

Oct. 1961



MOHAWK - HUDSON REGION

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OCTOBER 1961

1961 OFFICERS

1.

THE KNOCK OFF

This newsletter is the official SCCA publication for the Mohawk-Hudson Region. It is dedicated to news, announcements and results of sports car activities in and around this Region, published by and for sports car enthusiasts. The publication of this Newsletter is supported by regional dues and advertising fees. The cooperation of all members is earnestly solicited in keeping mailing lists current and correct.

EDITORIAL STAFF

Editor Midge Birdsey
One Terry Avenue
Schenectady 3, N.Y.

Photographer Philip Fisher
81 Fairfield Avenue
Albany, N.Y.

Cartoonist T. S. Dee

MOHAWK-HUDSON REGION MEETINGS

Regular meetings are held on the 1st Wed. of each month at the Circle Inn, south of Route 7 intersection on US#9, Latham, N.Y. Information regarding the Region and its activities can be obtained from any of the club officers.

SCCA MEMBERSHIP

Membership in the SCCA is open to all persons of good character who are sympathetic to the purposes of SCCA. The procedure for joining is as follows:

1. Obtain an official application form from any of the club officers.
2. Fill in the blanks as directed on the form and present it to the club officers with remittance for one year's National dues, \$10.00 + \$2.50 for Sports Car Magazine and one year's Regional dues, \$3.50 - Total dues \$16.00.

COVER PICTURE

Assistant Regional Executive, Gene Birdsey, touring the course at Watkins Glen Drivers School on the weekend of July 7th, 1961.

Regional Executive
Roland G. Heacox
Berne, New York
East Berne, 234J4

Asst. Regional Executive
Gene Birdsey
One Terry Avenue
Schenectady 3, New York
ELgin 5-1456

Secretary
Ann M. Lee
9 Greenock Road
Elsmere, New York
HEmlock 9-2461

Treasurer
Gladys M. Gaul
RD, Altamont Road
Voorheesville, New York
ROckwell 5-2180

Activities Director
William Ackner
1817 Central Avenue
Albany, New York
UNion 9-7711

Director
Robert Fertig
1174 Highland Park Road
Schenectady, New York
EXpress 3-0577

Director
Mac McClumpha
54 Adams Place
Delmar, New York
HEmlock 9-9656

Don't miss the SCCA HARE & HOUND RALLYE to be held on November 26th.

Starting place is Stuyvesant Plaza with registration at 12 noon - first car off at 1:00 p.m.

VOTE!!!! Election of new officers for 1962 will be held at the Annual Meeting, on December 9th, Circle Inn, Latham, N.Y. If you cannot attend, please mail your ballot to the Secretary.

MINUTES OF THE REGULAR MEETING
 CIRCLE INN
 November 1, 1961
 9:00 p.m.

Treasurer's report was read and accepted. Balance - \$468.52.

Secretary's report was read and accepted.

The Activities Director review the highlights of the recent gymkhana and announced the upcoming events.

The Regional Executive announced that the Annual Meeting will be held on December 9th and will include: short meeting, presentation of trophies, installation of new officers.

The Regional Executive announced short meeting for competition drivers to decide on decals and jacket patches.

The Board of Director's Meeting will be held on Wednesday, November 8th at the Circle Inn.

Meeting adjourned.

Respectfully submitted,

Ann M. Lee, Secretary

BOARD OF DIRECTORS MEETING
 CIRCLE INN
 November 8, 1961
 8:35 p.m.

MEMBERS PRESENT:

Gene & Midge Birdsey
 Bill & Jeanette Ackner
 Ray & Gladys Gaul
 Betty Heacox
 Ann Lee

The Assistant Regional Executive presided.

The Board of Directors agreed that a maximum of \$25.00 would be allocated toward entertainment for the Annual Party. Al Jacobson will be the Master

of Ceremonies.

The following trophies will be awarded at this time for the best Competition Driver, 1st, 2nd & 3rd Club Point Champions. These will be four tankards.

The Board of Directors discussed and agreed to the purchase of the following trophies for the November 26th Rallye; 6 copper mugs for a total of \$24.00 plus the engraving costs at a maximum of \$35.00.

It was agreed that election ballots will be mailed to each member. Duplicates or additional ballots cannot be issued under our new Constitution. Ballots are to be mailed to the Secretary or brought to the Annual Meeting. Tellers will be nominated at the meeting.

The Board of Directors agreed to the payment of \$15.00 to Ed Smoot for the art work on the Region's insignia. The "flying red pig" will be the emblem for our Competition drivers and pit crews.

It has been decided that a Board of Director's meeting will be held on Wednesday, December 13th, for both old and new officers. The desirability of trophies for departing officers will be considered at this meeting.

Meeting adjourned at 9:43 p.m.

Respectfully submitted,

Ann M. Lee, Secretary

NEW MEMBERS - WELCOME!!!!!!!!!!

Hanns Flebbe	Corvair
Delores Granito	Sprite
John Granito	Sprite
Cliff Thorne	MGA
Marge Groggins	Elva

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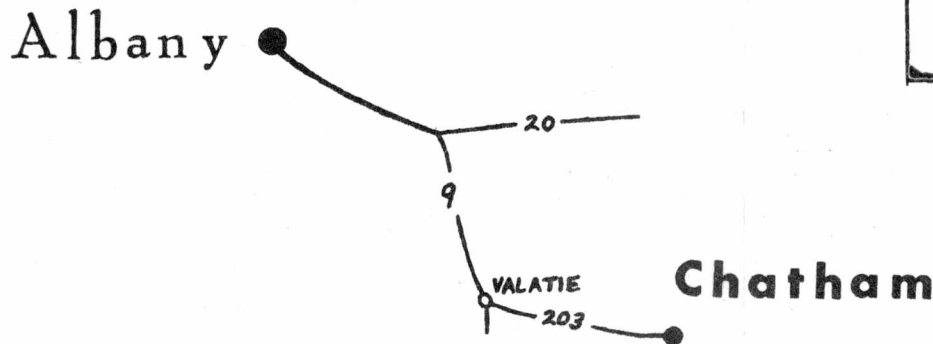
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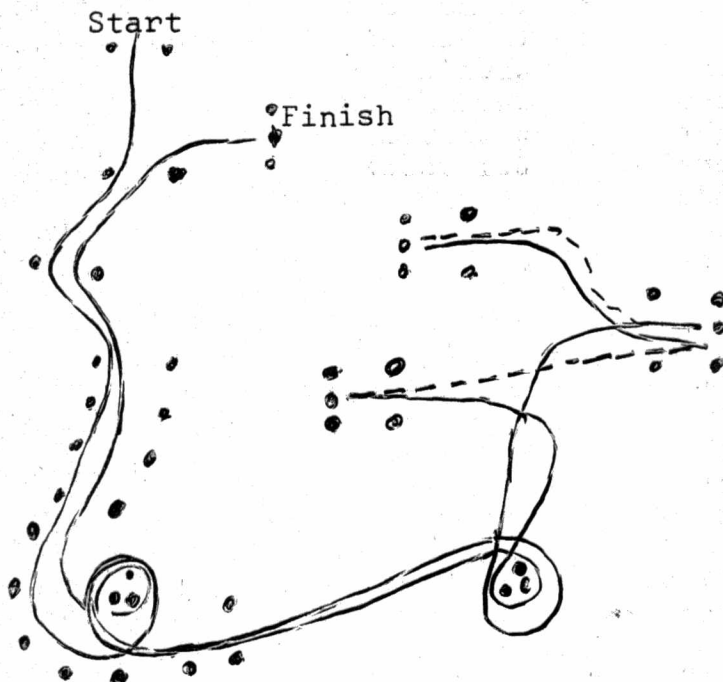
BOB'S BEAUTY

After having written about events so often in the past because no-one else did, I feel strange doing it now simply as a contributor. But rules are rules, and they say that I will write the article, so here I am back in the same old seat for a short while.

October 22nd started out as a cold day, and the sun had all it could do to look upon us mortals once an hour. But the wind made up for the lack of sunshine. Brrrrrrrrrrrr!!!

Gymkhanamaster, Bob Wallace, decided that he wanted something different for his event, and all 34 entrants will attest to his success in this endeavor. Unfortunately, the cold weather did a lot to keep prospective drivers home around the hearth with a bottle of cognac, but none of us that went to work and competed regretted the few chills, I'm sure.

Each time I attempt to describe a gymkhana course, it ends up sounding like a bowl of spaghetti. To correct this fault, let's try a diagram this time. As a point of reference, the distance from the starting gate to the first loop was about 100 yards.



Forward _____

Backward -----

Notes: 10 second penalty for knocking over pylon, 20 second penalty for off-course. Straddle finish.

To make things easier on the working members while providing a different type of event, Bob decided to use this one course and give each entrant three runs. The cumulative score would count toward class awards in each of five classes: sports to 86" wheelbase, sports 86" - 93.9", sports 94" and over, touring and the ladies class. This breakdown gave a uniform distribution of entries in each class. A special prize was also offered for the driver making the fastest single run of the day.

The straight-through technique and a well-coordinated scoring system let things run very smoothly with a minimum time lag between cars. The first car through showed the way in a spectacular way to set the pace for all of us. Then Dick Koepsell in his Sprite turned a very good 1:21. Hal Cameron's 1:20 would have beaten this, but a pylon intervened at the finish line. No one else threatened the 1:21 for the rest of the first run, but some interesting class struggles were shaping up. George Iliff and Phil Raeder, both in Morris Minors, were lifting rear wheels like mad in their efforts to outdo each other. Peter Allen was also seen performing the same stunt in John Peckham's new MGA Mk. II. Others in this class, including a 1958 Positraction Chevy Impala convertible and a Studebaker Hawk, attempted to match the pace, but their success was less. Surprisingly enough, no Minis showed up to give Everfast George a hard time.

The Ladies Class included Molly Scullen in her XK 150, Delores Granito in husband John's Mk. II Sprite, Betty Heacox in the Golden Jag and Elita Cameron driving Hal's newly-obtained

MGA 1600.

Sports categories produced the always exciting MGA-Jag battles, Healeys and Triumphs versus Phil Groggins in his Elva Courier (watch out for this boy!) and a lone Porsche going after the Sprites.

Times generally improve by three to five seconds on the second run. No. 1 MGA almost broke the 1:20 barrier, and Hal matched Dick Koepsell's 1:21. Yours Truly managed a 1:21.5, and Phil Groggins was sneaking up after gaining some experience. After all, you can't expect a man to go wild on his first gymkhana in a car that he's only had for six weeks.

After the second run, Bob calculated that it would be about 6:30 and pretty dark before the last run could be finished. Since this situation could cause some problems with work, wives, baby sitters, etc., the drivers were given a choice of finishing the event as scheduled (allowing those who had to go home early to run first) or ending it after the two runs. When Bob asked for a show of hands on the second alternative, not a one was raised. How's that for a bunch of enthusiastic and pleased people?

The third run brought some changes in both class and overall standings. The Koepsell Sprite hit a pylon, so his 1:21 stood. From the diagram you can see that the course was set up to lead a car into the first loop on the right. However, Bob had stated at the Drivers' Meeting that either loop could be made in either direction. Almost everyone had been taking the first one counter-clockwise at the beginning and clockwise at the end because of the pylon set-up. It was difficult to be sure that there was enough room to take it the shorter way (a saving of 180° of arc) without trying it. So Harold C. tried it - and he turned in a time of 1:18.4. Not to be outdone by an old rival, your friendly Porsche Pusher tried the same route and managed 1:17.4. Phil Groggins had really warmed up the Elva by this time, though, and he scared all of us with a very good 1:19 and a fraction. I reappear: wait till

this boy gets a few more events under his belt.

There were some amusing side-lights to this gymkhana, too. Visitor, Bob White, caught a pylon under his Jag and dragged it about 1/2 the length of the course before stopping, changing direction, and neatly setting it back on its base without moving from the drivers seat. To add a bit of spice to this performance, the rules stated that any pylon so treated would not be counted as a hit if it was still vertical when the car disengaged. Thus, a good show for us and no penalties for Bob. How about that?

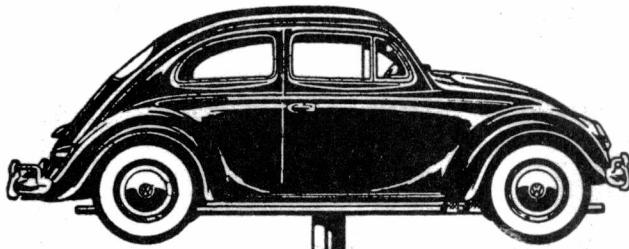
Star attraction of the day was Corky Makela's Bassett Hound by the name of Woody. He probably got more attention than would have been given to anyone less than Stirling Moss.

Among the newer and novel cars seen were the MGA Mark IIs of Cliff Thorne (don't call him "Doctor") and John Peckham, John Granito's Mk. II Sprite, the Groggins Courier, a blown TR-3 (very nice installation in a clean-looking compartment), and Phil Raeder's Alfa Sprint. This last did not compete because Phil wants to sell it (getting tired of leaky tops, you roadster owners?) and didn't think that circumstances warranted competing.

And how about that Molly Scullen turning in faster times than her husband until some pylons interfered?

We all had a grand time at Stuyvesant Plaza that day, and all the credit belongs to the Gymkhanamaster, Bob Wallace. So much fun and the Region made money, too.

Art Frederick



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WATKINS GLEN GRAND PRIX

October, 1961

by Mr. G. Smith of the
Chatham Courier

The Watkins Glen Grand Prix, held last October on the Western New York Sports Car track, was the deciding factor in gaining points for the 1961 World's Championships in Formula One racing ---and, unlike other championship events such as the World Series or the Rose Bowl, it was remarkably easy to gain press credentials for admittance.

Although the enviable position of California's Phil Hill, a spectator at this gala attraction, was in no danger, 60,000 sports car enthusiasts were treated to the spectacle of superb racing despite the absence of the Ferrari team.

Defending World Champion Jack Brabham and Stirling Moss, Britain's driver par-excellent, kept the throng on its toes with their early race battle before each retired with mechanical difficulty.

Employed by a small weekly newspaper, I at first had doubts about the sanity of inquiring for press passes, but a few well-worded letters brought forth the information that such credentials awaited our arrival at the Glen on race day.

Taking Mohawk-Hudson race enthusiast, Carl Metzger, his trusty camera and his photographic ability (which he will gladly display if asked politely), I trekked down to the Glen on that sunny weekend -- with the top up and the windows on my 1960 Sprite. After all, October here is not exactly like October in the South.

Carl was free -- as a cameraman -- to roam at large in the pit areas and he outdid all the pro-camera bugs in collecting a fine batch of colored and black and white

slides of just about every driving personality on the premises -- mostly Stirling Moss.

As a reporter -- non-camera carrying -- I was restricted to the paddock from which the view left much to be desired. However, from one corner I saw ample evidence of Mr. Moss' incomparable cornering technique.

Fortunately the weatherman was also a sports car enthusiast and complied to the situation with fair and sunny skies. Every camping device imaginable or inventable was transported to the Glen and practically every make of car could be seen in one's wanderings.

Sprites, MGA's, Healeys, Triumphs, Volkswagens were there by the thousand. In great hordes also were Alfas, some new MG Midgets, older MG's, Renaults, Fiats, Corvettes, Corvairs and a few Ford Falcons, Anglias and such.

One or two Ferraris attracted attention as did a big Bentley sedan, a Rolls Royce, a BMW 507 and an Ace Bristol. The biggest attraction or spectacle was Briggs Cunningham's exquisite Jaguar XK-E which had even the unsophisticated local constabulary drooling.

Despite the anticlimatic effect gained from the retirement of Brabham and Moss, the race as a whole was doubtless thoroughly enjoyed by the horde before it descended like locusts at the race's finish on the pit area.

However, an event such as this which brings the best Formula One drivers on earth to compete could definitely stand more improvement in such areas as press facilities and restrictions, plus spectator viewing. After all 60,000 persons delighted as they were at a mere glimpse of a car for a few yards, would be more pleased to see a better portion of the race.

R. E.'s Message

Hi, Members! Back again this month. Quite a few of us enjoyed a very nice day at the Stuyvesant Shopping Plaza for our October Gymkhana, compliments to our hardworking Gymkhana-master, Bob Wallace, who certainly did a fine job. Thanks also to all who helped with the numerous jobs. It was a very enjoyable event. I hope we see even more members and guest at our next event.

Election time upcoming - please vote! There will be only one ballot per member, mailed to you under separate cover. Please return your ballot in the next mail. Let's see more votes than ever before this year. Support your officers.

Our December regular meeting will be coordinated with our Annual Meeting and Dinner Party on Saturday, December 9 at the Circle Inn. Plan to attend for a fine dinner and the installation of officers for 1962 - plus the annual awards for 1961.

This is a gala affair and you should plan to attend for a good time and an evening of enjoyment with your fellow enthusiasts.

I'll see you there!

Roly

HOW TO GET CAUGHT SPEEDING WITHOUT REALLY TRYING

The police are getting sneakier all the time. Not that they don't have a perfect right to apprehend speeders by any legitimate means, but it's rapidly reaching the point where the average man needs more than just a good eye and a strong intuition (Webster definition: the ability to smell a police car a half mile away) to simply keep even with developments.

It all started when the little green

boxes began to sprout up along the roads. These couldn't be hidden behind an object, as was the proverbial motorcycle cop, so a driver with a good eye for the out-of-place could usually spot one before he came within range. Of course, the two cars necessary to operate the radar trap could be hidden well enough to spot detection (usually) but that little green rascal still stood out in the open. Maximum accuracy required its placement within two or three feet of the shoulder.

So why not hide it in a partially-open trunk? This seemed to work well enough until drivers realized that cars with partially-open trunks should be treated like big, flashing red beacons. And so ended another episode.

Think you're ahead, eh? Ha!

Look at Minnesota, bud. They have one out there that hands from a car window and can, from contemporary reports, catch you in either direction.

Or Connecticut.....one radar unit that strongly resembles an ordinary automobile spotlight, another that takes a picture of your car, but only if you're speeding.

Or Indiana....police in a moving airplane check your speed by timing you through marked traps and radioing a chase car.

Our N. Y. State Police now has a little beeper that is about the size of a number ten can and hangs from a small sign such as a "falling rocks" placard.

Yes, I know about the new radar detectors. I also know about at least two separate reports (independent of the manufacturer, of course) that state that (1) the range of reception will not allow enough advance warning to afford slowdown time from more than 5

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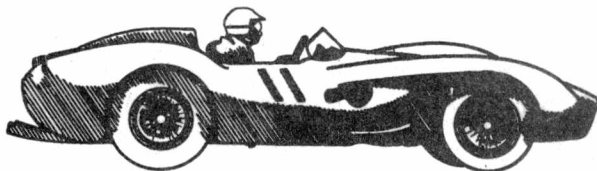
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miles above the speed limit, (2) wind noise, especially in an open car, all but obliterates the warning signal, and (3) there is still no defense against the guy who beams you as you come over the crest of a hill. Better models are said to be in the works, though.

I feel that it is due me in all fairness since I have no other way to make my views known in the "Knock Off".

Art Frederick

Knowing the truckers' code can help to avoid trouble. Try flashing your headlights once at an oncoming long-haul truck when there is a possibility of a speed trap. One flash in return is an acknowledgement, two mean a holdup of some sort, three mean a speed trap or accident ahead of you. Of course, he may not realize that you're signaling him, so you must either rely on your luck or buy a trailer truck.

But, to be really and truly safe from speed traps.....take it easy. It's not so much fun, but it is undeniable safer.

Art Frederick

CALENDAR OF EVENTS

November 26th	SCCA Hare & Hound Rallye Stuyvesant Plaza Reg. 12 noon 1st car 1 p.m.
December 9th	SCCA ANNUAL DINNER MEETING Circle Inn, Latham 7 p.m.
December 10th	AMEC Trials Reg. 12 noon \$3.00
February	JASCA MAP RALLYE Details to be announced at a later date.

LETTER TO THE EDITOR:

Inasmuch as my opponent for the position of R. E. made use of the September issue to do some campaigning, I feel that the widely-known principle of equal time should hold.

Being experienced in all phases of the operation of the Region, both through my activity in Mohawk-Hudson and through executive positions in other similar organizations, I feel that I am fully qualified to hold the post to which I have been nominated by the Nominating Committee and by popular petition. This experience has led me to realize that only through complete cooperation between all persons in all phases of the Region's operations can we have the type of club that we all want.

Thank you for this brief exposure:

CLASSIFIED ADVERTISING

WANTED! Articles and pictures for the December issue of the Knock Off

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Scanlan, 1210 State St., Schenectady,
N.Y. Dickens 6-3704.

M - H - R ELECTION
December 9, 1961

The following members have been
nominated for offices for 1962:

R. E.	Roland Heacox Arther Frederick
A. R. E.	Gene Birdsey Hank Van Deusen
Secretary	Irma McClumpha
Treasurer	Gladys Gaul Bernard Burns
Activities Director	Bob Wallace Peter Allan
Director	Mac McClumpha
Director	Bill Ackner

When you receive your ballot, before
it becomes lost, strayed or stolen,
mail it to the Secretary - or be
sure to bring it with you to the
Annual Meeting on December 9th. As
stated in these pages elsewhere,
there will be only one ballot per
member.

SCCA items that are on sale at every
meeting:

Car Badges	\$3.00
Lapel Buttons	1.00
Patches	1.00 [large]
"	.50 [small]
Decals [5 to a set]	.50
Cigarette Lighters	3.75
Ash Trays	3.50
Scotchlite Reflectors	.75

Contact Gladys Gaul, Treasurer, at
meetings regarding the above goodies.

ATTENTION:

ALL COMPETITION DRIVERS!!!!

To be awarded points for the
Mohawk-Hudson Region Competition
Championship, the A. R. E. must
be notified in writing of races
entered and how you placed. To
date, only one has been received.

FINAL DEADLINE IS DECEMBER 1st!!

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A new law in Saudi Arabia provides
"If an accident occurs as a result of
speed and negligence, and does not
result in death, the offender will
be imprisoned for one year and his
driving license will be withdrawn.
If the accident results in the death
of any passengers, and the driver is
proved to have been the cause, he
will be executed whoever he might be".

DAFFYNISHUNS

VW - a stupid looking thing obviously too big to be a TV set, yet too small to take a bath in.

SCCA - A bunch of idiots who have to invent places to go so that they can get there immediately BUT NOT SOONER.

KNOCK-OFF - A publication whose primary purpose is to irritate its readers.

CAM CLEARANCE - Clearance of cams (whatever they are).

PRICES F.O.B. - prices given are in French or British currency.

R.P.M. - Shows the number of Repairs per Month necessary.

M. P. H. - Warns that monthly payments will be heavy.

BRAKE HORSEPOWER - Horsepower or your brakes.

TAC - A gauge to tell you how fast you would be going if you were in top gear where your speedometer tells you anyway.

TORQUE - Like when you try to twist something - like a back axle, for instance, well, that's like torque, kinda.

CYLS. - Any even number, from four to twelve, establishing the price of the car.

VALVE TYPES - OHV, 2 OHC, 2 stroke or side (Manufacturers code of no value to the layman).

COMPRESSION RATIO - Like when you squeeze air into a tight place and it goes BANG and your car goes W-R-R-R--R-R.

BHP - Basis for the high price of cars with BHP.

M.P.G. - Gallons it takes to go a mile.

ENGINE DISPLACEMENT - Room you could save if you displaced your engine with pedals.

LETTERS TO THE EDITOR:

Dear Editor:

My husband tells me that I should wear pants to the races and rallies we go to. What is your advice on this matter?

Jane

Dear Jane:

Nice girls wear pants to all the events they go to. (Unless they don't like pants.)

Editor

Definition of a Split Second - -

Time elapsed between the light turned green and the guy behind you honking his horn.

In Hoboken, N.J., a bar owner was convicted of drunken driving, fined \$200 despite his plea:

"I just had my car winterized and the fumes must have stayed on my person."

A Berkeley, California woman sent \$22.56 as a parking fine and was happily surprised by \$21.56 refund. She'd paid the ticket serial number instead of a \$1 fine.

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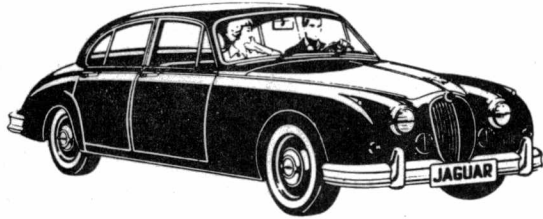
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