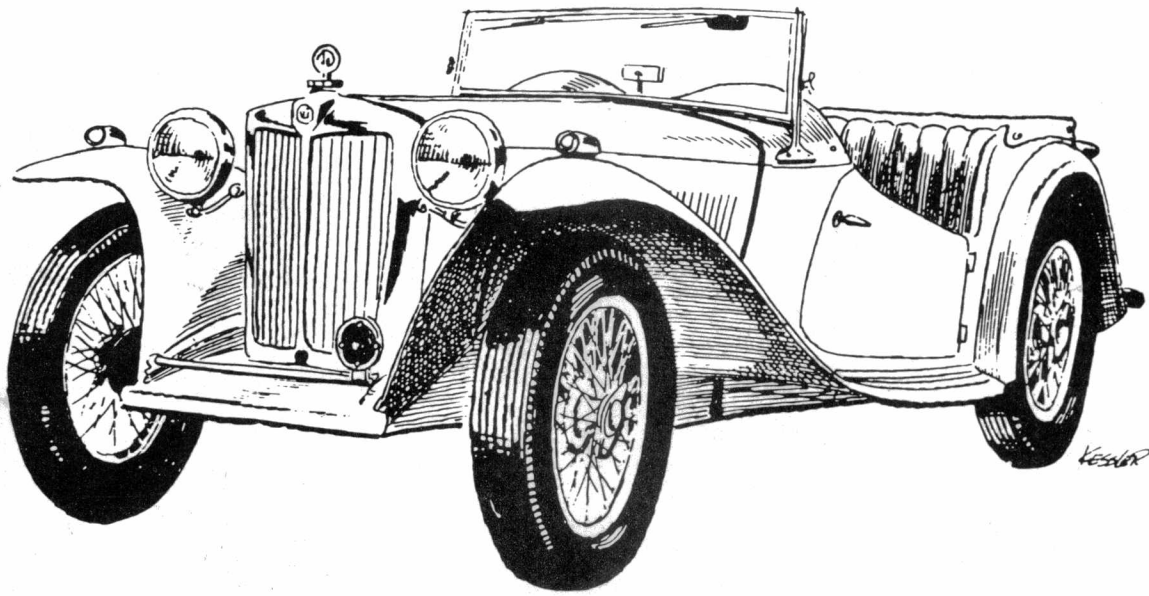


May 1962



MOHAWK - HUDSON REGION



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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

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o o o o o

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

REports

We're back again after missing the last deadline (everything happens at once), and at least there is something to say now.

For you who haven't heard about it yet, we'll mention first that the Schenectady County Board of Supervisors has shot down our little Driver's School and Race, so things have about died for this year. However, the prospects look better for 1963, and we are working under the hope that it will be strictly a Mohawk-Hudson undertaking. This obviously means a lot of work, but you can get in on the ground floor by getting a flag license NOW.

No race means a void in the activities schedule for August - anybody got an idea for something different?

Also tentatively planned for 1963 is a weekend rallye in the Lake George area. Our friends up there are VERY anxious for something of the sort, and preliminary arrangements are being made now. This will be something that everyone can either enter or work on, so start making plans.

Our next event will be a gymkhana on June 17 - please talk this up to your friends so that we can make it a success. The locale will be Empire Raceway in Menands, hopefully.

Two issues ago the Editors gave their thoughts on mandatory use of seat belts for M-H events; is anyone interested enough to do anything about this? If so, let's hear from you.

Finally, thanks to Central NY Region for the idea for the title of this item - their analogous column is called "REmarks".

MOTORING ABROAD - from Department of Public Relations AAA

EUROPE AWAITS THE AMERICAN MOTORIST

Nearly 300,000 Americans will spend at least part of their vacation in Europe driving an automobile, and Europe is ready for them.

The AAA says many of these will take short motor trips as an adjunct to their holiday, and that others will use the automobile as their sole means of transportation while they are abroad.

To vacationing motorists in Europe this year will find better road, more wayside accomodations, more automobiles to choose from, and more freedom from red tape.

During 1961, the last remaining Western countries requiring an automobile customs document -- Great Britain, Greece, Portugal and Turkey - - dropped the requirement for tourists. Travelers to Greece and Turkey can motor there for up to four months without a carnet. A carnet still is needed, however, for travel in Bulgaria, Czechoslovakia, Hungary, Poland and Rumania.

There will be more rental cars available this year - - 25,000 of them - - and many new models on the market for the prospective purchaser.

The steady growth of the number of automobiles on the road, coupled with improved highways and lack of sufficient accomodations in the major cities during the high season, is leading to a development of more motel-like roadside accomodations. Great Britain is planning 20 new motels, and a new Euromotel will open in Amsterdam this summer.

Nearly all European countries have major highway programs underway. Italy's Autostrada del Sole, join-

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ing the north with the south, is 60% completed. The entire project is expected to be finished early next year.

A French program for a network of three-lane highways is underway, with some sections close to Paris already completed. A fast toll road, designed to carry the heavy summer traffic between Saint Raphael and Nice, is now open.

A tourist program in Greece combines a broad highway plan with the establishment of roadside accommodations. So far, 72 hotels, motels, tourist pavilions and road stations - - all operated by the state - - have been built.

Work is progressing on two major tunnel projects, due for completion next year. The 7 mile tunnel under Mont Elanc from Chamonix, France to Courmayeur, Italy, will lop 115 miles off the highway distance between Paris and Rome. A 3 1/2 mile tunnel under Mount St. Bernard will provide a new route between Martigny, Switzerland and Acosta, Italy.

European railways - - notably the Belgian, British, French and Italian - - are now offering facilities for both autos and passengers on the same trains. The cost compares favorably to that of highway travel.

The use of air ferries to carry cars between Great Britain and the Continent has grown rapidly in the past few years. Today 40% of all cars which cross the Channel go by air. Lower air fares and savings in time have made the method attractive. An air ferry service between Bristol and Dublin is scheduled to begin this summer.

It is evident that the countries of Europe are turning increasing attention to easing the way for the motorist.

All newly-opened hotels, motels and inns throughout the Continent are listed in AAA's 1962 edition of

"Motoring Abroad: Travel Guide to Europe". The volume runs to an all-time record of 704 pages.

* * * *

TECHNICAL TIPS

Many comments were received about Technical Tips in the last issue. It is good to see that a few of the members have the interest to inquire into the operation and maintenance of your sports car.

Usually the failure of the decommutator results from retrograde temperature phase distortion. The increase in temperature and decrease in heat transfer is caused by periodic over-revving. A stress builds up in the tremie pipe causing nodular bulges. This then causes the panendermic semi-hypoid slots in the stator to elongate. The consequent looseness causes the decommutator to fail. This can be prevented by keeping rpm's below the red line. However, should it fail, the decommutator assembly should be taken apart and cleaned in a good solvent. A grouting brush is used to clean the hypoid slots. The slot carriage should be realligned with a Purwell meter and retorqued to 35 ft. #. Replace the decommutator and echk for tramp and run-out. Next month's feature is on replacement of nangling pins and bolling shims in the clutch housing.

Tail light protectors which fit over the sockets in the trunk of the '61's are available. They prevent suitcases, etc., from breaking the socket. Group 2.694. Part 2977446.

The latest and best hood latches are now available. They eliminate lifting at the corners and keep the hood snug at all times. Part 3754504 Latch Assembly 3743469 Catch.

Clark Fegraus

CALENDER OF AREA EVENTS

- May 20 - AMEC Trials, Charlton
- May 26 - Regional Race, Thompson, Connecticut
- May 27 - Loose Goose JASCA T.S.D. Starting at noon from Kelly's Hamburger Stand, Washington Ave. & Erie Blvd., Schenectady, N.Y. Registration - 12 noon 1st car off at 1:02 p.m. Medium length rallye with entry fee of \$2.00.
- June 2 &
3 -National Race, Bridgehampton, N.Y.
- June 2 &
3 -Regional Race, Dunkirk, N.Y.
- June 6 -S.C.C.A. Mtg., Circle Inn
- June 9 &
10 -Divisional Race, Vineland, N.J.
- June 10 -BMSC ANAHKMYG* - State Dept. of Highways Parking Lot, Lenox Intersection Rt. 20 bypass, 5 miles south of Pittsfield, Mass. Starting at 1 p.m. & registration starts at noon. 4 events - 3 classes. \$2.00 members of any sports car club, \$3.00 non-members.
- *Gymkhana in reverse.
- June 16 -BMSC Evening Navigational Rallye
- June 17 -SCCA-MHR GYMKHANA Empire Raceway - more details later.

NOTE: Effective August 1, 1962 any automobile entered in a BMSC Event either driver or navigated by a BMSC member, must be equipped with safety belts!!!!!!!

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1961 MGA Roadster, grey, red interior, excellent condition, contact Midge Birdsey, 1 Terry Ave., Schenectady, N.Y. EL 5-1456.

1959 Goggomobile, dark green, has 10,000 original miles, good condition - \$275.00. Contact Art Bradt, EX 3-2624.

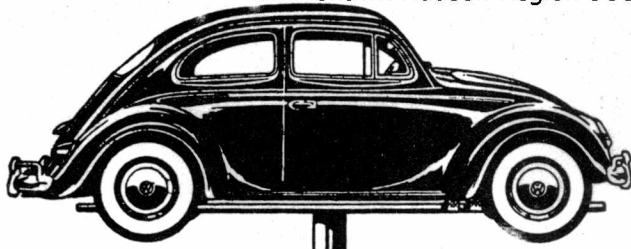
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XK150 Jaguar, Can be seen at the Albany Garage. If interested contact Sy Hotaling at the Albany Garage. Jag is priced at \$2000.00. Jag belongs to former M-H member, Al Schimpf.

* * * * *

SOMEWHERE EAST OF LARAMIE*
(or why the Playboy wiyl never sell)

*Actually I'm east of Allston (home of Floyd Aaskov, which as we all know follows aardvard in the dictionary).

Well, there haven't been too many M-H Region faces at the two New England drivers' schools this Spring. At the Lime Rock school on April 14 were the Healeys of Larkin and Peterson. At the Thompson school on April 28 and 29 was the A-H 100 of Hal Larkin and the MG A of Kilmer (the drivers were there, too, of course). It's too bad that there weren't more as the Spring seems the most logical time to start racing providing one has the cash and the car) and the instructors at these schools were of high caliber (including John Howe, Gus Andrey, Will Daugherty, Candy Poole, Charlie Rainville, and John Sharrigan; and even Carl Metzger snuck into the group.

(con't. on page 7)

The following is copied from EMSC ROPE & JACK (Editor, Harold Cameron) - the article is written by the Olmstead's and Smithlen's - several of M-H members attended but no article received - - this one covers the weekend very nicely -

so !!!!!!!

OUR LOST WEEKEND

Most sports car events are a dismal failure on days when the weather is bad. Usually fog or cloudy weather is enough, rain, snow, unless the sun is on the snow, is enough to make a rallyemaster run and hide.

We all feel some concern about our rallye when it is about to start. We are sure that Harold, Alita and their personnel, Ken, Flay, Herm, Jane, Harold's assistant, Carl (Marty's friend), Don and Margaret had no doubts about the success of this event regardless of the weather. Who could doubt an event so carefully planned and wonderfully executed?

We all gathered at Hoffmans' Sat. morning with high hopes and a doubtful eye toward the heavens. Somehow, the weather wasn't quite as bad when we saw friendly faces and familiar cars. We all intended to have a good weekend with friends in spite of nature.

After the necessary formalities of releases, forms, signatures and the terrible tariffs, we went into the diner for coffee and a quick look at the instructions. The first happy discovery was that we could make the run without an odometer if necessary. As a matter of fact, we even have a formula on how to figure the average speed. What could be simpler?

We didn't have trouble, but it is apparent that a few must have

had some trouble. Art and Eleanor, Marty and Linda, and some others (much lower numbers) roared by us well along in the rallye when we felt we were on course and on time.

Rest periods, lunch break, another rest period came and went on schedule thanks to very explicit instructions and no guesswork on official mileage. If anyone had faulty windshield wipers or an MG that couldn't swim, (the O'Brien's had a push from a friendly native), a SAAB that fouls plugs when the humidity gets too high (pouring that is), they had some problems that weren't intended in the overall planning. After some difficulties with watches, cars, eyesight or just plain carelessness, we all arrived at Colonial Arms and the warm friendly atmosphere and the relieved feeling that we had been lucky and finished another challenge.

We all had to spend a little time cussing and discussing the luck (good or bad) that we had on the run and then after registering, we unloaded the luggage, grabbed the bathing suits and headed for the pool. The 79° water and the 83° air temperature was in complete defiance to the weather outside the glass. The swimming was delightful, and after some exercise and a couple of Manhattans in our room, we had unwound enough to eat.

We went to the dining room and settled down with the Grays (Bill and Harriet had Mr. and Mrs. Bill Gray, Sr. as guests), Art and Eleanor Fleming, Ken and Flay Atkins for some serious eating. I'm not sure if Bill or Ken won the contest, but I do know that we all had our fill of the best Smorgasbord that I have tackled in many a moon.

Bowling followed and it was quite an effort to pick up the ball, to say nothing of the struggle to send it down the alley.

Swimming again, for most of the hardy ones. Ken Atkins and I had a special tour of the AMF pin setters. (What a Mechanism.)

Dancing to an orchestra (loud) followed. We were dispersed among the local clientel (including a bowling banquet) for the dancing and drinking festivities. Most of us were relatively conservative with our activities for the remainder of the evening. Harold Cameron, Marty and a few others put on a good show, much to the delight of the other members. A little later we all retired at various times during the evening. Hey! Marty....!!

Sunday, after a fine breakfast, gas, new plugs for the SAAB and a few other incidentals, we were ready for the drivers' meeting.

Harold held a short drivers' meeting, consisting of a brief talk that meant "good luck".

We followed the clues for the gimmick portion of the event, copied signs, didn't get very lost and after several miles arrived at the finish point at "Reicht's" tavern in Clifton Park.

We were tired but happy over a wonderful weekend and an extra special rallye.

Thanks again to Harold and Alita and "gang" for putting on a wonderful event.

The Olmstead-Smithlin Team
&
The Smithlin-Olmstead Team

M-H-R members finishing positions on the above weekend rallye sponsored by EMSC:

Roly & Betty Heacox	1st
Midge & Gene Birdsey	6th
Bob White	9th
Hanns & Ursula Flebbe	14th

A well-planned rallye - enjoyed immensely by everyone present.



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SOMEWHERE EAST OF LARAMIE (con't.)

What are the odds that Stirling doesn't drive fast any more? I know we all wish him well, and his recovery after the Spa accident was quite speedy, but this time I really wonder. His left side got bunged pretty well and recovery may not even be complete. Too bad but that's one of the risks a professional must be faced with.

How about all those different cars and 'sporty type' drivers trying out for the big oval shot at Indy this year. It would be nice to see them do well (Daigh and Mickey Thompson's machine, Gurney and Zink's turbine, and Jack Fairman and Kimberly's Thompson-type car). Personally, when it comes to oval-type racing, I'd rather watch slow stockers, or fast horses.

Before I forget the Drivers' School bit entirely, it was good to see another M-H'er on the flag stations-student, Wally Chapman. A few more of this type would be quite handy when the M-H holds some speed events of its own.

Now that the TVR's are being campaigned a bit by Mark Donahue and Jay Signore, I can't help but remember how people used to stare and comment (but not run out and buy) at Ray Saidel when he showed up with his Jomar-Climax coupe at a few G.T events four or so years ago. I guess four years and an English name can do alot. Another case of too little too soon (maybe people didn't like the idea of buying a little, fast car out of Manchester, N.H.).

And don't forget the cry of the losers in recent international sports car competition: Ferrari semper againstus.

henry manley IV

THE PARABLE OF A THREE DAY RALLYE WEEKEND!!!!!!

And so it came to pass that on the 9th hour of the sun, in the land of the burning macadam, that the weary lay

down their stop watches, time charts, etc. Journeying to the wee village wherein lie Rallye Headquarters, the keepers of the watches, etc., congregated and lifted their voices in prayer toward the starters line from which all things begin.

And as the keepers of the watches, etc. assemble in prayer, there ariseth great clamor, weeping and lamentation; for they are heavy of eye, sore of feet, and weary of limb, for their toils have indeed been great. Surely, now, the Master of the Rallye will give them rest. Then there is a great hush, for the Master of the Rallye and his disciples come forth from their sanctuary in the yon lying Inn, donning their dark glasses and Pith helmets; for, lo, the sun is painful even unto them.

And a disciple steps forth and speaketh unto them of the early rise on the morrow and calleth on the keepers of the watches, etc., to give freely and cheerfully of their labours; for the voluntary effort surpasseth all things.

And yet another disciple cometh forth and speaketh in riddle of reports and observations and of manhours and of the glories of the system.

A great hush falls upon the assembled, for the Master of the Rallye has Brandy Sniffer to one of his disciples to hold; thence, the Master of the Rallye himself cometh forth to speak and he sayeth unto the multitude, "Return ye now to Yon Inn, that thou must feast until the Pipes shall call ye in the morn. Possibly on the second Sunday of next week ye shall have an 'hour of respite'".

And one of the braver keepers of the watches speaketh saying, "Surely, Oh Great Master of the Rallye, we must rise before the dawn, canst thou grant at least an hour of Rest?"

Then with a thunderous voice, one that made the keepers of the watches, etc., whimper and quake in their tracks (for their fear is great) the Master of the Rallye spoketh, "Be thou then accursed, for thine ingratitude is great". "Yea, ye are

unfortunate. Henceforth ye shall maintain twice as many watches, twice as many checkpoints and twice as many charts. And further, I shall send my scrutineers to work mischief among thy people and to harass and spy upon thee. Yea, verily, thou shalt come to know the torments of the watches, etc. This is my judgement".

And the keepers of the watches wail and moan, for they have gone through the previous nights festivities till dawn, and the Merchants of this quaint village have run out of aspirin, lemons and tomato juice. What therefor would the morrow bring.

The Chief and his disciples turneth away from their place and go thence into the Inn wherein the rivers of spirits flow and abide therein during the darken hours.

And the Multitude of Keepers of the Watches, etc., follow their Illustrious Master of the Rallye into yon Inn and within the Hour it is heard among the Keepers of the Watches, etc., "Yea, verily, Hell is our heritage and we must abide herein till the morrow - - - - - another Martini Innkeeper!!!!!!!!!!!!

Bill Kane

The preceding article was sent to Art Frederick with the following bit of news from Bill:

Dear Art:

Have been meaning to drop you a line but things are pretty busy, not that I mind because it helps pass the time. These aircraft carriers are more dangerous than 10,000 Triumphs coming down the hill together at Lime Rock. Oh well, time is slowly growing short & I hope to return in midsummer (I don't know for sure as yet).

Am going to visit the Alfa Factory next week and test a couple of cars at Monza. This is tentatively scheduled. Am not certain as to a ride as yet. If I was out of the Navy could make the scene in England but they want me now and I just can't make it now. Such is life.

How is the family? Hope they are fine and in the best of health.

Enclosed is a Masterpiece of mine for the Knock-Off. Hope you can use it to fill up some space.

My best to all in the Region and if I can get through this damn Navy Red Tape, I'll try to bring some foreign goodies (hardware) home to them.

Write if the chance occurs.

Bill Kane
VA-106
% F. P. O.
New York, N.Y.

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WANTED: Articles and pictures for Knock-Off. Pictures should be black and white with contrast.

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SCCA-MHR GYMKHANA - June 17

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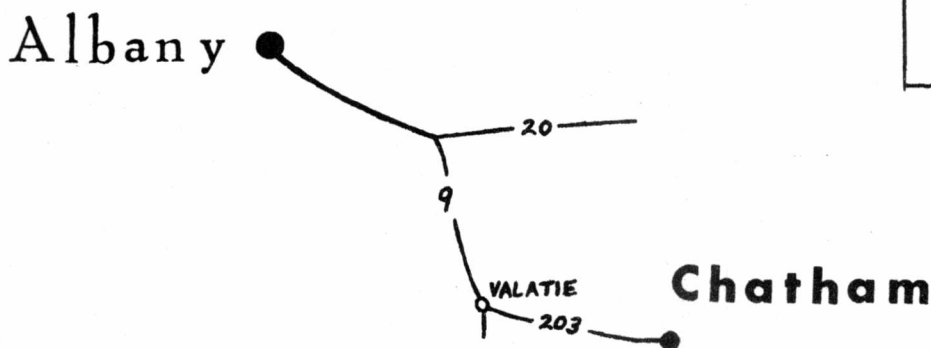
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