

# PIT TALK



THE OFFICIAL PUBLICATION of the NEW ENGLAND REGION of the SPORTS CAR CLUB of AMERICA INC.

NUMBER 211

DECEMBER 1968



**WEDDING BELLS AT THE AUTO SHOW**



The McLaren, Crashcog Charley, and the business area where questions were answered and new members signed up.

never were turned on for some reason. George Oulton of Autosport loaned us a complete driver's outfit . . . hard hat, Nomex, goggles, gloves, etc., so we could show the public what the well dressed competitor looks like.

For cars we had Jerry Crawford's McLaren-Chevy, Bob Sharp's F Prod. Datsun, a new Saab Sonnet (courtesy of Gaston Andrey Associates) suitably adorned for gymkhana work, and Paul Miglierina's immaculately restored Alfa Giulia SS — loaded with rally equipment — also from Autosport. On the other side of the aisle were Dave Ammen's Alfa GT Junior, Roger Barr's Formula A and Formula B Crossles, John Cousland's Boston Volvo P-1800, and Ken Fullerton's Porsche 911.



Paul Miglierina's fully-restored Alfa SS drew many admirers. Here too can be seen the Sonnet — complete with trophies — the Datsun, and the photo panels of Bryar and Thompson.

It was a mob scene! The public stopped dead in their tracks and ogled! And the interested ones stayed to talk about activities and membership. The November issue of PIT TALK was printed in quantity and distributed en masse so we not only gained a good many new members but we also added considerably to the informed segment of the public.

At last count, over 275,000 came to the show, most of whom stopped by our exhibit. Show Management was so impressed by our efforts that they have already asked us back for 1969. So if you missed out on the fun of staffing the booth this year, you'll have another chance. We can't promise you another wedding reception, but we can promise you a lot of fun and a chance to do a worthwhile job for the Region.



Letters to the editor

In view of the outcome of a few protests and of general feelings and attitude of people in the sport, I decided to try to do something that may prove to be constructive as far as car legality is concerned. There was a time when I believed that no one would cheat to win in sports car racing, that everyone was honest and did not take advantage of the situation that exists in connection with rule enforcement. Well, I have changed my mind. The problem is (for me, at least) that by admitting to myself that I can no longer trust some of my fellow competitors — I suppose others may feel similarly — I am faced with two alternatives: one, to get out, two, clean up the mess (if there is a mess). I prefer the second.

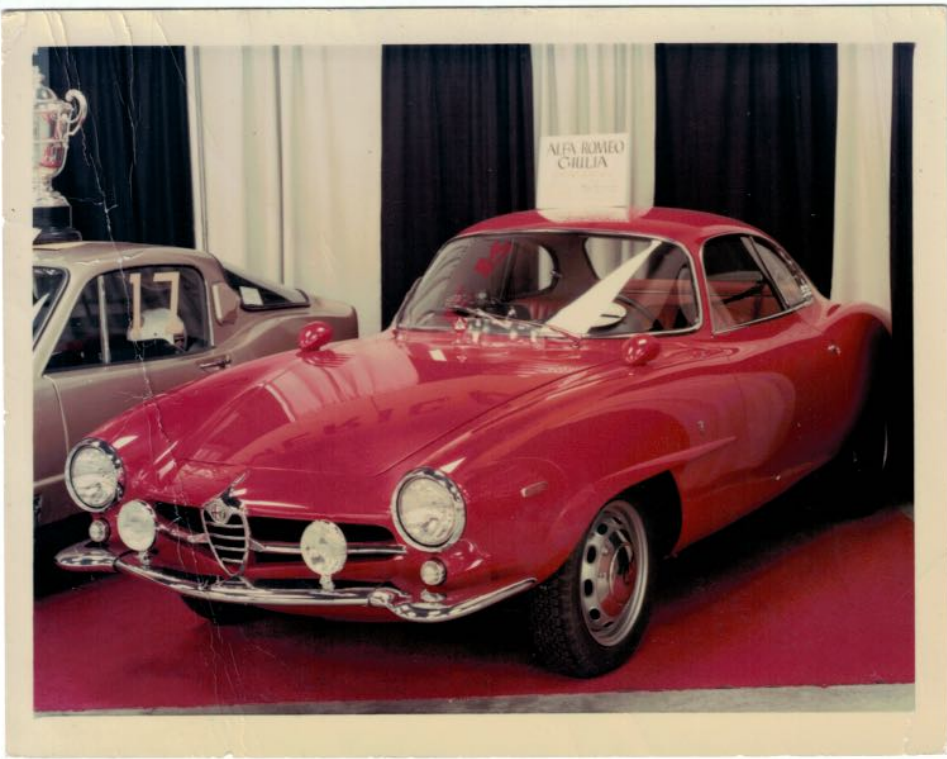
Before going any further let me state my feelings.

- 1 — Some cars are not legal.
- 2 — There is no excuse for campaigning an illegal car.
- 3 — Our methods of rule enforcement are totally inadequate.
- 4 — Technical inspection is safety inspection.
- 5 — We must do something organized to avoid personal involvement as much as practicable.

To avoid any misunderstanding let me expound on the above statements:

- 1 — A general statement but to be specific here is unnecessary. All one has to do is to review the technical protests in N.E. Region during last season and come to this same, inevitable conclusion.
- 2 — Perhaps a matter of opinion. Obviously there are people who can justify virtually anything to themselves, especially when chances are as good as in this business of not getting caught.
- 3 — To leave rule enforcement entirely to competing individuals is serving more than one purpose. It not only lets people get away with blatant violations but it absolves the officials, who are in power to do something, for doing nothing. After all, the stewards do not have to lodge protests even in the face of the most outrageous illegality.
- 4 — Our technical inspectors are concerned mainly about the safety of the automobiles

(continued on Page 5)



Alfa SS Boston International Auto Show 1969

