

MOHAWK - HUDSON REGION

March 1962



THE KNOCK OFF

Nemith of Latham, N. Y.

LARGEST DISPLAY OF IMPORTED CARS
UNDER ONE ROOF ON EAST COAST

Authorized Dealers for:

Authorized Distributors for:

SUNBEAM RAPIER

HILLMAN

ENGLISH FORD

AUSTIN-HEALEY

AUSTIN

M.G.

MORRIS

MAGNETTE

FIAT

MORGAN

VOLVO

SUNBEAM ALPINE

AUSTIN HEALEY SPRITE

ALPHA ROMEO

JAGUAR

LINCOLN

MERCURY

COMET

ABARTH MUFFLER SYSTEMS

BECK IMPORTED PARTS

for most cars

DUNLOP TIRES

German, French, English and Domestic

SNOW & REGULAR

In Stock

CASTROL

Oil and Lubricants

TRAFFIC CIRCLE RTE. #9



LATHAM, ALBANY, N. Y.

SALES

PARTS

PHONES: STATE 5-8531 — STATE 5-5525

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

Associate 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 and present it to the club officers with remittance for one year's National dues, \$10 + \$2.50 for Sports Car Magazine and one year's Regional dues, \$3.50 Total dues, \$16.00.

1962 OFFICERS

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

Secretary

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

Treasurer

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

Activities Director

Robert Wallace
29 McClellan Street
Schenectady, New York
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

o o o o o

Closing date for Knock Off material is the 15th of each month.

RE'S CORNER

As of our March meeting, the details on the New York Region Driver School at the Schenectady County Airport were not too clear due to certain vague administrative processes of the United States Government, but official approval should have been received by the time we go to press. We have tried to stress the importance of this event to our Region in past columns, but it bears repetition. It will be necessary for all members to extend their efforts in aiding the operation of this event for our own future benefit.

If you have never seen a Driver School up close and want to do so, please raise your hand when we ask for willing workers at the next meeting. Better yet, why not volunteer your services without our asking you? Remember the dates, April 7 - 8.

We have been getting precious little cooperation from film suppliers lately. Castrol had promised us a good flick for the March gathering but substituted a polie, apologetic letter at the last minute. We have tried to schedule a color film of Sebring 1961 and another of the Gaisburg Hill Climb for April. Let's all hope that these two make it to us.

A new point system for the Region was adopted at the March meeting. This system, made retroactive to January 1, 1962, gives points for overall placement without regard to membership of other finishers. Acceptance was almost unanimous. You'll find details elsewhere.

Come on out in April

- - - -

IDLE REVVIN'

Working on the Knock-Off every month gives us a real change to go over each issue real well. We not only read the articles as they are received, and type them and proofread them. The article last month by Bob Fertig, past R.E. on the subject of seat belts, we found not only to be very interesting, but too true! Bob mentioned about getting in the habit of using seat belts whether on a long trip or just going a short ways from home. We all enter rallyes and gymkhanas or trials - some race (where seat belts are mandatory) and yet our Region has not yet made it mandatory to have and, most important, to use seat belts at any of our events. Reading and re-reading Bob's article, leaves us feeling very strongly that our Region should initiate the policy of making seat belts mandatory at all of our Region's events. It may save an entrant from being seriously injured or even save their life - who knows? Once the installation is made, the protection will be available for normal driving. After the installation is made and the habit of fastening seat belts is acquired, as Bob suggested, it may save any one of us on our way to work, on an event or even on a short jaunt to a friend's house. It certainly worked wonders for Bob - for you it could do the same! Bob certainly gave us all "food for thought".

In the interest of promoting safety and protection of members, it would be wise for us to provide the incentive, encouragement and insistence of seat belts in all cars of members participating in any of the Region's events.

SHOULD OUR REGION MAKE SEAT BELTS MANDATORY ON ALL REGIONAL EVENTS? After all, your seat belt will save your life - not your competitor, friend or neighbor - but yours!!! But, wouldn't it be good if they had them, too?

ANY OPINIONS?

Editors

ICECARPADES

Racing helmets, goggles and driving gloves were shelved in favor of parkas, earmuffs and mittens as 16 hardy MHR'ers and 34 other enthusiasts competed in a challenging mid-winter event. Birdsey engineered, and Region sponsored, the Gymkhana on the Ice was a real crowd-pleaser. Congenial Mother Nature and masterful Gene literally converted Central Park Lake at Schenectady into a frosty speedbowl for the February contest. The 25-inch-thick formica-smooth ice provided an ideal area for the course, which included a serpentine, esses and threading the needle in addition to the usual straight, bends and tight corners.

Ol' Sol contributed his services to raise the mercury a few degrees above zero so that skating became an enjoyable auxiliary activity. The snow-covered lake shores made interesting new playgrounds for the youngsters and Mom was relieved of after-church lunch preparations by the Casino caterers. Despite low temperatures, high spirits among all family members were justified.

Short bursts of hissing air escaping from tires became a familiar sound as drivers, seeking maximum traction, experimented in the pits to achieve effective pressures for ice competition.

Red-lined engines and almost immobile marques abounded until the pilots got the feel of the slippery surface. Accompanied by wildly spinning wheels, speedos registered Lime Rock-type speeds as drivers pulled the triggers on high-torque engines and coaxed their machines off the starting line and into the intricacies of the course. The gleaming ice rendered steering mechanisms almost inoperative and brakes became non-functioning equipment.

Even the spectators could appreciate the efforts put forth by drivers trying desperately to locate the correct gear-box combination for an ice gymkhana. Throttles had to be relied upon for keeping bonnet noses on course and drifting on every cor-

ner was the order of the day. Even drivers without race competition experience could appreciate Stirling Moss' assertion that driving a race car at high speeds is like driving an ordinary auto on ice. Despite the frustrating handicap presented by the near-tractionless surface, entrants posted some fantastic times, eloquent testimony to the driving ability of area sports car competitors.

Gymkhanamaster Birdsey, with Art Bradt's assistance, developed 5 car classes, making interesting and fair competition for the 50 drivers who took the green flag on the grid. Scoring was based on cumulative time for two runs on the course. Team, as well as individual winners, were honored.

In Class A for ladies, Blanche Wright, in her first gymkhana, took top honors with a Sunbeam Alpine. During-the-week practice on a private ice course paid off for Blanche. This enthusiastic and skillful driver will be one to watch in the future. Dolores Granito, popular Delmar driver, brought home second-place silver in the Class. Alita Cameron took the third slot with the well-tuned Cameron MGA.

Bob Nelson of AMEC piloted his front-wheel-drive Mini-Minor to a brilliant first-place victory in Class B, for small touring cars, and posted the fastest time of the day. This magnificent combination of driving skill and equipment well-suited to conditions made the day worthwhile for observers. Stan Beitscher and his Nordic beauty took second place in Class, again proving that the SAAB's front drive train is effective on slippery courses. The Lord Mayor of Charlton's Autocross, Bill Smith, returned to Amsterdam with a third-place trophy.

The Region's R. E., Art Frederick, once again demonstrated his Porsche pushing ability by taking the checker for Class C, Sports under 2,000 pounds. Dave Grant and his Porsche were second in the Class. Sprite-mounted Lonny Granito took

the number three spot and made room on the trophy shelf for further evidence of his prowess in handling the sleek, Pastrami-stamped machine.

Class D, for sports cars over 2,000 pounds, was the largest class, with 16 entrants. New York State's gymkhana champion, Harold Cameron, headed the pack. Everyone admired the precision performance of the genial gentleman, Bernie Burns, dean of the Mohawk-Hudson-Region, as he drove his Michelin-equipped TR-3 to second place just six seconds behind the Cameron MGA. Not to be left out in the pewter gathering pastime, Courtney Wright joined his spouse as a winner when the Alpine crossed the finish line in third place in the crowded class.

The Class E contest for standard domestic touring cars, saw Sam Prock bring his impeccable Impala in first. Dave Gaul, of the famous Gaul racing family, drove his Chevvie to a neat second place and the Dave-Hoefer-driven Ford took third place honors.

Top team trophies went to the girls. Midge Birdsey, Dolores Granito and Blanche Wright made up the trio and displayed some competent team driving.

George Iliff, Bob Nelson and Phil Groggins piloted their mounts to second spot in team competition. The Groggins Elva Courier, fresh from a trophy-winning stint at Charlton, proved somewhat light in weight for ice competition, but few observers will forget Phil's valiant efforts to put the fibre-glas-bodied beauty in a "go" mood.

Third place team honors went to Jim Hunter, in his Citroen, and SAAB pilots, Stan Beitscher and Raoul Bessette.

Other SCCA'ers competing were Hanns Flebbe (Monza), Ray Gaul (MG Magnette) and Hank Van Deusen (Morris) who placed 10, 6th and 11th respectively in Class B. Art Bradt (MGA) Carl Metzger (TR-3) and yours truly (MGA) finished 10th, 9th and 5th in the D Class; and Jim Harren brought his Sprite home 4th in Class C.

Anyone reporting the event would be remiss if he failed to acknowledge the important and encouraging fact that two dozen club members participated as officials in the event, indicative of the Gymkhanamaster's acumen in masterminding the activity and members' willingness to officiate as well as drive.

It is probably fair to say that events such as the highly successful Ice Gymkhana will send area sports-car enthusiasts scrambling for their cockpits when the green flag drops on future competitive events.

Clif Thorne

* *

TAKEN FROM COMPETITION PRESS
2/24/62 Issue

WATKINS GLEN, New York

There's an underground movement afoot at the Glen. Construction has started on a tunnel under the circuit that will permit both pedestrian and auto traffic to enter and leave the infield at all times.

The 30' wide tunnel is expected to be ready in time for the Glen Classic Race, June 23. The Classic, sponsored by SCCA's Glen Region, opens the 15th year of road racing at the Western New York site.

The tunnel is being built near the Start-Finish line where the narrow pedestrian tunnel was located. Glen officials say that construction of the tunnel is part of the continuing permanent improvements that last year saw permanent racing pits built.

The 1962 Glen season will be climaxed by the 4th U. S. Grand Prix on October 7.

* *

Congratulations to Hendrix (Hank) Ten Eyck of Syracuse, N.Y., our Area 11 Governor, who will serve as SCCA National Chairman for the coming year. Hank has served as a member of the National Rallye Board and has been active in INEC affairs.

Mac McClumpha

BLACK'S SHELL SERVICE STATION

LARRY BLACK, PROP.

- FOREIGN CAR SERVICE -

WHEEL ALIGNMENT & BALANCING

*MOTOR TUNE UP FOR STREET OR TRACK - INCLUDING COMPLETE
MOTOR BALANCING SERVICE - PORTS MATCHED & POLISHED, Etc.*

FIRESTONE TIRES

"RACE TRACK PROVEN FOR YOUR SAFETY"

TIRES FOR ALL CARS - AMERICAN, FOREIGN OR RACING MACHINES

CORNER HAMBURG STREET & CURRY ROAD., ROTTERDAM, NEW YORK

(Near THRUWAY EXIT No. 25 - Route 146)

PHONE ELGIN 5-9863

GUNTHER SCHRODER

SPECIALIZING IN SERVICE FOR:

VW

MERCEDES BENZ

PORSCHE

SERVICE & REPAIRS FOR ALL FOREIGN & SPORTS CARS

KLAMM'S AUTO BODY

MAIN STREET - ALTAMONT, NEW YORK

PHONE UN 1-8561

RACING AND RALLYE EQUIPMENT

SPORTSCAR

ACCESSORIES - SPECIALTIES - NOVELTIES

HELMETS BELL 500 TX - FACE SHIELDS - WINDSCREENS
 RACING MIRRORS - SALA SPORT DRIVING GLOVES & COVERALLS
 EMBROIDERED CAR EMBLEMS - STOP WATCHES
 STEVENS RALLY INDICATORS - LARRY REID'S RALLY TABLES
 CAR EMBLEM JEWELRY - ALL TYPES - EMBLEM KEY FOBS & CASES
 - MANY OTHER ITEMS AVAILABLE -

CONTACT MIDGE OR GENE BIRDSEY

M. G. & C. COMPANY

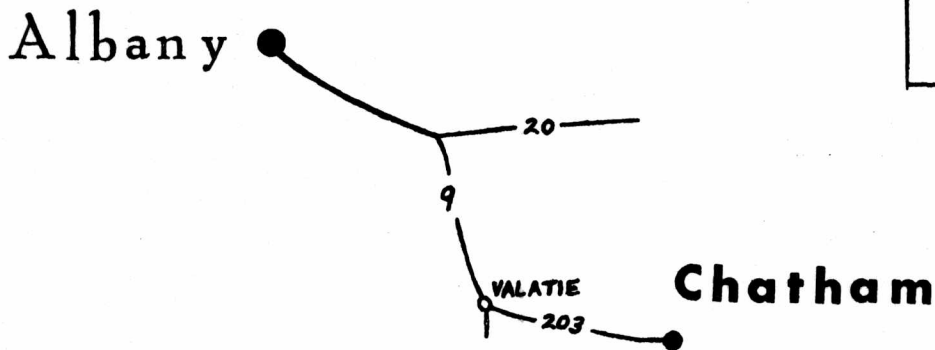
1 TERRY AVE.

SCHENECTADY, N. Y.

PHONE ELGIN 5-1456

Directions to the checkpoint

<p>Checkpoint for Quality and Economy</p> <p>FREE DELIVERY</p>
--



chatham furniture main st. 2-4131

TAKEN FROM COMPETITION PRESS
2/24/62 Issue

S. C. C. A. A quarter-million dollar corporation. \$254,937 in total assets at the end of 1961. 13,717 members as of 2/1/62, a decrease of 68 over the previous year. 2,303 national competition license holders as of 2/1/62, a decrease of 345 over the previous year. Now a total of 93 regions - about 1,250 members change regions annually. Regions are not required by national rules to accept transfers from other regions. Publication of the membership directory costs \$6000. The average racing event attracts 100 to 125 cars. The average number of participants in a 1961 national rallye was 53 down from 66 in 1961. There were 166 competition events in 1961. For 1962, 112 have already been scheduled thru the National Activities Committee and there are more to come.

* *

DRIVER'S SCHOOL AT MARLBORO
OR
HYSTERIA AT THE HAIRPIN

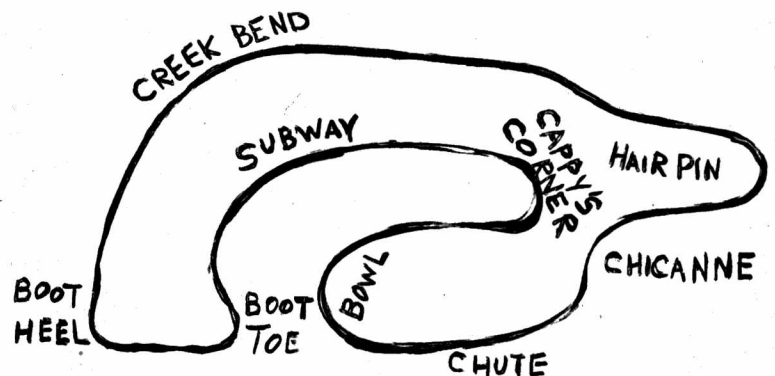
For those who have an aversion to long and disjointed ramblings, I can summarize the whole ordeal by stating that I brought no honor or silverware to the Flying Pig (symbol of those reknowned racers of the M-H Region) - or even to team Pastrami (a small group of distraught drinkers who aspire to win anything from a gymkhana to Le Mans). Whom-so-ever, I did manage to get my competition license.

For those who were foolish enough to have gone beyond that first sentence (long, wasn't it?) here are the horrible details. The place was Marlboro Motor Raceway. The time, March 2, 3 & 4, 1962. The temperature - man was it cold!! I can offer nothing but fantastic praise for the manner in which this "Driver's School" was conducted. Herb Gussin was the School Chairman and ran the operation like clockwork. This was no easy task considering the 50

or so self-made Fangios who were dedicated to make the task of dis-assembling the track, their fellow competitors and themselves. Gussin looked tough and talked tough. But I really think he had a compassionate streak in him because he offered disconsolate students a crying towel or psychological counseling on the second day. Bob Swanson was the Chief Steward and the man behind the scenes. I tried to avoid him (and the black flag) until the last day when I wanted my license signed.

The instructor's roster looked like a "Who's Who" in racing and anyone of them would have impressed me - even on a double overhead handlebar Schwinn. My son (age 13) swallowed his bubble gum when he learned my instructor was Pierre Mion and my babbling daughter was speechless (for the first time in her life) when she met Mark Donahue. My wife was impressed by Charlie Hayes' Ferrari (she wouldn't admit Mr. Hayes had anything to do with it). My littlest son now tells his kindergarten buddies how he three wheel drifted his velocipede past Duncan Black, Dick Thompson, etc., before he lost it on Cappy's Corner.

Following registration, all students attended a blackboard session where we studied the rules, the flags, and some pretty little blonde who scurried around taking pictures - in a pink sweater yet!! Next, we toured - or I should say "walked" the course. For those who were more interested in topography than the blonde (my wife was with me) here is what we saw:



The course was 1.9 miles long and the only thing it lacked was escape routes. The "old timers" jokingly suggested that those in trouble at the "hairpin" should head for the hole in the solid metal fence. In that way we could assure ourselves of missing the huge beams that supported the fence. At "Creek Bend" there was no trouble in store for overcookers except a measly swamp and a forest of the hugest trees I had ever seen. But on the "Boot Hill" (if you missed all the trees) you had the American Amazon River to stop you - and it wasn't even frozen. Whats more, the blonde wasn't even a flagwoman on this corner to give you mouth to mouth respiration.

If I had any misgivings at this point, they were replaced by much larger ones when Pierre Mion drove my little Elva (and me in the right seat) about the course to show me the line through the curves. I not only didn't see the line, I hardly saw the road. To be honest, I had my eyes closed for the first lap - but I was getting sick at my stomach and had to open them. Pierre is a fantastic driver and a real stroker. He was more at home in my car than I was - and at the end of 10 laps, I was tempted to give it to him. At the end of my instruction period, I was earnestly trying to convince Pierre that my shakes could be attributed to the temperature - I don't think I convinced him.

Then came that awful moment of truth - I was sent out onto the track - alone. The flagman hurriedly waved me out of the pits and into the bowl. Just as I was considering going back into the pits, I was surrounded by the loudest bunch of cars I had ever heard. It must have been the self-preservation instinct as I next found myself hurtling out of the chute and into the chicanne. I went into the left turn too fast and found the rear end swinging to the right. A quick reference to the driver's handbook told me to cut my wheels to the right. The book must have been correct as I suddenly found myself through the right hand turn

of the chicanne and headed toward that metal fence on the "hairpin". I'd love to finish the story, but my nurse says it's time for my nap - a hellava end for so brave a driver.

For the one reader who may be considering "Competition School" I will say in all seriousness that he couldn't pick a better one than that in the Washington D.C. Region. It was well managed and well instructed. Plus that, it is a three day school which permits you to get in the required five hours at one school.

As for me, I had my problems. I lost my steering universal the afternoon of the first day and headed for the fence of the bowl. I was being closely followed by an irate Jag which we (Ellie Elva and me) had passed in Cappy's Corner. I spun the wheel so violently that I knocked off my windscreen and this further confused matters. Fortunately, the Jag saw I was in trouble and backed off as I swerved in front of him. I succeeded in finding the necessary part and spent the night repairing. On Saturday the fan dug a hole in the radiator (patched with chewing gum, putty and gasket glue) and ended the day with burned bearings. That night I chopped the pan and learned to my horror that my girl had not long to live. The Doctor (Bob at Checkpoint Garage) advised that the crank was scored and her hours were limited. I put in soft bearings with a soft heart and hoped she might pull a miracle. There was no miracle - just another drop in oil pressure and more burned bearings. We didn't make the races on Sunday, but the old girl did hold together long enough to give me the required five hours and my license. For this I am grateful. In the words of my non-believing daughter, I may now go out and make a nut of myself at some other course.

Phil Groggins

INTERNATIONAL WINTER WONDERLAND

How far north in Canada do roads go? To find out, simply join the fun (?) of the 1962 International Canadian Winter Rallye. Join us for a ride through the first 3/4's of this happy endurance test. We can only conduct this earlier section of the tour because we were forced to take a short cut for the last leg. Let us start at the beginning. In December Chuck Schongar and myself discussed the event after receiving some publicity about it. Our first step was to procure an International F.I.A. driver's license which is needed for all of the International Rallies. This is a simple matter of sending your five dollars with the application form to New York. The licenses came by return mail. They like to make it seem easy. In January we mailed our entry form and its accompanying twenty five dollar fee and proceeded with our preparations. Chuck, being a salesman for Victor calculating machines, thought it a good idea to use one of his wares for aid in navigating. Thence came the necessary installation of an A.C. current converter in the Daimler. This is a very handy little gadget even in the U.S., as we had regular house current available all the time. Thus, with our Victor automatic printing calculator to do the mathematics for us, all we need do was drive!

Toward the end of January we ran the Abominable Snow Rallye as an equipment test, only to learn that the equipment worked fine, but we were bothered with human inequities, *se la vie!* Still, we continued with our preparations. We had ready all of the items suggested by the Canadian Rallye Committee: half a dozen 30-minute red road flares, a first aid kit, a tow rope, shovels, snow tires, extra gasoline, a block and tackle, crash helmets, and a whole seatful of courage. We were informed through their pamphlet that no driver would be allowed to drive more than 500 miles at a stretch, due to the coroner's report from last year. They were trying to

imply that tired drivers appear during this rallye. We found that very tired drivers don't just appear, they are only made that way by the rallye route. And very tired is not quite the right work - it's completely exhausting.

Since we are seemingly well prepared, let's start our journey to Toronto. We left Berne around midnight, after a few hours of final checking and loading. We scooted, uneventfully, along the Thruway to Buffalo and jaunted northeast to Toronto, arriving for breakfast about 8 a.m. We had to go all the way across the city and this took almost two hours. It is twenty miles from end to end! There are two million people living in and around this "dry" little town.

Here in Toronto we had the most pleasant experience of our whole trip. We met Jim Ferguson and his wife, who themselves are arden rallyists and have, in the past, won the Canadian Winter Rallye, among others of equal stature. These people extended to us the hospitality of their home and help in the last minute preparations of our car. Jim is the local Jaguar dealer there and he turned his excellent mechanics to work on the Daimler and gave us anything we needed. Such graciousness we have not seen the likes of in the States. We slept a few hours in the afternoon at his home and he fed us a good meal, prepared two thermos bottles of coffee, a box of cookies and a wealth of information. (Very fine people!) I hope someday we can extend to them the hospitality of our Region in appreciation.

Perhaps here is a good spot to give you an example of how enthusiastic these folks are over rallying. They have a special rallye car with all necessary equipment: Halda Speed Pilot, Stevens odometer, and other conveniences. The car is fascin-

ating. It's an I D Citroen with its overall length shortened by taking a slice, about 20 inches long, out of the middle. (Quite a sight, this short wheelbase 2-door.) It is complimented by an interior done completely in black leather. Jim and his mechanics rebuilt this car themselves to Jim's plan. How many of us are this enthused about rallying?

After a general briefing over dinner in the kitchen, we departed for Rootes Motors Showroom and Garage where the scrutineering and registration were held. The start was from the front of this building on a ramp built for the occasion in typical European Rallye starting fashion. There were cameras clicking, and short wave time signals beeping all evening until the last car left. Thousands of spectators were on hand at both the start, and two days later, at the finish. The first car was off amid the cheers and cameras at 7 p.m. on Feb. 9th and the 1962 International Canadian Winter Rallye was officially underway.

Chuck and I, with crash helmets on and instructions in hand, left at 12:45, Saturday a.m. and headed for the far, far North, over the ice-covered, icy, icy, roads. I stress the ice because that's all we saw for the next thirty hours. Just after we started we noticed some of the other competitors driving quite fast for the rather reasonable average speeds we were following. At the very beginning, until we could get us up into the wilds, the roads were relatively bare and paved. We soon got off onto the Northern Canadian back roads and found they were all ice covered. Shortly we came to the abrupt fact of the situation and realized that we couldn't maintain the averages. From here on, and this was very early in the rallye, we just drove as fast as possible, sometimes reaching speeds of 40 mph when we were really flying. The driving was like this constantly, mile

after mile. No wonder we saw so many cars in the ditches. We passed through about 25 controls before reaching North Bay and our overnight stop of 10 hours. Here we were so close to the four hour mandatory maximum that the officials couldn't tell us if we could continue until they checked by radio with Toronto. So...we fell asleep as soon as we got in the door and looked at a bed. We had been awake and driving hard for almost 800 miles and 30 hours and were we tired!

If you want some tiring excitement and a real challenging rallye, try this one next year. Maybe they'll have five feet of snow to cover up their ice.

Roly Heacox

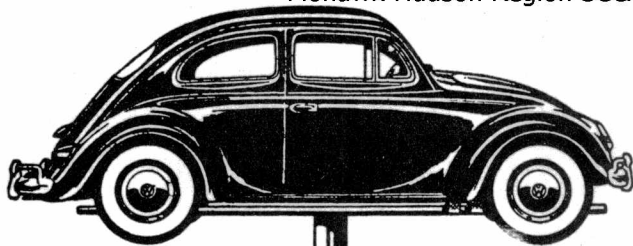
NEW TRANQUILIZER FOR KIDS

Are noisy youngsters in the car a problem for you? Then try seat belts, recommends psychologist Robert Bauer on the staff of Radford College, Va. After installing belts, he reports: "We have found that our three children behave better in the car now that we use belts. Wrestling matches and impromptu fights are almost eliminated and, most amazing, even the noise level from the children's section of the car is reduced. The physical restraint of the belts seems to have a tranquilizing effect on their behavior. If this is generally true, every parent who has ever cringed or slammed on the brake at a sudden shriek or cry of outrage from the back seat might be as pleased as we are at the quiet calm."

BOARD OF DIRECTOR'S MEETING CIRCLE INN, February 28, 1962

Treasurer's report stated that the balance is \$471.27.

Contest Board Chairman announced



VOLKSWAGEN SERVICE MAKES MORE SENSE, TOO!

One of the pleasures of owning a Volkswagen is the service you get—starting with a free service coupon book.

You get two free inspections—by expert VW mechanics whose skills are honed by annual post-graduate factory-supervised seminars.

Like all authorized VW dealers in all 50 states, we have a full stock of Genuine VW spare parts. We can even install a factory-rebuilt engine in 90 minutes! Our service charges are low and completely itemized.



SALES-SERVICE FOR TRI-CITY AREA



Authorized Dealer

ACADEMY MOTORS, INC.

TROY-SCHENECTADY RD. (WEST OF CIRCLE)

LATHAM, N. Y., P. O. BOX 847. ST 5-5581



Authorized Dealer

GORDON MORRIS

MG

SHERM DECKER

MORRIS GARAGE

Maryland, New York

The MG - Morris Specialists

SALES AND SERVICE

Telephone: ONeonta 82J

Complete Service

Competition Tuning

Representing British Motor Corporation — makers of
MG — Morris — Riley — Austin — Austin Healey

15 YEARS OF SERVING THE IMPORTED CAR OWNER

COMPLETE STOCK — IMMEDIATE DELIVERY

FAMOUS MICHELIN TIRES

For All Makes of

FOREIGN *and* AMERICAN SPORTS,

ECONOMY *and* RACING CARS

**COMPLETE RECAPPING SERVICE ON ALL MAKES AND SIZES
OF FOREIGN MADE TIRES, (REGULAR OR SNOW TREAD)**

Distributed By

WEINBERG TIRE CORP.

• **PHONE IV 2-4449** •

935 CENTRAL AVE.

ALBANY, N. Y.

that the tentative date for the Driver's School at Schenectady now is April 7 & 8.

Knock-Off expenses were discussed.

There was much discussion on the point system.

The R.E. will have the point system recommendations typed and handed out to members for study.

Meeting adjourned.

Respectfully submitted,

Irma McClumpha

REGULAR MEETING
CIRCLE INN, March 7, 1962

Secretary's report accepted.

Treasurer's report read and accepted.
Balance is \$478.27.

Activities Director announced upcoming events.

Ice Gymkhana trophies were awarded.

Ladies Class - 1st Blanche Wright
2nd Dolores Granito
3rd Alita Cameron

Class B 1st Bob Nelson
2nd Stan Beitscher
3rd Bill Smith

Class C 1st Art Frederick
2nd Dave Grant
3rd Lonnie Granito

Class D 1st Harold Cameron
2nd Bernie Burns
3rd Courtney Wright

Class E 1st Sam Prock
2nd Dave Gaul
3rd Dave Hofer

The team award went to the Ladies Team of Wright, Granito and Birdsey.

Contest Board Chairman announced that the date of April 7 & 8 for the Driver's School at Schenectady is still tentative. The N.Y. Region

expects an answer on the date by the tenth of March.

Assistant Knock-Off Editor again thanked the members for all the articles and asked for ads. Ray Gaul made the motion that the new point system proposed as presented to the members be accepted here-with. Bill Turner seconded. Carried. Gene Birdsey made the motion for an amendment that would give ten additional points to members working prior to and on an event. Roland Heacox seconded. Carried.

Gene Birdsey made the motion that the new point system be made retroactive to January 1, 1962. Seconded and passed.

Meeting adjourned.

Respectfully submitted,

Irma McClumpha

BOARD OF DIRECTORS MEETING
CIRCLE INN, March 14, 1962

Contest Board Chairman announced that the N.Y. Region Driver's School at Schenectady for April 7 & 8 is still tentative.

The Board discussed the possibility of having a gymkhana on April 8 if the School does not take place. Ray Gaul will check the Empire Raceway.

The Board decided to ask Gerry Oathout to act as Assistant Contest Board Chairman and David Ward as Flag & Communications Representative.

Treasurer's report read. Balance is \$211.96.

Knock Off expenses were discussed. It was decided to have a collection committee consisting of Lonnie Granito and Cliff Thorne, to collect unpaid advertising bills.

There were plans made to form a Knock Off staff to assist the Editor and Assistant Editor.

The Board decided to ask Bernie Burns to become Membership Chairman.

Robert N. White
1451 Lenox Road JAG XK120
Schenectady, N.Y.

Meeting adjourned.

Ursula Flebbe
402 Stanford Avenue
Schenectady, N.Y.

Respectfully submitted,

David G. Ward
Box 60, R. D. #1
Scotia, N.Y.

Irma McClumpha

Joseph J. Arkinson
309 Union Street
Hudson, N.Y.

RATTLETRAP

Wally Chapman
R. D. #2 TR 3
Schaghticoke, N.Y.

Dear Editors:

I would like to thank you for putting my ad in the M-H-R (The Knock Off). However, I would like to advise that I neglected to mention what type of car I was trying to sell. (This is listed on page 12 of your February issue.)

The car is an MGA Twin Cam.

A SPEEDY RECOVERY TO LIL' "FLIP" GROGGINS.

Hoping this error on my part can be rectified in your next issue, I remain,

Dear Gene:

Yours truly,

I really didn't have much of an opportunity to talk to you at the Ice Trials this past Jan., but I certainly appreciate your coming over and help making the event a success.

N. Ross de St. Croix

(Ed. note) Consider it rectified. Readers can find full information on Ross' MGA in last month's KO). T'was an interesting ad and most of us knew it was an MGA Twin Cam before Ross' letter of clarification due to his SCCA fame.

We had a 15 minute film made up of the event and many of your group are in it and I was wondering if you think the SCCA group would like to see it at their next meeting in April. If someone had an 8 mm movie projector and screen it would save us the trouble of bringing one over to your meeting. If there isn't anyone with one available we will bring one with us.

PROSPECTIVE MEMBER

Rochelle Makela
6 pounds, 9 ounces
Arrived at Ellis Hospital on
March 16, 1962.

If you would check on this and let me know when and where the meeting is to be held, I could start making arrangements to come over. Also, we enjoy receiving your paper "The Knock Off" and read with appreciation the articles on the Ice Trials.

PARENTS - Carmen and Courtney Makela. CONGRATULATIONS!!!

NEW MEMBERS

James Harren, Jr.
Box 85
Middle Falls, New York

Till I hear from you,

Yours truly,
Ernie Manns
Berkshire Club

Editor's note: Both Ernie Manns and Bob Wallace, Activities Director, have been contacted and arrangements made to have this film shown at the April 4th meeting. Great enthusiasm on the part of the Berkshire Motor Sports Club, and Ernie Manns.

Dear Editor:

Don't hold for Ole Heada's copy. The column was started in desperation to fill space and report on M-H-ers here and there. Such desperate measurers no longer appear necessary - therefore, "so-long". If you're ever in a pinch, Squeal!

Love,

Heada

April 21 - Driver's Clinic, Lime Connecticut.

April 28 - National Race, V.I.R.,
29 - Virginia

April 28 - Driver's School,
29 - Thompson, Connecticut

May 2 - SCCA Meeting, Circle Inn, Latham, N.Y. 8 p.m.

May 4 - The 6th Annual Little
5 & 6 - 500, Southport Shopping Center, Elmira, N.Y. For entry blank and regulations send \$1.00 to Mr. William Gilbert, % Gilberts Hardware, Southport Shopping Center, Elmira, N.Y. Entries must be postmarked no later than midnight, April 22, 1962. Limited to sixty (60) sports type automobiles. Provisions for team entries. Entry fee \$10.00. Sponsored by M. G. C. C. of Central N.Y.

CALENDAR OF EVENTS

March 31 - EMSC Weekend Rallye to Warrensburg, N.Y. First car leaves from Hoffman's Playland in Latham at 10:30 a.m. Contact Harold Cameron, IV 9-0800 for details.

April 4 - SCCA Meeting, Circle Inn, Latham, N.Y. 8 p.m.

April 7 - Driver's School - Schenectady County Airport
8 - Contact Ray Gaul for details.

April 7 - Divisional Race, Vineland,
8 - New Jersey

April 13 - National Race, Marlboro, Md.
14 & 15 -

April 14 - Driver's School, Lime Rock, Connecticut

April 15 - Berkshire Motor Sports Club, Gymkhana, 1 p.m., State Dept. of Highways Garage, intersection Routes 7 & 20, 5 miles south of Pittsfield, Mass. Classes to be announced later. Ladies class if 5 or more enter. \$2.00 member any motor sports club, \$3.00 non-members.

Due to the expense of producing the Knock Off and necessity of operating within the budget allowed, there will no longer be a picture page in the Knock Off. It will also be necessary to run the cover picture for three months.

Down-East Strikes Back
(or, a shorter title usually means a bigger box office)

Question Dept.: Just who did win the region's Christian Lautenschlager Memorial Trophy this past season anyhow?
Confirmed: John Trach will not be driving for the Allard Team this year, nor will he be supplied with a non-team car from the factory.
Is it true that the Oldsmobile Division of General Motors won't enter sports car racing for fear of being beaten by rapid back yard specials such as Ray Gaul's

"The Beast"?

The rumor has just drifted to us from the eastern hierarchy that Flying Red Pigs are out in all accepted sports car circles; of course accepted sports car circles are rapidly becoming extinct.

What ever happened to Rod Nerney's Fordomatic T'bird?

Well the results are in and Charley Cunningham (Saab) won his own six hour ice race on the Kennebec River down Maine. It seems that the only cars that looked like they belonged on the track were Saabs, Volvos, and Volkswagens. The sports cars were short on traction.

How come every region in the country with a few racing drivers seem to have a Corvette entry - with few exceptions? And, remember, when bigger and better controversies are built, SCCA will build them.

henry manley IV

CLASSIFIED ADVERTISING

M. G. & C. COMPANY

ONE TERRY AVENUE, SCHENECTADY, N.Y.
ELgin '5-1456

All equipment for race drivers and rallyists - - from coveralls, helmets, driving gloves, etc., to - stop watches, rallye indicators, rallye tables, etc...Contact either Midge or Gene Birdsey. Lots of interesting items!!

NEMITH OF LATHAM
LATHAM, N.Y.

Used engines: 1 XK150S, 1 XK150, 1 Renault Dauphine, 1 Hillman, 1 Ford Anglia, 1 TR 3, 1 MGA dual overhead cam. Contact Jim Spencer at Nemith's.

FOR SALE: 1959 Sprite, never raced or wrecked, ported, polished and balanced. Ready to go! For additional information, contact Courtney (Anxious) Makela, FR 7=0374.

FOR SALE: 1961 MGA Roadster, grey, under 10,00 miles, excellent condition. \$1850 (firm) - will take Fairthorpe in trade. Better hurry! will be advertised next month in Road & Track. Contact Midge Birdsey, ELgin 5-1456.

FOR SALE: 1960 ELVA COURIER - roll bar, four new Michelin X's, \$1700 - contact Phil Groggins, FR 7-6226.

FOR SALE: 1959 Porsche Super, hard top, blue, 29,000 mi. - \$2000. Contact Roger Bechard, 68 VanderWerken Ave., Waterford, N.Y. CE 7-5894.

FOR SALE: set of four 5.00 x 14 Michelin-X tires. Virtually new, \$75.00. Contact G. Iliff, EL 5-6627.

MOTOR IMPORTS, Inc.

109 East Main St., Cobleskill, N.Y.

One only special-Convertible top for Morris 1000, Pearl Gray, in original factory box. Regular price, \$60.00, - only \$48.50.

FOR SALE: XK150 Jaguar, can be seen at Albany Garage. If interested, ask for Sy Hotaling. The car's owner is Al Schimpf who recently moved to New York. Price of Jaguar has recently been reduced to \$2000.

FOR SALE: 1959 Goggomobile, dark green, 10,000 miles original - is in good shape - \$275.00. Also, 1953 Sunbeam Talbot, engine block and internal parts (still intact). Also, fit Standard Alpine of this vintage. Contact Art Bradt, EX 3-2624.

FOR SALE: Toptex approved racing helmet, size 7, \$15.00. Contact Roly Heacox, Berne, N.Y. East Berne 234J4.

PATRONIZE

OUR

ADVERTISERS!!!!

Authorized dealer for:

MG

SAAB

MORRIS

PORSCHE

FIAT

CITRÖEN

Largest stock of foreign car parts
in this area

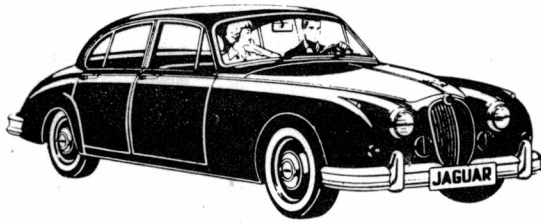
KINGSBORO MOTOR SALES

SHERWOOD SMITH, Owner

**108-118 South Comrie Avenue,
Johnstown, N.Y.**

open evenings

telephone 6 - 3310



AN EXCITING NEW JAGUAR. The 3.8 unites the vitality and spirit of a sports car with the form and function of a family sedan. A supreme achievement in performance, comfort, styling. This is a luxury car of modern dimensions.



4CV DAUPHINE

\$1395. and up

Rear-engine, 4-door, 5-passenger
Sedan—new glamour-styling in the low-priced field!

See, drive, discover the Renaults for yourself!

5-6 passengers!
30 miles per gal.!!
Only **\$2295** p.o.e.

Price includes ALL this:
sliding sun-roof, heater-defroster, whitewall or Michelin "X" tires, economy 4th gear, windshield washers, dashboard clock, reclining "sleep-on" seats. Sales and Full Service Facilities.



PEUGEOT 403
(PRONOUNCED "POOJ-OH")

The Sportsedan and Station Wagon from France

KAYE CHRYSLER
949 Central Ave., Albany
exclusive dealer for Albany County

GREASE LIGHTNING INC

810 Central Avenue, Albany, New York

--15 MINUTES--

OIL CHANGE

LUBRICATION

4 SPECIAL GREASE RACKS WILL LIFT EVERY CAR FROM A ROLLS ROYCE TO A MINI MINOR AT THE CORRECT POINTS OF SUSPENSION

sports

foreign

domestic

Oil (All Major Brands) - Oil Filters - Lubrication
Front Wheel Packing - Fan Belts - Radiator Hoses & Clamps - Windshield Wiper Blades - Shock Absorbers
Air Filter - Brake Adjustments - Wheel Balancing
Batteries - Headlight Adjustment and Replacement - Mufflers - Tail Pipes - Tire Rotation - Seasonal Services

BEAUTIFUL COMFORTABLE WAITING ROOM

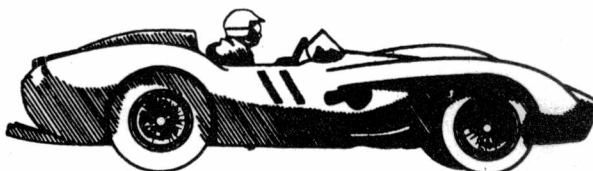
No Appointment Necessary - IV 2-6055

A NEW CONCEPT IN SERVICE BY DICK HAND

THE SAFE EASY WAY



The Thruway is NOT the place to stage a...



- Rallye
- Gymkhana
- Driver's School
- Treasure Hunt

or that crazy Hare-and-Hounds bit...

...But it's a safe and pleasant route to all of them.

NEW YORK STATE THRUWAY AUTHORITY

R. Burdell Bixby, Chairman

P. O. Box 189

Albany 1, New York