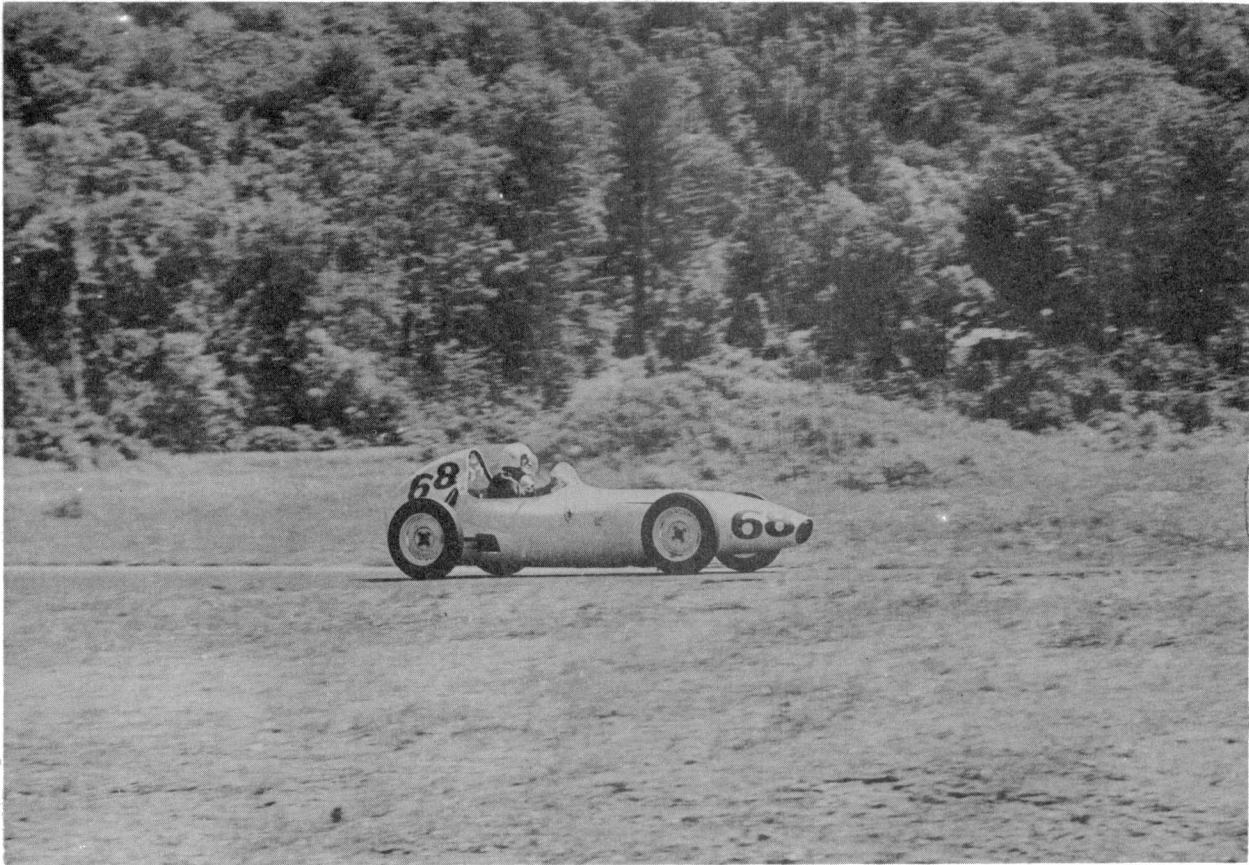


Dec 1961



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THE KNOCK OFF1962 OFFICERS

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 STAFFAssociate Editors:

Midge & Gene Birdsey
One Terry Avenue
Schenectady 3, New York

ELgin 5-1456

MOHAWK-HUDSON REGION MEETINGS

Regular meetings are held on the 1st Wednesday of each month at the Circle Inn, south of Route #7 intersection on US #9, Latham, New York. 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.

Regional Executive

Arther Frederick
R. R. #1, Box 14
Chatham Center, New York
Chatham 4-4288

Assistant Regional Executive

Henry Van Deusen
2 Mill Creek Lane
Cobleskill, New York
AF 4-2082

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Irma McClumpha
54 Adams Place
Delmar, New York
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FRanklin 4-1694

DIRECTORS

William Ackner 1817 Central Ave. Albany, New York UNion 9-7711	Mac McClumpha 54 Adams Place Delmar, New York HEmlock 9-9656
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Closing date for Knock Off material is the 15th of each month.

We look forward to 1962 with great anticipation and since Resolutions are the order of the day, we resolve to extend our most sincere effort to edit your club publication on a definite schedule and to assure you that the material submitted will be published while it is current. In order to make this possible, the closing deadline for all material is the 15th of each month. The copy will be in the hands of the printer no later than the 22nd of each month and your copy will be in the mail no later than the 26th of each month.

Now it is YOUR turn! We ask you to resolve to do the following:

1. Keep us advised as to your current address.
2. Write at least one article for the Knock Off.
3. Keep us informed as to what you and your friends are doing and all other happenings that we might comment on or would be of interest to our readers.
4. Attend all events possible.
5. Attend all meetings possible.
6. Obtain at least one new member for the Region
7. Drive safely.

See you at the next event or meeting!

HAPPY NEW YEAR!!!!!!

Midge & Gene Birdsey

REMINDER!!!! Club dues are due!!!!!!

ANNUAL TROPHY WINNERS

MOHAWK-HUDSON-REGION

ANNUAL COMPETITION DRIVER AWARD

Bill Kane

Bill was also 3rd in National Point Standings in Class GP.

Congratulations, Bill!!!!!!!!!!!!!!!!!!!!

ANNUAL POINT AWARDS

- | | | |
|-----------|----------------|-------|
| 1st place | Roly Heacox | |
| 2nd place | Gene Birdsey] |] tie |
| | Ray Gaul] | |
| 3rd place | Bill Ackner | |

REPORT ON THE ANNUAL MEETING

(I think!)

Our Annual Meeting was attended by 55 members and guests. A good time was had by all. After the meeting and dinner there was racing on the Grand Prix Circuit in the corner, twistin' in the back room and refreshments at the circle. No volunteer stepped forward to provide complete coverage on this infamous event and if I had notes, I lost them on the way to the Moon or between the Moon and the Hideaway.

Oh well!!! It sure was some party!
WOW!!!!

eb

I C E G Y M K H A N A

February - date to be announced.

Place - probably Central Park Lake, Schenectady, New York

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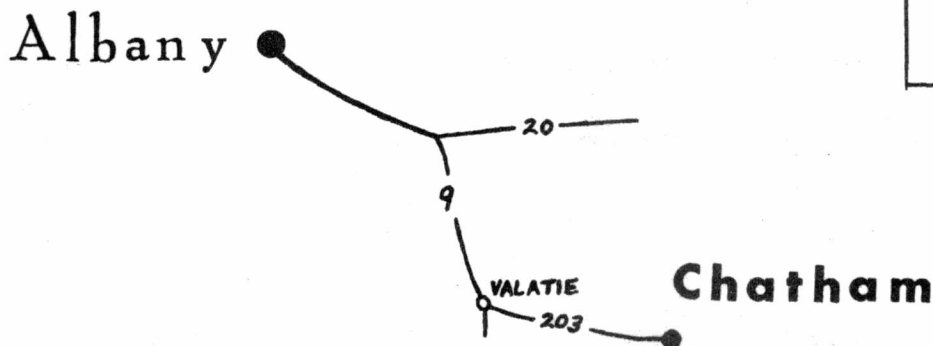
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S.C.C.A. ACTIVITIES FOR 1961

Our first activity of the year was the annual January Reliability Run, which started at Nemith's in Latham. It was one of the coldest days we had last winter - better than 20° below in the morning, as I remember. I guess this cold weather froze out most of our rugged enthusiasts, for only seven cars showed up for the rallye. We all gathered at Reich's for supper and liquid refreshment afterward. The Gaul team won for the second year in a row.

Our second go at the old rallye games this year was the Grande Rallye put on by Al Jacobson and Bill Kane on the 19th of March. We left from the Grandway on Central Avenue, but without Al, for he had succumbed to the irresistible call of Sebring. As we took off in a mixture of rain and snow to prowl the mountains in back of Troy, we understand Al was prowling Sebring looking for a battery and lost wheel. Bill Kane did an excellent job of carrying on for Al. The day ended happily at Al's "Hideaway", where we sampled some of his excellent food and liquor. A team of newcomers to our group took home the honors. They were George McClain and Robert Owen.

The gymkhana season was opened with a very wet but good event at the Delaware Plaza mastered by Art Frederick and Phil Lee. For the third time the weather gods forgot us and provided a downpour about all day long. Undaunted, we splashed ahead through the puddles, and Art Frederick emerged as overall winner.

Our next attempt at rallying was the 6th Annual Mountain Top Rallye at Lake George. Unfortunately, we started too late but with much enthusiasm. We soon found the 2nd of June approaching much too

rapidly and with not enough enthusiasm on the part of the entrants, the Board of Directors decided that discretion was the better part of valor and cancelled the event due to lack of pre-registration. I understand Peter Allen, who was rallye master, had a very interesting route worked up for us. Here's hoping he gets the chance to show it to us in the future.

August brought the Edinburg Gymkhana with Phil Lee as Gymkhana Master and Mickey LeVan as his assistant. It was run at the Edinburg Airport and Kart Track. This time it was as dry as our first gymkhana was wet. Except for large clouds of dust and a few marauding air planes, things went very smoothly. Roly Heacox emerged from the dust as overall winner. At the end of the day's activity we found ourselves making a fair amount of money for the first time this year. A very enjoyable evening was had by those who stayed to watch the Kart Races afterward. [Even if Ray did keep losing his chain!]

Back in the Capital District, I was busily trying to find a sponsor for our October 22nd gymkhana, but it seems all the shopping center purse strings were drawn tight. But sponsor or not, the 22nd of October brought a beautiful day with a large and enthusiastic entry. Bob Wallace set up a one-event gymkhana that was hard-fought to the last of the three runs, with Harold Cameron grabbing first overall.

Our last event of the year was Gene Birdsey's Hare & Hound Rallye. Twenty-eight hounds became badly confused when the hare doubled back on his own track and, with the help of a disappearing red pig, lost about everybody for a time.

Also, S.C.C.A. made money on a Rallye for the first time in quite a while.

Well, this about winds up 1961. I have had a lot of headaches, but I guess it's all worth it in the end. I hope that with the help of our new Constitution and the help of all the members, our next Activities Director has twice as much fun but only half the headaches.

Bill Ackner

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S.C.C.A. MEMBERSHIP DRIVE - 1961

Early in 1961 we launched a membership drive. The success of this campaign cannot be evaluated by the numerical increase in our Region's membership. The success lies in the fact that in 1961 we were very fortunate to have so many, fine, capable and enthusiastic people make application and be accepted into this Region.

New blood always breathes life into any organization but our success goes far beyond this normal expectation as our new members offer this region a wealth of talented individuals who are qualified to actively contribute and participate in the Administration of the activities of this region.

The membership can be proud of this success because it was you that made these people welcome and want to join our club.

Gene Birdsey

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To be included in the list of M-H-R Competition Drivers is:

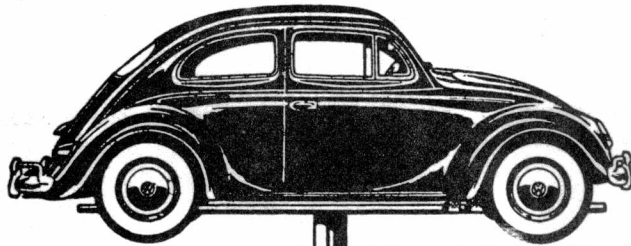
CLAYTON L. BERLINGHOFF

The following is an article submitted by one of our newest members after attending his second rallye.

Last Sunday's Rallye (November 19) organized by the Latham Kool Kats, was certainly complimented by beautiful weather. It started with a "rigorous" inspection and when I had to prove my brakes, you can imagine what happened. I had all those little items one accumulates in a car all over the place. To top it off, the inspecting "Kool Kat" said to me, "Kinda dirty on the outside, isn't it?" Well, I thought he probably never had owned a black car.

Meanwhile somebody had painted a number on my car window and what do you think it was?--- 7 --- (You can give him #13, but never 7) Then we were handed our instruction sheet and off we were. Most instructions were nicely disguised and being a green horn at this sort of thing I sure had some fun. My navigator, though, seemed to know a little more about this section. After turning at a RED STAR (Texaco) post office represented by seven (mailboxes), Rhinoceros (Armstrong Tires), etc., and counting reflectors, motels and sidestreets, we ended up atSchool, via Route 5, 146 and 7C. Since that was our last instruction we thought we had it made. But then came the switch. We had to turn over our instruction sheet and with a friendly grin were sent back to where we came from - and no instructions! Besides we should be observant going back since we would be asked questions. Well, with a little teamwork, we got back alright. Of course, we had forgotten what the Rhino stood for and the name of the school (I still can't remember it!) and we had picked up 12 miles somewhere. As they say "you can't win" - certainly not with a 12% odometer error! It was an enjoyable afternoon and I am looking forward to the next one.

Hanns Flebbe



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Gradually we began to realize that this greeting was expected only when sports car met sports car and we learned to look forward to it as one of the privileges of sports car ownership. It seemed to do something nice away down inside of us.

But slowly we found our waving and blinking seemed to be going out of style. Often what we had started as a welcome salutation to a kindred spirit was met only by stolid indifference and we felt sort of silly.

Today one is scarcely "hailed" by a fellow driver once in an entire day. Something of the thrill has gone out of the sport of driving as a consequence. Possibly its disrepute traces back to the "horrendous" situation that develops when one greets a smaller, less powerful, a less expensive car. If this is true, it is a severe indictment of our sportsmanship. To let such considerations completely vanish, a time-honored system that can warm the cockles of the heart, is unpardonable.

Let's start to make an effort to revive this happy custom. If other Regions would follow suit, we could again enjoy the pleasant companionship of fellow sports car enthusiasts wherever we drive. It's worth a try. If it works, won't it be welcome to have this road courtesy restored?

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S.C.C.A.

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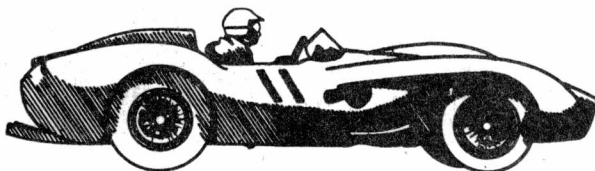
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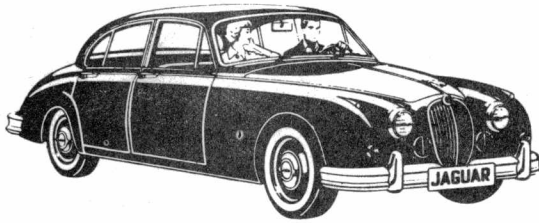
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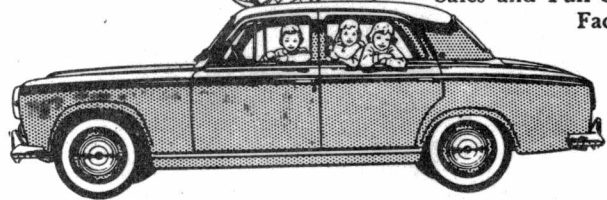


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