

Mohawk-Hudson Region SCCA

Feb 1960



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FEBRUARY 1960

THE KNOCK OFF

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THE KNOCK OFF is the official monthly publication of the MOHAWK*HUDSON REGION, SCCA, and is mailed to all members of the region. Information about SCCA and this region in particular may be obtained from any of the above officers. Advertising rates will be quoted by the Advertising Manager.

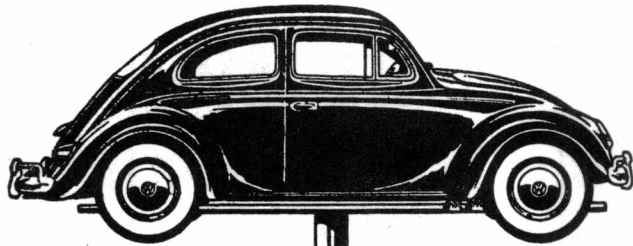
REGULAR MEETINGS of the region are held at Paul's, Route 9, Lathams, New York at 8:00 P.M. the first Wednesday of each month. NEXT MEETING: March 2, 1960. Guests are welcome.

CALANDER OF EVENTS

✓ January 10	EMSC Annual Tour (non-competitive)
✓ January 17	MOHAWK*HUDSON REGION Reliability Run Stuyvesant Plaza Shopping Center, Western Ave. & Fuller Road. Registration 12:00 Noon, Fee \$2.00.
✓ February 7	Hilltoppers 'Ice Dyce' Gymkhana at Central Park Lake, Schenectady
✓ February 14	MG Car Club Rallye
✓ February 21	Valley SCC - Hare & Hounds
✓ February 28	MSC Annual Winter Gymkhana
March 15	EMSC Gimmick Rallye
March 27	MOHAWK*HUDSON REGION - All day rallye,
June 3/5	MOHAWK*HUDSON REGION SIXTH ANNUAL MOUNTAIN TOP RALLYE
August 21	MOHAWK*HUDSON REGION - All night rallye
October 23	MOHAWK*HUDSON REGION Annual Gymkhana

International Calander

February 6	Buenos Aires 1000 kilometer
February 14	Buenos Aires GP
February 21/24	Sestriere Rallye - Italy
March 26	12 Hour Race - Sebring, Florida
April 7/9	Geneva Rallye, Switzerland
April 16/24	International Auto Show, N. Y. Coliseum



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REPORT FROM THE R.E.

Page 3

The New England Region has announced their driver's school schedule and in order for you to make the necessary arrangements to participate - here is the schedule:

April 9 Lime Rock
 April 16 - Thompson
 April 17 - Thompson
 April 22 - Lime Rock Regional Races
 April 23 - Lime Rock Regional Races
 May 7 Rain Date for Lime Rock Race/Thompson School
 May 8 Thompson School
 May 8 Thompson

Our Annual January Reliability Run was not a success by any stretch of the imagination from a member participation point of view. Only seven member cars turned out, 13 of them were members (13 people out of the 7 cars) and 13 members worked on this extremely well run rallye. A total of 26 member showed up to work or run. What happened to the rest of you? In order for your Region to function properly, your support is must actively needed. If this event was sponsored the Region would not be in the hole, BUT it was a Region sponsored event and we lost money because enough members were not interested enough in turning out. Remember, we only put on 5 events each year and one is already down the drain. Please, please support your Region.

Our March event - March 27 "All Day Rallye" directed by the McClumpha's and Gaul's will start at Latham Corners at 10:00 AM. Get there early for registration and T.I. This Rallye will be sponsored by the Johnstown Treadway Inn and Kingsboro Motors of Johnstown. As usual, there will be no gimmicks, there will be a good rallye, well planned, run and scored and a good time for all at the finish. I was out in Johnstown a few days ago and visited the Inn, stayed away from Smitty of Kingsboro as he can sell me cars too easily, but I found the Treadway Inn most attractive in a charming Colonial manner with good, pleasant service, excellent food and drink. Please make it your business to be at our March 27 "All Day Rallye".

On behalf of every member of the Region, may I say that Larry Riley will be missed and mourned by all of us who knew him. His death was indeed tragic and our heartfelt sympathy is extended to his family and associates.

One last word about dues. THEY ARE LATE! Your membership has expired if they have not been paid as of this date. SEND THE MONEY IN TO IRMA MC C NOW! YESTERDAY, OR TOMORROW.

ATTENTION PROSPECTIVE COMPETITION DRIVERS:

If you were not at the February meeting, please send your name to Hank Van Duesen immediately. He will forward to you a Driver's School application. You fill it out and return it to him. One number will be assigned to you for the entire season and the fee for the Schools are good for all New England Schools. Get your name to Van Duesen pronto if you want to race this year. The schedule for Driver's School appears in the R.E. page.

THE MONSTER MACHINE

Once upon a time there was a serene little village in Bavaria where life went on and on; where the height of excitement was maypole dancing, and the wine was even watered during the Ocktoberfest. The local citizenry were a happy, childlike bunch who demanded no more out of life than clean lederhosen and enough black bread to get by on; they had no use for worldly trappings and trimmings like nail polish, television or Talon zippers, and especially did they not need automobiles, since only one man in the community even claimed to have been beyond the city limits, and he was very old and subject to delusions, anyway.

It wasn't that these good people had never heard of these things...indeed, they were quite familiar with modern ways and accoutrements, since every summer brought wave upon wave of American Express tours, Cook tours, and exchange student tours, and every day another bus pulled up in front of the Rathaus, discharging its load of men in rumpled sports shirts with yellow palm trees and pink monkeys, green eyeshades, and three cameras apiece; and the usual complement of ladies in drip-dry dresses and shoulder bags which held a small jar of instant coffee, a roll of American toilet paper, and chocolate bars for the natives, not to mention a sewing kit for repairing runs in nylon stockings, four bars of soap, a foreign language dictionary, a Cunard ashtray and a hand-carved cuckoo-clock from the Black Forest. It was, in fact, these everyday visitors, these good-will ambassadors from the outer world, that had convinced the local populace of the merits in remaining backward. They posed for quaint, picturesque photos to be taken home to show to the neighbors who couldn't afford to go abroad, and they good-naturedly accepted the chocolate bars, which they later discarded...they had plenty of bread and cheese, and they didn't NEED any cavities.

Little did the peaceful village dream that in its very midst a storm of violent intensity and far-reaching results was brewing. Little did they guess that a single beam of lamplight, stealing forth from a shuttered window was the outward sign of a mind at work on a scheme so hideous, so demonic, that it would shatter their lives and alter their existence for all time.

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The shuttered window hid from view the laboratory of old Doktor Flaust, the village character. Non of the villagers knew him well, as he kept to himself, wandering aimlessly during the daytime, and muttering things unintelligible under his breath. He was generally considered harmless, and was the object of much headshaking, and smothered laughter when he appeared in public. But by night Dr. Flaust was a different man, driven with a passion that few would have believed.

In his daily wanderings Dr. Flaust gathered up the waste products of civilization...the oddments and refuse left behind by the ~~***~~ tourists...took them back to his laboratory and sorted them carefully. There was an abundance of hair pins, pocket combs, Polaroid film, chewing gum wrappers, and any number of "disposable" containers which had contained travel-sized portions of whatever tourists cannot do without. These were the ~~raw~~ materials of the Doktor's mad plan; he cleaned them, unbent them, ~~sawed~~ sewed them and patched them, and little by little he fashioned them into... a creature. A creature so monstrous, so awful to contemplate that even Dr. Flaust had to shudder when he looked upon it; yet the inner fury which had caused him to undertake this creation drove him onward toward its completion.

And so it was, one fateful day, that the villagers, going their normal rounds, saw this dreadful creature standing by its master in the village square. "What is it," shrieked the more innocent, and the knowing ones replied, "It looks like a compact car!"

"It is, it is," wept Dr. Flaust, "and it only cost 50 pfennig-for Duco cement- to build."

"What fun," shouted the simple-hearted villagers, "lets build another."

"No, no, it will be your ruin," pleaded the Doktor. "Let us now destroy it and forget what I have done." He was upon his knees then, begging, arguing and warning them, but no one heard. All were busy examining his creation, remarking on its construction, learning how it ran.

Soon enough another machine was built, and it was inevitable that a tourist should buy it, and that other tourists should order more. It was only a matter of time until a factory was build, and then the unions came to insist that the villagers pay themselves more, and raise their standard of living, which, of course, meant eating chocolate bars and watching television. Today the serene little village has evolved into a teeming industrial town; it has lost its charm and its peaceful way of life...which means that its tourist business has increased manyfold, bringing an ever greater supply of raw materials, and an ever greater demand for Dr. Flaust's awful machine.

Sometimes the villagers think back with longing to their pre-mechanized life, and some have tried to describe it to the children. But the children only laugh and pick at their ~~***~~ cavities.

The latest INEC meeting was held in Syracuse on January 9, 1960. Present were members of Western N.Y., Finger Lakes, Central N.Y., and Mohawk-Hudson Regions. M-H Contest Board specialist Hank Van Deusen accompanied our usual INEC Representative.

Chairman John Duvall opened the meeting by reviewing the progress of INEC in 1959. This recap was followed by the election of officers for the current year. After the dust and fire of battle had subsided, John Duvall was still chairman; John is from the Central N.Y. Region. Joe Cerino of Finger Lakes Region remained as Vice President, and a newcomer in the form of George Gay of Western N.Y. Region had been elected Secretary-Treasurer to succeed Hendrix Ten Eyck. The treasury contained \$103.01 at December 31, outgoing Treasurer Ten Eyck reported.

Since Kent Partridge, the INEC drivers' school mentor, could not attend this gathering, Chairman Duvall led a discussion on the forthcoming Glen Drivers' School. This will be held at the earliest possible date. Cameron Argetsinger reportedly has reconsidered his earlier position and will remain a member of the Watkins Glen Grand Prix Association. John also read a letter from Area 11 Governor Bill Milliken. This epistle related some of the accomplishments of the Board of Governors at that body's last meeting. The Glen GP has been moved back to its more usual spot of the third weekend in September.

The next INEC meeting was tentatively set for Feb. 6, and Bill Milliken and Cam Argetsinger will be invited to attend.

Things warmed up a bit during the discussion of a set of national SCCA standards for communications and race control. Joe Cerino, a member of RCA (that's Race Communications Association, son), brought out many good ideas, with some help from the others, and these will be expanded upon by Fred Germain of SCCA and RCA at the next meeting if plans work out.

National Rally(e) Board member Ten Eyck then led a most interesting discussion on national rallies. He went over the 1960 regulation changes and told of the 18 National Rallies to be held this year. Most of these will be in the West and Midwest. The problems of planning, timing, and scoring these events were enumerated.

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60 Citroen ID19	\$2625	58 Opel Sedan	\$1595	54 Porsche Spr Cpe	\$1995
60 Saab's	1938	57 Saab	1195	53 MG TD	1295
58 Citroen DS19	1995	55 Vanguard Std	1095	50 Singer Rdstr	1595
58 DKW Wagon	1795	54 Porsche Cpe	1695	57 Renault Daup.	995

RELIABILITY RUN

or

"Run for the house, Ma. Here they come a second time!"

We were very encouraged to see so many people working on an event for a change. Roly Heacox and Dick Barton had managed to marshall around their persons a formidable array of tech inspectors, starters, finishers, scorers, checkpoint personnel, and sundry assorted officials to ensure proper completion of the festivities. Indeed, the parking lot of Stuyvesant Plaza looked like the starting point of the Mille Miglia.

A short while before the starting time, the entourage took off for parts as yet unknown. This brings us to the one problem that we noted. With all of these people working, even though it is heartening to see, there were only 14 cars left at the starting line. What the heck? Where were the contestants? Publicity we had. Organization we had. Prizes we had. Fun we had. Members we had not. Come on, now, where's that competitive spirit? It is discouraging, to say the least, to see such a small turnout when so much work and preparation go into an event. Why even have events if no-one is interested enough to enter? This is your club, and it just won't work without some help from you. If we sound indignant, we are. If every member came to just one event we would have about double the attendance we have now; and at this time the same people come to all the events.

Now off of the soap box and into the Prologue. This section took us to East Berne, where the real thing began. Our newly-acquired Heuer timers helped the starters get the cars off with utmost precision. Then around the first turn (we lost one car here and he didn't show up for an hour or so), up the hill, and smack into the first checkpoint. Within two miles we found another. Good grief - they must have wanted perfection. At least the next few were well hidden, to spare our feelings.

Average speed changes from 20 to 42 mph served to keep both drivers and navigators busy. It went this way full circle, and then the second leg started (same as the first, a little bit louder and a little bit worse). The route was easy, but the mistakes made on the first leg managed to become magnified to an extreme or became correct on a first-leg basis. What we are trying to say is that it's hard to make the same mistakes twice in a row. Anyway, we got around and managed to find the Foxenkill Inn where a slow draught was enjoyed by almost all.

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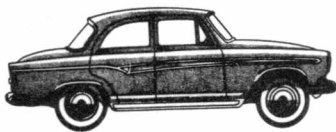
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Gentlemen's Corner

WULTEX

Congress at 15th St.

Troy, N. Y.

The star of the show, stylewise, was Pete Farrell's bright red Sunbeam Alpine. It's a very pretty car, notable for its lack of the disgustingly ubiquitous Lucas tail light of the Triumph, Jaguar, MG, etc. Incidentally, Pete says that this car will outperform an MGA in all important aspects, so we've heard. Do we have any takers? MG owners, arise!

When one eager beaver tried to worm some advance information out of the scorers, the following advice was the only comment of these worthies: "Some people that you normally wouldn't expect to do too well are doing well, and some people that usually do well aren't doing too well." Well, this didn't make much sense until it was pointed out that the R.E., who had been seeking the information, is not usually expected to do well, so he should feel happy about the whole thing. (Bob - all in the spirit of fun.)

Anyway, when the final tabulations had been made, the results showed that some people who are usually expected to do well really did do well. So what was that all about? Here's how they came out:

1. No. 5	469	Points	Ray & Gladys Gaul
2. No. 10	562	"	H. & J. Olmstead
3. No. 12	564	"	Art Flatley & Dick Leary
4. No. 6	671	"	Harriet & Bill Miller
5. No. 1	765	"	Marvin Wulf & Bob Fertig
6. No. 4	850	"	Art Frederick & Dick Moody
7. No. 13	1314	"	Phyllis & Gus Franze
8. No. 3	1450	"	Pete Farrell & Betty Brooks
9. No. 2	1729	"	Roberts & Low
10. No. 9	2025	"	Fuller & Tuthill
11. No. 14	2943	"	A. & E. Fleming
12. No. 7	3721	"	R. & S. Simonson
13. No. 11	3779	"	Dick & Joanne Young
14. No. 8	DNF	"	Earl & Cleiss

IF PAUL REVERE HAD LIVED DURING THE MID-TWENTIETH CENTURY

About 8 PM, April 4, 1959, Abby Revere, perched atop the foam rubber stool in her total-electric kitchen, is checking the frozen foods list when Paul bursts in with doeskin gloves and car coat, tugging at the Tam O'Shanter partly hiding his black hair from view. He is making it for the sunken garage where, under a large red velvet cloak, lies the sleek, deadly, white and blue Dino Ferrari.

Pausing momentarily, he eyes Abby, saying, "The Blokes are coming - must wheel and deal it tonight. Somebody has to warn those poor squares in Concord and Lexington."

Abby, lifting her Maybelline eyelashes and parting her Revlon lips, comes out with, "Listen, Cool Breeze, you're not making it anywhere tonight. Isn't it enough you took in that Tea Party Rumble and the Bunker Hill Hare & Hounds with eyes, not to mention this Windham jazz last year? I know, down deep, you're headed for Storyville to gape at the new waitress; what's her name - Pocohontas? So, Dear One, off with the Slim Jim britches and bully sweater and hit the four-poster."

By 8:05, with the aid of a concealed emergency exit in the bedroom and a pad, including garage, that was fully sound-proofed, Paul is sipping a tall T-Bird at Storyville, along with his man Friday. Both are preoccupied with POCO's maneuvering around the tables when it dawns on Paul that he needs an experienced checkpoint worker. "Clarence, lad, what's the haps about 12, are you free?"

"Man, like I'll be diggin' the session at Brownie's. Prudence Pitcairn is puttin' down a fierce shed, like it melts the silver buckles off your suedes, man."

Paul angers. "A helluva patriot you are." Clarence finally agrees after a threat of expulsion from the Region. He'll carry his versatile Berkely into the belfry and flash his Lucas driving lamp if by land, headlamps if by sea. Paul will then roar into the night to warn the country squares.

Comes the signal. 8000 shows on the tach. Clarence, half shot down, shouts, "Leadfoot Paul rides again." Paul roars around waking all with the Dino's hairy belch, stopping only to shout, "The Racing Greens are coming, from Feltham, Coventry, and Surbiton."

He stops, laying rubber. He leaps to the checkered door and pushes the bell mounted in the Gaserati shift lever. Pru Pitcairn answers, dressed in a Grand Prix kimono, standing in the portal. "Do come in, My Love," she utters.

At 5:30 AM, Paul runs a Mille Miglia into Concord and meets Gen. Gage and his Aston at Jack's Amoco. "What's the story," the general demands. "You chased me into a pit stop complete with tyres. The only rest I got was your stay behind the checkered door. What's up, Dad?"

"Big General, like I'm warning the Region your scuderia's shorts (cars) don't meet production rules. Don't want an unauthorized motor rumble."

"Well," pipes the redcoat, "Pull your foot out of the loud pedal and listen. We just came for a look at this fantastic hen down at Brownie's. They tell me she'll melt the silver buckles off the suedes, man....."

BILL KANE

(With apologies for foreshortening it due to space limitations)

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57	Rambler Cus. 8 Sta. Wagon	1595	56	Renault 4CV	595
58	Simca GL, R&H (Like New)	1395	59	Simca Sup Del.	1495
56	Rambler 6 cyl Sta. Wagon	1195	56	Volkswagen (2)	1095
60	Simca Vedette (2)	1995	57	Pontiac StrCh.	1795

MISCELLANEOUS:

All RALLYE Routes don't lead to CHATHAM FURNITURE - but they should. This month, especially. Because until February 27, you can enjoy bigger-than usual savings during the Annual February Sale. All pieces on the floor 10% off with some special larger reductions on fine furniture. So RALLYE down to CHATHAM FURNITURE, Main Street, Chatham, N.Y. Eet's like fascinating, amigo!

Tired of grass stains, wet bottoms, etc? Keep sliding down the in-field hill at Lime Rock? Back getting sore? NOW - the solution to race viewing problems: Folding aluminum chairs with saran webbing. Comfortable, weatherproof, easy to stow in the sportwagen. Fold to 9" x 19 $\frac{1}{2}$ " x 24". Weight only 3 pounds. Green, red, white, yellow, pink, black, turquoise. Just \$5.95. See Art Frederick (CHATHAM FURNITURE), and sit, man.

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And did you say, You would travel anywhere, no matter how far?
And did you say The only one you would consider is a BMC?

WELL FRIEND, stop in at GORDIE MORRIS' GARAGE, Maryland, N.Y.
Route 7, BMC Heaven, and you will see.

(BMC SALES & SERVICE - SERVICE (WOW - THE GREATEST))

Seen and Heard: BOB's Auto Parts, Rt. 9W, Kingston, N.Y., offering reduced prices to Mohawk-Hudson SCCA Members and associates.

At NEIMTH's, Latham, N.Y. Foreign Car Parts - Abarth Exhaust Systems for Tramps (TR's) soon to appear on the shelves, along with all the other goodies.

WULTEX CLOTHING - TROY, GLENS FALLS, AND KINGSTON

Moth Club of America hold a Rallye in your closet, you say?

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Stop in and see Marvin on the corner of Congress and 15th Streets, Troy, for the finest selection of sport coats, slacks, suits and coats. Don't be the worst dressed man in town, stop TODAY.

AD LIB: 'Tis Good to See the Sight of FINER Machinery on the Main Street of one of the Tri-Cities; namely Robert PUMP Motors, at their new location - 777 State Street, Schenectady, New York

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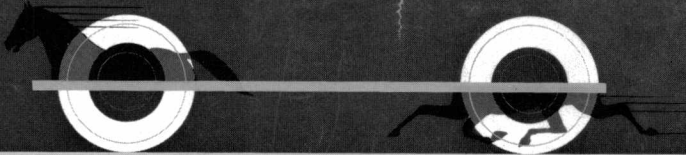
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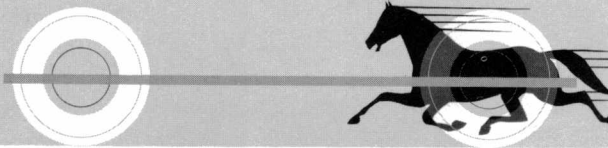
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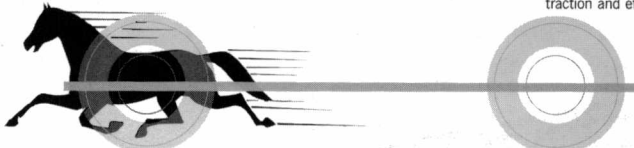
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