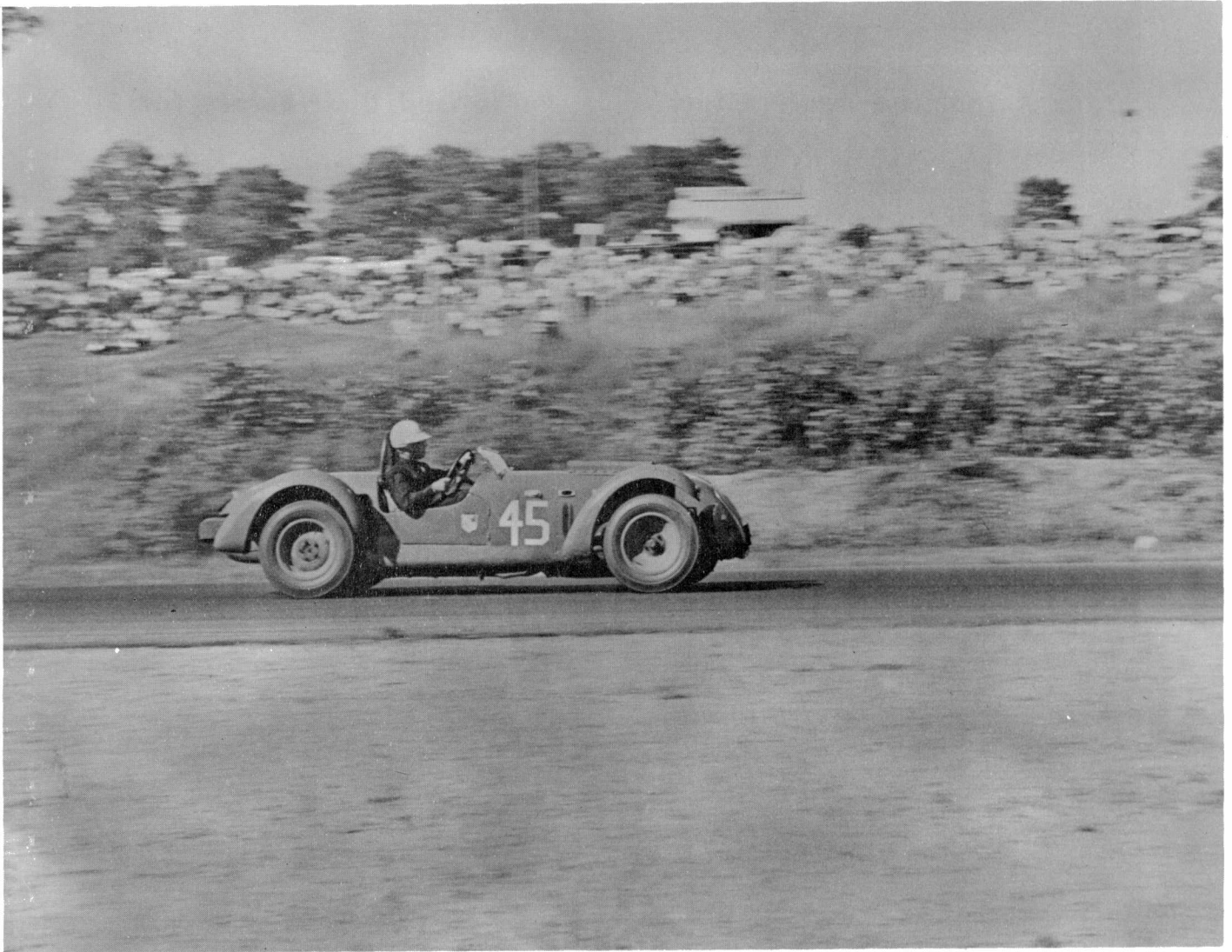


July 61



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July, 1961

THE KNOCK OFF

The "Knock Off" is the official publication of the Mohawk-Hudson Region, Sports Car Club of America. It is published once a month by this Region for all members in good standing. Deadline for material is the 25th day of the month preceding month of publication. All items should be sent to the Editor at the below-listed address.

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Membership in SCCA is open to all persons of good character who are sympathetic to the purposes of the Club. The procedure for joining is (1) Obtain an official application form from any of the regional officers. (2) Fill in as required and present it to the officers with remittances to cover Regional and National Dues. Dues are \$3.50 annually for the Region, 10.00 for National and 2.50 for "Sports Car" magazine.

I GO P(R)OGO!!

At the last meeting our RE read an announcement from Westport of earth-shattering (for SCCA) consequences. We reprint it below for your information and elucidation.

"The Board of Governors of the Sports Car Club of America, meeting in Chicago, took a long, hard look at the overall road racing picture in the United States and its policies to date, and then came up with sweeping changes for the future which will take effect January 1, 1962. SCCA will continue for the balance of the year under existing policies, rules and regulations. Committees will work on the necessary implementation in the interim.

"Underlining and reaffirming its orientation as a membership organization devoted to furnishing a full program of sports car activities for the individual, the Board then went on to build a policy that would bring the SCCA to the forefront of the road racing picture in this country and tying it in with the rapidly expanding International circuit.

"A summary of the plan which was adopted by unanimous vote is as follows:

1. The SCCA reaffirms its position as a membership-oriented club interested in sports car activities. SCCA will continue to emphasize, sanction and conduct National, Divisional and Regional automotive sports events to satisfy the needs and pleasures of its members. Participants in these events will compete for the customary trophies and points only.
2. SCCA declares its interest in all forms of automotive road racing in North America and in the off-shore islands.
3. SCCA will work cooperatively with FIA in the sanctioning of road races to be listed in the FIA calendar and to be held in the USA.
4. SCCA members holding National competition licenses will be permitted by SCCA to participate in any FIA-scheduled road race.
5. SCCA may approve for SCCA member participation certain road races in North America which are not listed by FIA, and which are sanctioned by other organizations, provided such races conform to the standards of SCCA.
6. SCCA members holding SCCA competition licenses may participate in non-FIA road races in North America only if they are sanctioned or approved by SCCA.
7. SCCA places no restrictions on financial arrangements which may be made by any of its members. SCCA will not, however, act as agent for, nor negotiate on behalf of, any member.
8. Road race events sanctioned by SCCA shall be staged and executed only by SCCA-licensed race administration personnel, and shall be run only in accordance with SCCA rules and regulations.
9. SCCA may approve as acceptable the competition licensing procedure of certain other organizations.
10. Only those drivers licensed by SCCA, or invited drivers from an organization the licensing procedures of which are approved by SCCA, may participate in SCCA-sanctioned events.
11. SCCA desires to work cooperatively with recognized road race sanctioning organizations in Mexico, Canada, and the off-shore islands.
12. SCCA places no restrictions upon its members' participation in automotive events outside of North America, nor does SCCA place any restrictions upon its members' participation in any forms of FIA-scheduled automotive events other than road races.

"In additional action, the following races were approved for participation by SCCA drivers:

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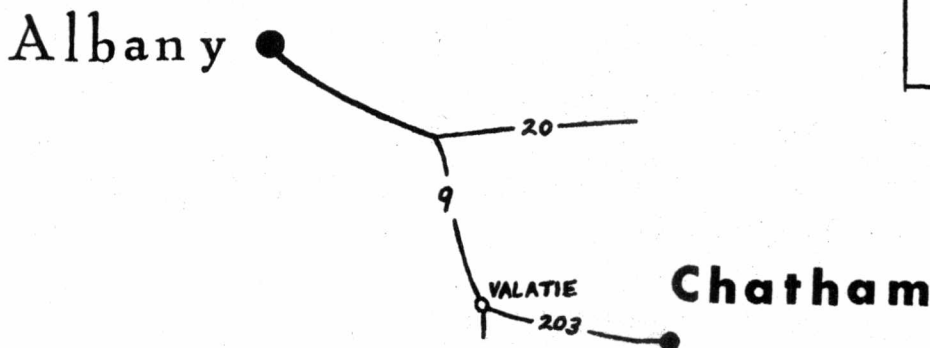
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Obviously, the most astounding item in this resolution is number 7. It will serve not only to make it legal for the little guy to accept a pair of tires or some oil when necessary, but it obviates the necessity for "watch-dog" action to curb abuses in the case of the wealthy sportsman types who maintain a top-flight string of cars and drivers. It also seems a tiny bit more realistic than the previous policy in this regard. Perhaps we're in for a new era of SCCA ascendancy in road racing.

Twelfth Annual Keene Mountain Hillclimb--

Peter Allen

"It probably all started one night when two guys sat right here, looped to the gills, and one said to the other, 'I'll bet I can beat you up to Beasmeyer's place,'"

The speaker was Gordie Morris, sitting in the Elm Tree Inn, Saturday night, theorizing as to how the Keene Hillclimb came into being.

June 10, 1961 saw the twelfth formal running of this popular event, sponsored by Sports Car Enthusiasts Club, a lively central New York group. John Peckham and myself had arrived about 8:00 PM on Friday, and things were rolling along nicely at that point. Stopping at the Mobil station of Bob Garneau, we found an interesting array of machiners going through tech inspection and parked in front of the station. Included in this group were the potent Twin-cams of Sherm Decker and Bob Poupard, the Berkeley (man, what a noise) of Jeff Elliott, and Gordie Morris' Mean Mini (one of the Little Le Mans Mini-Austins). The last mentioned bolide (top speed of 105 mph) spent most of the night taking first one then another of the crowd on a demonstration run, its slightly megaphone tailpipe emitting very Ferrari-like screams, much to the dismay of the early-to-bed-early-to-rise set in the village.

Just before dark I took John's MGA for a tour of the course, since I had never seen the hill before. I wasn't pushing too hard, but, coming off the bridge and through the sweeping right, the tail of the car darted out. One flick of the wheel corrected matters, but I was bothered since it didn't seem that I was going fast enough to provoke such nonsense. When I returned to the bottom of the hill, I told John what had happened. Much to the amusement of the crowd, John informed me that the three Michelins on the other corners were supplemented by a dubious Dunlop on the left rear!! HMMMMMMMMM.

Overnight it rained, stopping between 7:30 and 8:00 Saturday morning. It was still overhung at 9 AM when the first car slithered up the wet hill. The fifth or sixth car up the hill was an over-ambitious Austin-Healey that managed to spin coming off the bridge, ending in aspectacular flurry of hay. The front end of the car was flattened, but it was able to complete its two other runs. The admonitions of the started regarding the slick road went unheeded, though. Several cars later, a red Alfa wagged its tail coming off the bridge. The driver played wind-the-self-winding-watch bit and had almost brought it back when his right front wheel apparently dug into the sandy shoulder of the road, snapping the car around ninety degrees and slamming the front end squarely against a very solid maple. Actually, it was well that the tree was there since directly behind it was a deep, rocky ravine.

Keene (continued)



Going back for a moment, all morning long, people had been sneaking across the road. Just as the Alfa appeared, a boy of 15 or 16 was standing right next to the maple mentioned earlier. Had it not been for the screams of the crowd across the road warning the boy to get back, he might very well be dead. The bad part of the whole thing was that adults were the ones who had been setting the pattern of hopping from vantage point to vantage point by crossing the road.

From the time of the Alfa's crash, things went quietly enough (or, considering the straight pipes on so many of the cars, perhaps I should say smoothly enough) until a Cad-engined Model B roadster shot off the line. On the second turn above the bridge the driver lost it. While trying to correct the slide, he apparently flipped open the catch of his seat belt. The car slammed into a tree, and the driver was thrown quite a distance away. At last report, he was in fair condition, suffering from a fractured skull. It was reported that he was considering suing the club and the sponsors of the event! Don't look for any hopped-up Model B roadsters in next year's event.

Many cars and drivers were missed this year, not the least of these being Bob Bouker. It was hoped that Bob's new Porsche RSK would be on hand to show its opinion of the 1:19.9 record time for the hill, still held by his venerable Cad-Allard. In fact, there were few interesting machines on hand. No Porsches, only one Alfa (briefly), only one T-series MG, and that a supercharged racing team car from Montreal.

Drivers from the Capital District finished well, as can be seen from the following list of finishers.

<u>Class</u>	<u>Driver</u>	<u>Car</u>	<u>Time</u>
IP	1. John Borchert	Morris 1000	
	2. Frank Schwab	Renault Dauphine	
	3. Rush Harp	Morris 1000	
HP	1. Dick Vedder	Goliath Tiger	
	2. George McClain	Sprite	
	3. Jerry Hunt	SAAB	
	4. John Goddard	VW	
GP	1. Dimitri Wollback	GT SAAB	
	2. David Beetle	GT SAAB	
	3. Jeff Elliot	Berkeley	
FP	1. Dick Bernard	MGA 1600	1:44.0
	2. Dave Morris	MGA	1:47.7
	3. Barney Galinsky	MGA	1:52.2
	4. Don Sulas	MGA 1600	
	5. Mert Shultis	MGA 1600	
	6. Don Cain	MGA 1600	
	7. Fran Horan	MGA 1600	
	8. Steve Zackery	Volvo	
	9. F. Simon	MGA 1600	
	10. B. Wilson	Corvair	
	11. D Stead	Volvo	
	12. Harold Cameron	MGA	

Keene results (continued)			
EP	1. Sherm Decker	Twin-cam	1:37.8
	1. M. Harries	Elva Courier	1:37.8
	3. Bob Poupard	Twin-cam	
	4. R. Stevenson	TR-3	
	5. B. Bevory	TR-3	
	6. W. Trow	TR-3	
	7. R. Preston	TR-3	
DP	1. Ed Alsop	A-H 100-6	1:43.8
	2. T. Lamb	A-H 100	
	3. R. LaFountain	A-H 100	
CP	1. N. Rizzo	A-H 3000	1:38.8
	2. Roly Heacox	Jaguar XK-120	
	3. Roix Palm	A-H 3000	
BP	1. G. Manni	Corvette	1:31.0
	2. B. Brown	Corvette	
	3. John Scanlon	Corvette	
	4. June Manni	Corvette	
GM	1. Gordon Morris	Mini-Austin	1:58.5
	2. M. B. Martin	Austin A-40	
EM	1. S. E. Stellard	MGTD Blown	
BM	1. Dave Greenblat	Sadler-Corvette	1:21.1 FTD
	2. Wes Foote	Olds Special	
	3. Bertha Sawyer	Model B Roadster	

FANTASTIC!

Considerable attention in the automotive world has been focused on a new compact import which runs on electricity. It is claimed this car can be run from New York to Los Angeles for a cost of less than eight cents. The only drawback is that the extension cord costs fifteen thousand dollars.

Stolen from "Porsche Panorama"

PLAGIARISM CORNER

We were reading the latest issue of Empire's "Rope & Jack" and came across some interesting statistics about our members. Harold Cameron took a first in the 1.5-3 liter class in EMSC's August 6 gymkhana at Empire Raceway with a time of 177.6 seconds for all events. He was followed in second place by Dick York with 183.6. Larry Black and Phil Lee placed 4th and 8th in this class respectively. In the under-1.5 class, Jerry Oathout took away a third. Ray Gaul got fifth in an MGA, and Barney Galinsky, Bill Turner, Ned McGurn, Mickey LeVan, and Steve Scullen followed at various intervals. While Roly Heacox took his Jag to a first in the over-3 class with 176.7, Molly Scullen took the ladies followed by Lonnie Oathout, Betty Heacox, Ann Lee, and Connie LeVan in the next four places.

EMSC Results (continued)

Overall results showed Roly in third, Steve Scullen fourth, and Harold Cameron fifth (Hal, I'm ashamed of you).

The time trials showed the competitive capabilities of the M-Hers. Larry Black in his Morgan polished off all opposition with a 18.9 lap, and Dick York in his Healey came next with 19.9. At 20.0 were Mickey Levan, Roly Heacox, Ray Gaul, Ned McGurn, and Jerry Oathout. We also notice that Molly Scullen knocked $\frac{1}{2}$ second from husband Steve's time. Well!!

WHO'S NEW

We have three transfers from other Regions in our midst now. They are Clayton R. Berlingoff, 1 Greenbush Way, East Greenbush
Earl C. Bradley, 887 Birchwood Lane, Schenectady
George Reis Jr., 21 Park St., Malone.

Welcome to M-H from all the crowd.

REAR VIEW MIRROR GLIMPSES



by Heada Hop-up

Money!! Money!! Money!! SCCA untouchables, line up...Successful JASCA trophy hunting for Midge and Gene...Carl Metzger - Sea Lawyer...Rumor: Angus McKenxie will take possession of ~~XKE~~ being shown at Nemith - too bad, Roly...Fact - Bob Fertig has already taken possession of another Porsche... Bill Ackner - point leader...Phil Lee, there's a go-kart in your future... Orchids to our Editor-in-Chief for holding the presses for ole Heada's sycophant (editor's note: Lady, did you look up that word before you used it here?) synopsis...Madeline in the rain, Bernie trying to start the car in vain (poetry, yet)...Prospective new members, Dave Foster, Warren Larrabee, attractive friend, Adel Murray, Annette, Paul Feinstock, Ed Gzechowicz, Dick Saccocio, Zelta Golden, and charming Wanda Peterson...Dick Moody - roll call? ...Pinto Sprite - Bill Turner...P.G., Art Fleming...Attractive addition to MHR Gymkhana Team, Ann Lee...Rumor - Hank Van D., Formula Junior Salesman??? Ray Gaul - Elva Courier salesman??? Bob Wallace, young man in a hurry, are you interested?...Barney Galinsky, racing fever...Victory, MHR Gymkhana Team, EMSC Gymkhana...Jerry, bring Lonnie next time, too...Better late than never, John Scanlon...Bob Peterson, good luck!!! Roll 'em, Editor...the black flag's for me.....

Love,
Heada...

PROSPECTIVE MEMBER

Beth Louise Frederick, born August 20, 6 lbs, 7 $\frac{1}{2}$ ounces. Enjoys drinking (milk), Mommy, driving Porsches.....

HOW NOT TO WIN A GYMKHANA

by Mickey LeVan

A 6:30 AM start doesn't seem so early now to us hearty MHR Gymkhana types. At least not after the 4:30 start for last month's Stowe event. Thanks to Phil Lee's keen-eyed notice of this event in the New York Times, we were on our merry, and somewhat sleepy, way. The ride via Thruway and Garden State Parkway was fast and pleasant (Ed. note - What else can you say when traveling with P. Lee?), but I kept thinking, "I wonder what other sport I could indulge in that lets me sleep on Sunday mornings?"

Phil and Ann in the Healey and C. B. and I in the Sprite hit the Forrest Hill Plaza just about on time. When I saw the course I wondered if we made a wrong turn and wound up at Lime Rock instead. When I say fast, it is a masterpiece of understatement. Boy! These people play for keeps. A single event with long straights, increasing radius/decreasing width turns, loops, wingovers, power dives, and enough chicanes and serpentines to send Fangio back to Vespas. Ha! thought I - we'll show them...double Ha! But at least we worried them in our psychological warfare campaign. After all - who would drive this far unless they were pretty good? Like I said, we fooled them. The Birdcage Sprite was beaten by a VW and a Karmann-Ghia yet. This can't be - then we saw an Alpine being driven a la SAAB with back end flicked from side to side like a ping-pong fan's eyeballs, TR's driven like a Cooper Monaco (Phil will soulfully verify this). Even a Corvette equipped with enough R-5's, Dunlops, slicks, etc. to put the whole plaza on wheels. This is a gymkhana!!

The course was lined with paper bags supposedly filled with sand, but I suspect gunpowder, the way these people were avoiding them. This makes it very easy to stay on course. The only area where decisions were required was a combination of garages (no stopping) that really made us reach for the panic button. No penalty here - anyone going wrong through the garages was advised to continue on to Hoboken and points north.

Phil bettered his time consistently, winding up with a third in class. Connie saved the day for the only Sprite around with a frown on its hood with a second in Ladies followed by Ann Fangio Lee. I would like to say at this point that, though I didn't finish in the money, it was certainly a spectacular finish. I'm still picking bits of pylons out of the grille and undercarriage. I later realized that the pedal on the left was the clutch, not the brake. I roared up to the finish, panic stricken, dragging six pylons, four paper bags (one with someone's lunch), two fire hydrants, and a bar stool. After the tribunal adjourned and the whips were put away, we headed back, saddened but wiser, all thinking, "Wait til next year....."

SPARE PARTS

Go to Watkins - latest word is that the GP of the US will be held there on October 7-8. All you have to do is to drive there and try to find a place to stay. Rots of Ruck with the ratter ?@*%\$# latter?

Got any flicks? Bill Ackner is looking for members with home movies or slides for a "Do-it-yourself entertainment night". We know that many of you have films and slides of races, rallies, gymkhanas, etc. that would be interesting to the others. Please contact Bill at UN 9-7711 and let him know that you would be willing to show them to us some evening.

Nemith of Latham is the newest Porsche dealer in Upstate New York. In fact he's the only one north of the Metropolitan New York area and east of Binghamton. At last notice he had six in stock, two Supers and four Normals in both Coupe and hardtop styles. Also parts and service. C'mon, you all, you don't know what you're missing.

We hear that the Birdcage Sprite is for sale and that its owner has divorced it in favor of a boat.

A RESERVOIR

Unfortunately, this old Smith-Corona is a little too nationalistic to spell French words, so this title will have to do for what we mean to say. Sometimes we even wonder about its spelling of English words.

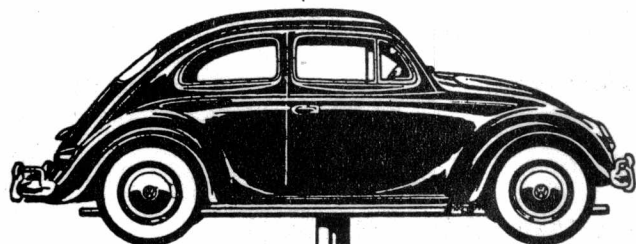
As you all know, we have had our troubles with the production of the "Knock-Off" this year, not the least of which has been a real lack of material in sufficient quantity to give us an interesting, diversified publication each month. It is, of course, possible to print copy derived from Car and Driver, Road and Track, the New York Times, the weekly columns of our friends Bob and Lisa, and other sources. This material can be used to fill up an issue, but there is one serious drawback to this type of editorial policy: the news is not timely, it has probably been read by many of you in its original form, and it's often not the kind of material that we want.

What kind of articles do you want to read? So few members have bothered to say anything at all about the "Knock-Off" except "where is it?" that I really don't know what is desired. My own idea is that you would like to read about our members and their activities, our local events, and other items of regional interest. Is this a false assumption?

My editorial policy has required that I gripe, threaten, cajole, or badger the membership in general and various members in particular at least once a month for some kind of articles. You know what we have gotten. Perhaps I simply don't have the talent for dragging voluntary work out of people. If this is my fault, I'm sorry.

Of course, I haven't heard any real gripes about the content (aside from its punctuality or lack thereof), so I assume that it has been generally satisfactory. Thank you for this support.

What is all of this leading up to? Perhaps some of you know, perhaps some of you know only what you have been told by various parties.



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Well, in case you haven't heard this or that, here is the story from our side of the fence. Due to the lateness of recent issues (reasons already outlined), Yours Truly has been put out to pasture. This message was relayed to me in the name of the Executive Committee a few days after our August gymkhana. We note, however, that a different version of the circumstances was given to at least one other party.

It is not my intention to make an issue out of this action - on the contrary, if the Board feels that it has acted for the best interests of the Region, so be it. The fact that there was no action taken to attempt to alleviate the situation in a less stringent manner is immaterial. I can only hope that there is someone on hand to take over the reins (doggone it, another cliché!) and restore the operation to something more regular than I've been able to manage in the past few months.

No apology is demanded, none is offered. I have failed to function in an efficient manner within the framework of the post of Editor as it has stood lately. Who must bear the fault for the current state of affairs (semi-cliché!) is of no concern. It is only unfortunate that there was neither interest nor effort provided in the correct quantities at the necessary times to prevent occurrence of the problem.

So I now ask that each and every member of Mohawk-Hudson do me a favor. Please help out the new Editor with all possible enthusiasm. It is a difficult and trying job at best, but it becomes intolerable when one has received one page of material to fill twelve pages of copy. The Editor cannot be expected to do all of the work alone (whoever he or she may be); one person cannot attend all races, gymkhanas, rallies, meetings, and what-have-you to report upon them. One person cannot collect results of all local events to report on the progress and prowess of our members. One person cannot possibly hear all of the interesting little news items about our members. I know this from experience and can state categorically that the telephone bill would be tremendous, the gas would flow like wine at Nero's orgies, and the time required would do justice to a full-time journalist.

Please, you who rallye - send the Editor a few lines on your success or even your lack of it; tell about other MHers who were there, and tell about anything of interest to our membership. Competition drivers and racegoers, how about a few words on the Lime Rock Nationals, the Glen Classic, or any other race that you have experienced. Gymkhanists, let us all know about that pylon hit or missed, that class win or loss, or even the foul weather. Just get a new car? Drop a line! Have a baby or an interesting technical problem? Let the Editor know!

Well, that seems to finish it. Unless Midge can dig up something from the Plagiarism File, there's no more, even after so long.

Or perhaps the Club shouldn't waste the postage every month.....

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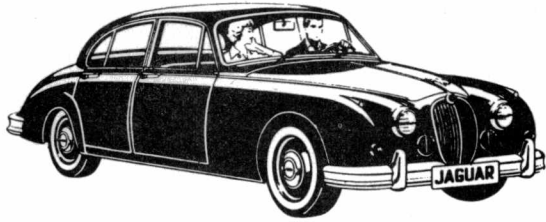
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