932 - 1947

Shop manual - 1949 - 1951 Ford

I hate to throw these away, let me know what you want + I'll send it along.



SCCA MERCHANDISE

MEMBER BENEFIT PLAN

It pays to belong to SCCA. Save money on nationally advertised merchandise and services offered through the Club.

Please use separate coupon for each order. Address all inquiries and orders to: SCCA Member Services, P.O. Box 791, Westport, Conn. 06880.

BOOKS AND PERIODICALS OF INTEREST FOR EVERY CAR BUFF -- Choose from statistical reviews, racing guides, biographies -- all liberally illustrated. Shipped prepaid.

	<u>Regular Price</u>	<u>SCCA Price</u>	<u>You Save</u>
GROUP 7 - The World's Most Powerful Road Racing Cars. By Karl Ludvigsen	\$5.95	\$4.50	\$1.45
ROAD RACING IN AMERICA. By Lyle Engel	5.95	4.50	1.45
INDIANAPOLIS 500 - Covers 53 yrs	6.95	5.25	1.75
132 OF THE MOST UNUSUAL CARS THAT EVER RAN AT INDIANAPOLIS	4.95	3.70	1.25
MARIO ANDRETTI -- THE MAN WHO CAN WIN ANY KIND OF RACE	4.95	3.70	1.25
THE INCREDIBLE A. J. FOYT	4.95	3.70	1.25
JACKIE STEWART -- WORLD DRIVING CHAMPION	4.95	3.70	1.25
NEW YORK TIMES COMPLETE GUIDE TO AUTO RACING. By John Radosta	7.95	6.35	1.60
AUTOWEEK - 1 year subscription 50 issues (use special coupon enclosed)	25.00	6.00	19.00
AUTORACING NEWS -- 1 year subscription, 12 issues	3.00	1.25	1.75
MOTOR TREND MAGAZINE -- 1 year subscription, 12 issues (Offer expires Dec. 15, 1971)	6.00	2.50	3.50
ROAD & TRACK MAGAZINE -- 1 year subscription, 12 issues	9.00	5.00	4.00

DRIVING LIGHTS -- Carello Fog and Driving Lights. 20% off. Headlamp conversions to fit every car. Send for catalog or specify your car make and model on coupon for exact price quotation. Shipped prepaid.

EXHAUST SYSTEMS -- Stebro. Over 100 different domestic and foreign systems in stock. 20% off. Send for catalog and save as much as \$36.00. Shipped prepaid.

FYR FYTER fire extinguishers -- Highest rating in the industry. No plastic parts. Chrome plated brass valve & stainless steel handles. Rechargeable. SCCA approved for competition. Retail price \$15.00. SCCA members pay only \$11.25 -- 25% off! -- and it's shipped prepaid. Also available, on-board manually operated Halex systems. Send for complete descriptive flyer.

G. E. SILICONE PRODUCTS -- Sealants and spray lubricants. 20% off. A must in every mechanic's tool box. Shipped prepaid.

GROUP LIFE INSURANCE PLANS -- Four plans are available to SCCA members at low cost group rates. Complete life insurance coverage is afforded with no exclusions for racing and other motorsports activities. No medical necessary! Write for details.

PHOTOGRAPHIC EQUIPMENT -- Kodak. Everything from a \$214.50 Carousel 860 Projector for only \$160.00 to a \$139.50 Instamatic M85 Movie Projector for only \$103.00 to a \$249.50 Instamatic Reflex Camera for only \$186.00! Send for complete catalog and SCCA prices.

POWER TOOLS -- Skil. As much as 40% off to SCCA members! Electric and Gasoline Chain Saws -- Orbital Sanders -- 1/4 and 1/2 inch drills -- 1/3 H.P. Routers -- Jig Saws. Use the coupon and send for full line of Skil products and special SCCA prices.

RADIOS, TAPE RECORDERS AND TELEVISIONS -- Panasonic. 35% off. Stereo systems -- Cassette Tape Recorders -- Portable B&W and Color TV sets. Fill in the coupon and receive full information and exact prices.

STOP WATCHES -- SCCA approved -- 1/5 sec. action with neck lanyard. Made by Heuer for SCCA with written guarantee. Regular retail price, \$19.00 -- SCCA member price, \$11.00 -- You save \$8.00. Shipped prepaid.

USE THIS HANDY ORDER FORM

TO: SCCA Member Services, Box 791, Westport, Conn. 06880

NAME _____ SCCA CARD NO. _____

STREET _____ CITY _____

STATE _____ ZIP CODE _____ SCCA REG. _____

Please send further information & prices on: _____

Make & Model Car _____ Year _____

Please ship immediately the following SCCA merchandise:

Check enclosed (payable to: SCCA Member Services) Amount \$ _____

**THE CONTRIBUTIONS OF EDESEL MURPHY
TO THE WORLD OF AUTOMOBILE RACING**

It has long been the consideration of a select few that the contributions of Edsel Murphy, specifically his general and special laws delimiting the behavior of inanimate objects, have not been fully appreciated.

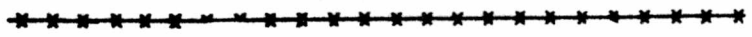
As is well known to those versed in the state-of-the-art, Murphy's Law states that "If anything can go wrong, it will." Or, to state it in more exact mathematical form: $1 + 1 \# 2$, where # is the mathematical symbol for "hardly ever".

It is the intent of the author to show the all-pervasive nature of Murphy's work and the numerous corollaries produced in the field of automobile racing.

The following occur in no defined order, but by the nature of each, are troublesome both alone and in any illogical sequence. Both the PCS and the GCR's could be a peek over the shoulder of "Old MURPH".

- A. The more innocuous a design change appears, the further its influence will extend.
- B. The necessity of making a major suspension modification increases as the fabrication of the system approaches completion.
- C. Dimensions will always be expressed in the least usable term. Velocity, for example, will be expressed in Furlongs per Fortnight.
- D. In any given computation, the figure that is most obviously correct will be the source of error.
- E. Tolerances will accumulate Unidirectionally toward maximum difficulty of assembly.
- F. Matched pistons tested under identical conditions will not be identical upon the drop of the green flag.
- G. The availability of a return spring is inversely proportional to the need for that spring.
- H. A dropped wrench will land where it can do the most damage (Also known as the law of selective gravitation).
- I. A connecting rod selected at random from a group having 99% reliability, will be a member of the 1% group.
- J. A transistor in a solid state ignition protected by a fast-acting fuse, will protect the fuse by blowing first.
- K. After the last of 16 mounting screws has been removed from an access cover, it will be discovered that the wrong access cover has been removed.
- L. After an engine has been fully assembled, extra parts will be found on the work bench.
- M. New gaskets will always leak.
- N. Manufacturers spec sheets will be incorrect by a factor of 0.5 or 2.0, depending on which multiplier gives the most optimistic value.
- O. In any given estimate of car purchase and preparation, cost of equipment will exceed the estimate by a factor of 3 to the 21st power.

The original manuscript contained 19 laws, but during the transcription part of the source material was misplaced (another example of Murphy's Law). In accordance with the law, these misplaced documents will turn up on the date of publication of this article.



BOLUS RENDERS RACING WORLD THUNDERSTRUCK- DECLARES CANDIDACY FOR ARRC GRAND MARSHAL!

(AUGUST 31, 1971) At a midnight press conference in the Belasco Room of Hohokus, New Jersey's fabled eatery The Dublin Spaghetti Pagoda of Henry Cabot Greenberg, enigmatic Ovid Bolus, president of Bolus & Snopes, Ltd. and bellwether of SOCA Club Racing announced his candidacy for Grand Marshal of the 1971 American Road Race of Champions, a November event at Road Atlanta.

Waving aside protests by press representatives that the post was not an elective one, Bolus brandished a handful of Lobster Newburg as he told reporters that he "couldn't be bothered with such miniscule objections."

Exhibiting a copy of his book, SO YOU WANT TO BE A GRAND MARSHAL! (Vanity Press 1971), Bolus said that his offering for the post was motivated primarily by Road Atlanta's stated policy which forbids animals in the pit and paddock area.

"I am incensed," roared Bolus, "at this affront to our beloved Dick Johnson. I feel that this is also a personal affront at which I, Ovid Bolus, take swift and immediate umbrage."

continued

SCCA RALLY

OCT 24

JOY'S DEPARTMENT STORE PARKING LOT
ROUTES 9 AND 20 RENSSELAER

REGISTRATION OPENS AT NOON

FIRST CAR OFF AT 1:00

registration fee \$3.00

straight T S D

about 100 miles

Mohawk-Hudson Region SECA - Kick-Off
Asked if he had contacted Road Atlanta officials, Bolus shrieked, "This is none of their beeswax! This is a bona fide grass roots upheaval!"

FULL TEXT OF THE BOLUS ANNOUNCEMENT:

"It is with the firm conviction born of innate superiority over my contemporaries that I, the redolent Ovid Bolus, offer myself as the one most qualified to hold an office of incalculable importance to all right-thinking Americans- the post of Grand Marshal of the American Road Race of Champions.

"In waging this campaign, I will obfuscate all issues in an effort to compound the already immense electoral confusion. The race, creed, national origin and private family life of my various opponents are topics from which I will not stray despite their irrelevance. Mud-slinging will never at any time be eschewed by Ovid Bolus.

"There are those who look upon the Bolus candidacy and ask 'why?' I look upon those who ask 'why?' and say to them, 'UP YOURS!'

"Ovid Bolus deserves, demands and will, if necessary, pay for your loyal support.

SCRANTON, PA. -- The "Polish Racing Drivers of America" has announced the filing of a formal entry in the upcoming first official running of the "CANNONBALL BAKER SEA-to-SHINING-SEA MEMORIAL TROPHY DASH," a New York-to-California timed contest over public roads.

The entry was filed by telegram to Brock Yates, senior editor of Car & Driver Magazine and noted tilter at bureaucratic windmills, from Oscar Koveleski, president of the 1500-member PRDA organization.

Koveleski noted, after coping lengthily with Western Union officials, that the PRDA's entry should "give the event some class."

He informed Yates, organizer of the event to be conducted "some-time in the next 3 to 6 months", that the 3 co-founders of the PRDA, Tony Adamowicz of Torrance, California, Brad Niemcek of Woodmere, New York and himself of Scranton, would co-drive. He said they would enter a specially-outfitted Chevrolet Sports Van sponsored by Briggs Chevrolet-Ferrari of South Amboy, New Jersey, the world's only Polish-owned Chevrolet-Ferrari dealership.

Koveleski explained that Briggs sells and services both kinds of cars, not some combination of the two. "Is that clear," he asked.

Yates, whose dark mummerings in print about the "disillusion of 'Great American Spirit'" have earned him the affectionate title the "Assassin", expressed elation over the PRDA entry.

"I'm elated," Yates was quoted as saying.

RACE DRIVER PERSONALITY RESEARCH

PROFILE OF A RACER
by Keith W. Johnson, Ph.D.
San Jose State College

Since many Wheel readers have not had access to the various published articles concerning results of the region research on driver personality, the editor has asked for this third article to summarize such research findings.

The data I will present are based on about 500 regional novices tested prior to finishing driver's school, 50 nationally licensed California regional drivers with fairly long histories of competition, and 27 established professionals who compete in Can-Am, Trans-Am, Tasman, Continental, and Grand Prix circuits. The professionals come from many parts of the world and include several world champions. While many of them have run at Indy, only one would be considered a USAC regular.

When considering the driver personality profile to be presented, bear in mind that the sample of drivers tested is large but rather selective. NASCAR, USAC, and various other groups of drivers have not been included.

The drivers tested took three standard personality tests designed to measure traits or characteristics rather than psychology. One test, however, did measure the latter and served as check on whether many individuals with serious psychological disturbances drive race cars. More recently novices have also completed the questionnaire discussed in the second article of this series.

It was found that drivers tested in this sample, from novices to world champions, tended to share a common personality profile which was rather different than other groups of athletes tested, especially athletes in team sports. We have found that while novice and champion drivers share basically similar personality profiles, some sort of selection occurs which favors certain traits and reduces the importance of others as the driver moves from amateur to the professional level.

Personality traits will be discussed roughly in the order of the magnitude of the difference between average driver scores and the average score of the general adult population.

The single most dramatic trait of our drivers is the high need for achievement. The average regional and novice driver scores well over 80% of the general population and the average professional scores above about 95% of the general population on this dimension. This is beginning to look like a critical variable in predicting which novices will stay with racing.

Another significant variable is high abstract intelligence with the average driver scoring about 90% of the population and average professional scoring above 95% of the adult population.

The layman who watches races often comments that drivers must be stupid or crazy. It turns out that they are bright and damned motivated. Several other test variables point out the high drive or energy level that is channeled into achievement on the race track.

Drivers are extremely tough-minded and little inclined toward the sentimental aspects of life. They are practical and often unaffected by incidents and crises that upset most people. I suspect that Rod McKuen gets little fan mail from race drivers, male or female.

Racers tend to score very high on traits measuring assertiveness and need to dominate. They like to run things their way and assume leadership.

The typical race driver has very high exhibitionistic and heterosexual needs. They like to be noticed, especially by members of the opposite sex. Anyone who has been in the pits on race weekend won't find this any sort of a surprise. Race drivers dress like cowboys, big game hunters, or whatever role they happen to groove on. I recall one regional SCCA executive wearing a low-slung six shooter all of one race weekend at Laguna some years ago. The girls dress in short or tight little things that command attention. Race weekend is something of a far out costume ball.

When it goes beyond simply being noticed by others to an examination of traits that have to do with actual involvement with others we find that drivers are about average in sensitivity to others' needs and motives, have an average need to be taken care of, but share a common dislike of taking care of other people. The wife or husband of a race driver is likely to be asked to give a great deal more than she or he receives. As a group, drivers have below average needs for a lot of close friends or group affiliations.

Drivers score very high on independence and self-sufficiency, but very low on deference. Deference refers to a need to conform, take criticism, do what is expected, take directions, etc. Women drivers show this pattern more dramatically than men. As a group women are almost off the chart; high on independence and low on deference. This is a pretty awesome combination in men and something else in women. Some of the truly great drivers in our sample were very deferential while being reasonably independent at the same time. Some champions became such, I suspect, because they believed that other people could teach them things even though they themselves were very independent.

Drivers are a rather disorderly group of people compared to adults in general. They are not neat, orderly, well-organized followers of schedules. This test variable looks like a critical one. Professionals who have crews, money, and managers can afford to be disorganized in many ways. The novice can't afford it if he is going to be a winner, and our data support the notion that better organized novices will more likely wind up in the winner's circle.

Race drivers as a group score very low on variables measuring neuroticism. They are a reasonably happy-go-lucky group. Test profiles which suggest severe psychic disturbance are rare. And, unlike most athletes, drivers are somewhat liberal and experimenting rather than conservative.

The man in the street often sees the race driver as a very impulsive and uncontrolled individual. Our data suggest this is not at all the case. While drivers are a bit unconforming, they do have an above average degree of self-control and are no more victims of impulse or expediency than the average adult. The driver does have a slightly lower resting level of anxiety which is likely necessary to perform rather precisely under conditions of considerable stress.

The "death wish" is also frequently laid on the race driver to explain his sometimes scary behavior on the track. Scales which measure how drivers deal with their hostility suggest that such an assertion is pretty untenable. Drivers don't internalize their anger. They have unusually low needs to feel guilt, punish themselves, be depressed, be subservient, and all of the criteria associated with internalized anger. They do in fact externalize their anger a bit more freely than the average man. Professional drivers are somewhat more assertive verbally than other race drivers. Drivers I have tested are not suicidal by any accepted measures. The notion of an "innate death wish" in anyone is an untestable theory in which a few true believers have faith.

In contrasting the professional with novices and regional drivers we find the pros tend to be more tough-minded, assertive, dominant, intelligent and have higher needs for achievement. They are less orderly, and less inclined to be concerned about the needs of others. Better drivers are less fiercely independent.

Some years ago I compared 12 top drivers with 15 members of a professional championship basketball team tested by Dr. Ogilvie. The two groups differed in a statistically significant manner on many traits. The top racers were more dominant, aggressive, had higher achievement needs, and were more tough-minded than the basketball pros. They were also less nurturant and sensitive. The team sport athletes had needs that suggested that they were more aware of and concerned about the needs of other people, and in turn, other people's needs for them. Drivers were more reserved than the basketball stars.

While the racing driver (male or female) doesn't look exactly like a social worker or red cross nurse, he also does not look like the stupid, impulsive, death-wishing fool that many suspect him to be. Drivers in our sample do in fact possess a rather outstanding array of human characteristics. To summarize, the driver is a very tough-minded, bright, competitive, aggressive, energetic, self-sufficient, and independent individual. He possesses good self-control, is happy-go-lucky, and far below average on measures of neuroticism. He has a lower than average resting level of anxiety, doesn't like to be told what to do, and has real leadership potential. He loves attention, especially from the opposite sex, but doesn't like to take care of the needs of other people. He doesn't wander around feeling guilty, depressed, punishing himself, or brooding about his mistakes. Such brooders couldn't afford to stay in racing where all sorts of factors can cause losses and drfs. He doesn't need close friendships a great deal but has average sensitivity.

And finally, although the driver is quite different from most other athletes, he may have brothers and sisters who are some of the very finest sport parachutists in America. Dr. Ogilvie, Ken Merritt and myself are engaged in a research project with top parachutists at present, and early looks at the data suggest that we are for the first time dealing with a sample of athletes who are very similar to race drivers.

KAYE'S

IMPORTED CARS

AUSTIN
AMERICA
JAGUAR
LOTUS
MG
PEUGEOT
RENAULT
TRIUMPH
FIAT

NEW
&
USED
CARS

10

0 / DISCOUNT
TO ALL SCCA MEMBERS
WITH THIS AD! — PARTS
0 OR ACCESORIES

LUCAS
AMCO
SEBRO

ALL NEW

SEMPERIT



TIRES
DEALER

AUTHORIZED SALES & SERVICE—COMPLETE COLLISION SERVICE

949 CENTRAL AVE., ALBANY, N.Y. PH. IV 2 - 4413



LOTUS RACING EAST



- AEROQUIP
- Graviner Fire Systems
- Hewland
- Brian Hart
- Holbay
- VARLEY
- Supertanium Hardware
- Cosworth
- BRM
- Vegantune

GO-POWER ENGINE Dyno

ENGINE BALANCING, BLUEPRINTING, BORING AND REBUILDING
COMPLETE CHASSIS TWEAKING WITH OPTICAL GAUGES & SURFACE PLATE
BUMP STEERING ON ALL CARS
SERVICE ON ALL MAKES FORMULA AND SPORTS RACERS

LOTUS RACE CARS

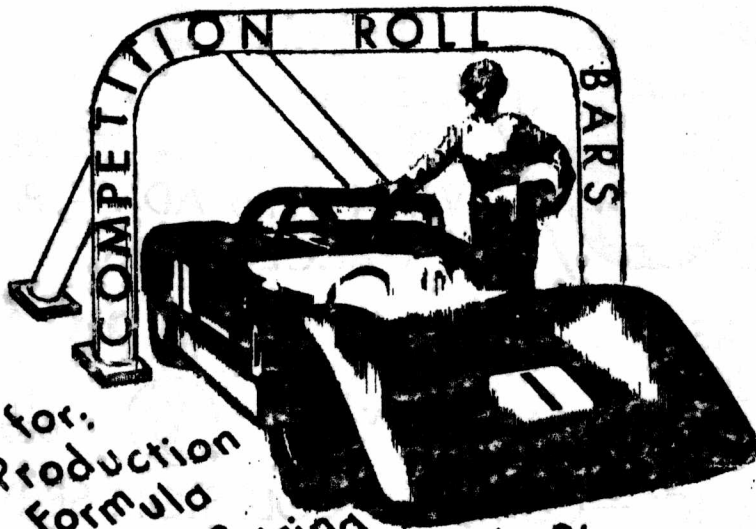
LOTUS SEVEN SERIES - 4

RT 44, Millerton, N.Y. 12546 31-733-3548

Rexford Mfg & Welding Co Inc

D. L. GEBERT

CUSTOM STEEL FABRICATION



for:
Production
Formula
Sport Racing
Cars

also:
Trailers

PIPE BENDING
AND
WELDING

Telephone:
(518) 399-5021
Rustic Bridge Road
Route 2
Rexford, NY 12148

VALUE in home furnishings---

SEASONED with knowledge & experience,

LIBERALLY TOPPED with personal service.

CHATHAM FURNITURE

75 MAIN ST.
CHATHAM, N.Y.

ART FREDERICK,
PRESIDENT

392 - 4131

This issue of Drivers' Newsletter contains changes to existing rules, clarifications, additions and some timely reminders. The original aims of the Newsletter are being recognized in smoother operations and more enjoyable events through improved communication. Remember this is your Newsletter -- the information that follows is for you.

FUTURE OF PRODUCTION CATEGORY

As announced in the May issue of Drivers' Newsletter consideration of an overhaul of SCCA Production Categories is taking place. At the recent meeting of the Competition Board lengthy discussion resulted in the appointment of an Ad Hoc Committee to study and make proposals by the November meeting of the Competition Board.

It should be emphasized that such proposals will be presented to the SCCA Membership for comment prior to implementation. Changes are very unlikely before 1973.

OBSERVANCE OF FLAG SIGNALS

There has been an increase in incidents where drivers have ignored flag signals given by starters and officials. Such signals are a direct communication from the Chief Steward and refusal to comply destroys the whole basis of control necessary for the safe and orderly conduct of SCCA events. Severe disciplinary measures are called for to correct this unacceptable situation.

STARTING POSITIONS

You are on the Grid -- the starter signals the pace lap to begin -- your car stalls or you are delayed and cannot move off with the field --- What do you do? Read G.C.R. items 3.5.3 and appendix S.C.1. Now, so that you will know what to do without fear of penalty.

SEDAN RECOGNITION APPLICATIONS 1972

Applications for additions to the list of recognized under 2.5 litre Sedans must be received at SCCA Inc. Denver by October 22nd, 1971. Manufacturers have been mailed notices, however, in the event a manufacturer does not apply for recognition direct applications by members will be accepted up to October 22nd, 1971.

HEAD RESTRAINTS

Head restraints are intended to prevent whiplash as well as preventing the helmet from striking the underside of the roll bar hoop. The head restraint should be a permanent installation capable of withstanding a force of 185 lbs. (weight of driver's head and helmet x 5 G's.) It is also recommended that all areas of the roll bar and bracing liable to be struck by the driver's head (in an accident) be padded with resilient material. There have been numerous damaged helmets and driver injuries in accidents of this type.

NEW PUSH START RULE

Effective January 1, 1972, push starts or auxiliary power supplies will be permitted after the pace lap has begun. A driver unable to start within one minute after the field has left the false grid area relinquishes his right to start the race if there is a reserve or alternate entry for the race standing by.

Recent development of racing tires which are essentially smooth has prompted a revision in our rules. GCR Appendix A, 1.5.1D is amended by deletion of "Racing slicks are prohibited."

FORMULA CAR - FUEL FILLER NECKS

Effective January 1, 1972, fuel filler necks, caps or lids may not protrude beyond the body work of the car on FB, FC, FF or FW Class cars.

1972 SEDAN CLASS CHANGE

Commencing with 1972 Class C Sedan eligibility will cover all recognized Sedans below or equal to 1300 cc capacity.

DIABETICS

On the recommendation of the Medical Safety Committee, no new driving permits will be issued to diabetics taking insulin, effective immediately.

INEC Area II Council

Sports Car Club of America, Inc.

MINUTES OF MEETING HELD ^{July 10,} ~~August~~ 1971 AT THE NORTHWAY INN, SYRACUSE, N.Y.

1. Meeting was called to order at 2:15 by Chairman Bill Bell. Regions present were Western New York, Finger Lakes, Mohawk Hudson, Central New York, and Southern New York.
2. Minutes of meeting held May 22 were approved.
3. Treasurer's report. A current balance of \$2,402.88.
4. Race Reports. Gene Birdsey reported that M-H at Lime Rock August 7, 1971 was going well. Any member of any region will be admitted as a worker. Bill Bell reported on FLR at Glen July 31 & Aug. 1-workers are needed. Re's and competition board directors should contact drivers who have log books to see if they need an entry blank. Volunteers and guests are to send their names to Emily Castle. Bill Bell reported on his selection of officials for the Driver's School. Novice drivers are urged to have cars inspected before going to school. There will be an entry fee of \$50. All workers names are to be sent to Bill Bell.
5. Phil Henderson suggested we consider changing name of INEC Road Racing Championship to Empire State Road Racing Championship.
6. Chuck Marsh passed out fliers on the gymkhana championship urging regions to publish in newsletters, etc.
7. Next INEC meeting will be held August 28, 1971. Meeting adjourned at 3:27 P.M.

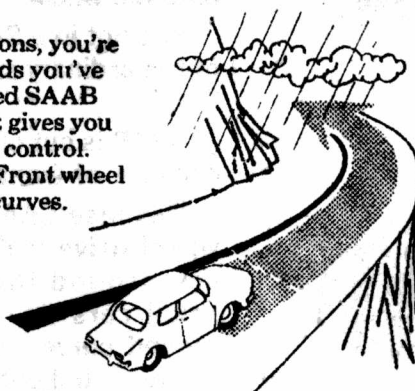
Connie Birdsey
Secretary

Why you need us now.

Today, for many reasons, you're traveling unfamiliar roads you've never driven. So you need SAAB 99's front wheel drive. It gives you incredible traction. And control. On wet or dry surfaces. Front wheel drive pulls you around curves. Out of skids. No road is unfamiliar driving the well-built Swede.

Road control. Only one reason you need a SAAB 99. Now.

SAAB 99
Now, you need us.



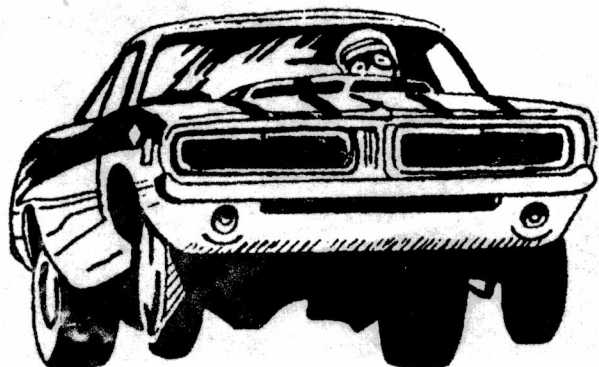
NEW SALEM GARAGE

ROUTE 85 NEW SALEM. N.Y. PH. 765-2702

BARNEY'S SPEED SHOP

RACE CAR EQUIPMENT
MACHINE SHOP SERVICE

ELECTRONIC
ENGINE
BALANCING



PARALLEL BORING
CRANKSHAFTS GROUND

CYLINDERS SLEEVED

100 CLINTON ST., ALBANY, NY. Ph. (518) 463-350

It faces weather other small cars shouldn't face.



Rain slicked roads and high winds are enough to make the driver of an ordinary small car wonder what he's doing behind the wheel.

But not in a SAAB, the out-of-the-ordinary small car from Sweden.

SAAB is out of the ordinary because of front-wheel drive.

Because SAAB has front-wheel drive it doesn't push you around the way other small cars do. It pulls you around curves. Corners. Out of skids. And out of trouble.

Front-wheel drive coupled with SAAB's dual diagonal

braking system (safest on any car) gives incredible control and traction in any weather.

And SAAB's 4-cycle, V-4 engine lets you go from zero to 50 in ten seconds. Hit 90 flat out. Cylinder disp., 1,498 cc. Compression, 9.0:1. Max. output, 73 HP (SAE) at 5,000 rpm.

As an optional extra, our new and powerful V-4 engine has a **LIFETIME GUARANTEE.**

So don't let the weather get you down. Remember that you can't drive a better built small car **SAAB** to save your life. You can drive it like a big car.



KINDERHOOK SALES

ROUTE 9-H

KINDERHOOK, N.Y.

PHONE 684-2211