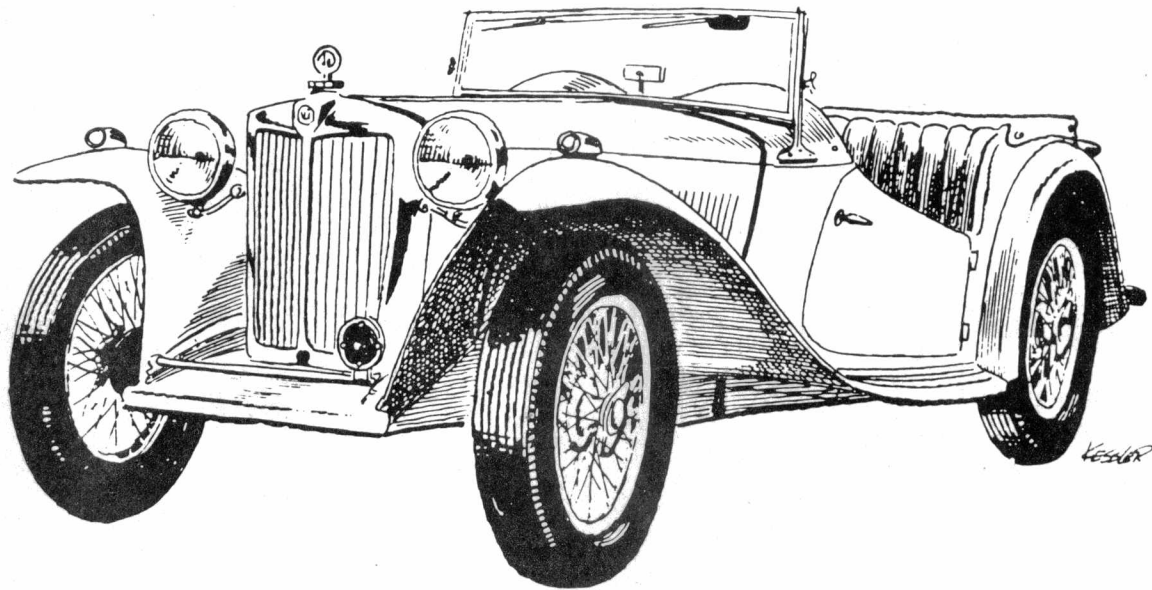




MOHAWK - HUDSON REGION

SEP 1962



THE KNOCK OFF

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:

Dick Leonard
1 Leonard Place
Elsmere, New York

HEmlock 9-2863

MOHAWK-HUDSON REGION MEETINGS

Regular meetings are held on the first 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 purpose 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 in addition to \$2.50 for Sports Car Magazine and one year's Regional dues, \$3.50 - Total dues, \$16.00.

* * * * *

Closing date for KNOCK OFF material is the 15th of each month.

1962 OFFICERS

Regional Executive

Arthur 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

Courtney Makela
1251 Elton Avenue
Schenectady, New York
FRanklin 7-0374

Membership Chairman

Bernard Burns
197 Hoosick Street
Troy, New York
ASHley 6-5845

DIRECTORS

William Ackner
1817 Central Avenue
Albany, New York
Union 9-7711

Mac McClumpha
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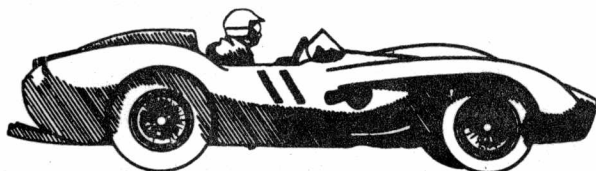
No Appointment Necessary - IV 2-6055

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

2.

REports

Well, that time is creeping up on us again. It's getting close to the day when we will have to elect new officers, and the Nominating Committee (Bernie Burns, Phil Groggins, Clif Thorne) has started to work finding a slate for presentation at the October meeting. Since voting will be done at the December meeting you will have two months to think about your choices, so please take your time and find out about the candidates.

Remember, too, that not all nominations need come from the Nominating Committee. According to our Constitution, any ten members in good standing may nominate a candidate for any elective office. A signed petition must be attained, countersigned by the proposed candidate to signify his or her consent to the nomination, and presented to the Secretary not later than the regular November meeting. Elective offices are:

Regional Executive
Assistant Regional Executive
Secretary
Treasurer
Activities Director

Assuming that you are reading this before September 30, let me remind you of the

W A E F R T I R A L L Y.

It will begin from the A & P in East Greenbush (9-20 & 4-40 intersection) at 1:00 P.M. Registration will commence at noon. Drivers need bring only a car, a navigator, and a pen or pencil. No time-keeping is required.

Clif Thorne presented some fine scenes of activities attended by many of our members at the September meeting, and they were well-received. Does anyone else have anything to contribute? How about ideas for what you would like to see in the line of after-meeting programs? Please contact any of the officers with your suggestions, contributions, etc.

CALENDAR OF EVENTS**MOHAWK-HUDSON AREA**

September 23 - SCGV Winged Victory Gym.
Gaynes Parking Lot, Rt. 2
Registration - 10:00 A.M.
Start - 12:00 Noon

September 23 - "Independents' Day Rally" - Routes 299 & 9W, 10 miles south of Kingston.
Registration-11:30 A.M.
Start-1:01 P.M.
Trophies for 1st thru 3rd places
Halda for top drivers
Non-equipped TSD Rally.

September 30 - "WAEFRTI RALLY"
Start at A & P, East Greenbush
Registration - Noon
Start - 1:00 P.M.

October 3 - Regular Meeting
Circle Inn
Latham, New York

October 7 - AMEC Trials II
Charlton Autocross Course
Start - 7:30-9:00

October 14 - EMSC Punkintown Rally
New Salem

October 26 - MGCC TSD Rally
South Colonie High School
Start 7:30 - 8:00

NORTHEAST DIVISION ACTIVITIES

October 5-6 - U.S. Grand Prix
Watkins Glen (FIA) (Fm 1)

October 13-14 - New England Div. Race
Thompson

October 13-14 - Reg. Hillclimb (NE Pa.)
Weatherly, Pa.

October 20 - New York Regional Race
Lime Rock

October 20-21 - Susquehanna Regional
Race, Reading, Pa.

October 27-28 - So. Jersey Reg. Race
Vineland

DECEMBER 8 - ANNUAL DINNER MEETING

September 15, 1962

Sports Cars of America
Any Road
Anywhere, U.S.A.

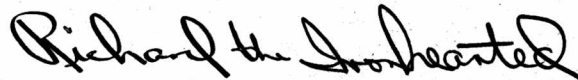
To Sports Cars It May Concern:

As representative of all DI of America, I have been requested to register these complaints against you atrocious foreign refugees. To fulfill this obligation, I submit the following itemized list:

- A. Hilda Hubcap complains that one Sunday as she was rolling down the open highway at 30 M.P.H., minding her own lanes, she was frightened off her rims and into a telephone pole by a little red sports car who without warning changed gears at the precise moment he reached her left door.
- B. Carmen Cruiser lodges a complaint against all sports cars that craftily steal his parking space while he maneuvers his 40-ft. chassi into position to occupy said space. He maintains that his livelihood has been impaired by such underbumper tactics.
- C. Freddy Fiberglass claims that he has endangered his life many times because all you little road bugs misrepresent the conditions of the road ahead of him. He states his closest call as the time some member of your masses went around a 90° curve at 50 M.P.H. and he followed suit, only to find that he was tricked into a dangerous maneuver by your sly show of agility.
- D. The filling stations of the nation complain that their business is falling to rack and ruin because of your lack of support. They believe you are trying to overthrow the American economy by subversive means -- you don't patronize their gas pumps often enough.

The preceding specific cases are samples of our complaints. This is official notification that we will not stand much more of your nonsense. We shall fight!!!

Disgustedly yours,



Richard the Ironhearted
President
Detroit Iron

* * * * *

NOTE: The above letter was submitted for mandatory publication as a declaration of war to the Editor of this newsletter. Being slightly prejudiced on the matter, you can imagine our reaction to this injustice. We hope that your opinions will agree with ours. Show us your support, and we will take it to Congress if necessary! Peddle a petition! Start legal actions! Hold Block Meetings! Drown Richard the Ironhearted under a deluge of protesting letters. We, the Editors, are behind you.

* * * * *

4.

Reprint from "The Roaring Road"
Published in Germany in 1954

In a day and age in which traffic safety has become a national problem, the skill of the racing driver can have a more educational effect upon the millions of everyday and Sunday drivers than police, daily repetition of traffic rules and giving of tickets. Only too few people take pride in being a good driver. They drive because they have to, like shaving in the morning -- or in the case of the feminine sex, like putting on their make-up, and don't think any more about it. When otherwise well-behaved citizens tear off in their cars with wife, children and relations for a weekend trip, one can often only think that these Sunday drivers are doing their best to wipe themselves out.

These drivers could learn a whole lot of simple but important things from the sports drivers whom they look on as incurably mad: for example, that in races just as in everyday traffic one only survives when one drives with feeling, understanding and consideration. They would realize that one should keep both hands on the steering wheel, instead of using two fingers with casual elegance in order to be able to say, with a nonchalant laugh, that the car steers itself. They would learn that driving becomes a pleasure instead of a chore, when a person's whole being is concentrated on the road, he tries to get a feeling of oneness with the machine, and feels the forces which influence the running of the car. Often enough, after an accident, you hear people say: "Oh, the car started to skid", whereas it would have been more correct if they had said: "Something happened which I didn't understand. I closed my eyes and waited for the crash."

Sports drivers, though they also drive quite fast in normal traffic, very seldom have accidents. For example, a normal driver could learn from them that a skid, the notorious point in motoring where the average driver "loses control over his vehicle", is not an invention of the devil, but a maneuver which can very well be controlled when an expert is at the wheel, and, indeed, is very often made use of by him to avoid an accident.

The average motorist, who doesn't know what he is doing, and obviously doesn't want to know, is the real crux of modern traffic safety, and no technical improvement, either to his car or

to the roads, will be of any use to him if he doesn't develop a bit of ambition to really become master of his vehicle. For motor sport will always be with us, perhaps more so in the future than in the past. It will be the sport for civilized man so long as there is a spark of daring and willpower still alive in him. Through motor sport people of this century will prove that they can dominate the great and magic invention of their tasks and their thoughts -- technics -- and they will not become its slave. For the call of the roaring road will never go unanswered, the adventure of engines will never remain unchallenged so long as men are men, as they were back when it all began.

Submitted by

Hans Flebbe

* * * * *

REMINDER

REMINDER

REMINDER

Did you know that you can become a recognized journalist? That's right --

YOU!

Submit your articles to the KNOCK OFF.

At last year's Annual Meeting it was decided that the authors of the three best articles published in the KNOCK OFF for 1962 will each receive a prize for their endeavor.

You needn't be F. Scott Fitzgerald or Sinclair Lewis -- just tell us what you saw, what you didn't see or what you would like to have seen. In fact you can write anything you please as long as it pertains to the Club's interests, is in good taste, and won't get us sued for libel.

There isn't much time left, however. Just a few more issues before the end of 1962. So hurry and get your 2-cents worth in -- it may be worth more than 2 cents.

* * * * *

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1956 Austin - Healey. 4 - 100 M. 1 day
old Dunlop Road/Speed Tires.
New Side Screens, good top and toneau
black. Engine wise a new crank 4 speed
gear box and electric o/d, A - OK. Body
department: Fair job new paint, White.
Frame: not bent and the rest OK after a
recent flip. Jim Berry of Watkins Glen
ex owner, the machine has seen good care
at Smaleys Garage. Take a look and make
an offer. Asking price

\$900.00

New Bell Helmet with flip top lid - \$35.00

Toneau cover for 55-56-57 T-Bird,
Black - \$25.00

2 re-capable racing tires 500/15 - \$15.00

1 Crankshaft for 56 Healey 4 - 100M Ground
down on one throw 30/1,000 - \$75.00

P.S.: Don't worry folks, I'm not quitting.
I'll be back in a while you poor people.

Regards,

J. Clemens
Thunderbird Motel
Latham, New York

State 5-6626



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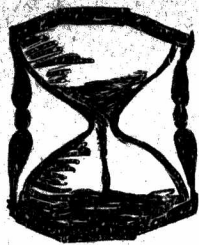
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Minutes

REGULAR MEETING CIRCLE INN
September 5, 1962

Secretary's report read and accepted.

Treasurer's report read and accepted.
Balance is \$371.58.

Activities report was given by R.E.

R.E. gave a report on September 30 Rally.
Starting time will be 1:00 P.M. Place
to be announced later.

Trophies were awarded for June 17th and
August 5th Gymkhanas.

June 17 - Class B

- 1st - Harold Cameron
- 2nd - John Weber
- 3rd - Bob Seger

Class A

- 1st - Lonnie Granito

Class C

- 1st - Gene Birdsey
- 2nd - George Iliff

Class D

- 1st - Marty Ormsby
- 2nd - Bob Gregory

Ladies

- 1st - Janet Miller
- 2nd - Dolores Granito

August 5 - Class E

- 1st - Dolores Granito
- 2nd - Marion Hubbard
- 3rd - Lonnie Oathout

Class D

- 1st - Ray Borhm
- 2nd - Wayne Jones
- 3rd - Ed Laven

Class C

- 1st - Butch Sciarra
- 2nd - Neil Morris

Class B

- 1st - Harold Cameron
- 2nd - Phil Groggins
- 3rd - J. A. Chaffman

Class A

- 1st - Art Frederick
- 2nd - Lonnie Granito
- 3rd - Phil Raeder

Team Trophies - Team #9 -
Dolores and Lonnie Granito/
Phil Groggins.

Contest Board Chairman reported on
upcoming events. Knock-Off report
was given. Editor requested more
material.

Membership Chairman announced one new
member.

Motion was made by Phil Raeder and
seconded by Gene Birdsey, that, starting
with the first gymkhana in 1963,
sponsored by M-H Region, the region
require as many seat belts installed
as there are competitors in a car.
Amendment to the motion was proposed
by Dick Leonard and seconded by Mike
Hancock, that seat belts be required
for all events. Motion and amendment
approved.

Motion was made by Wally Chapman and
seconded by Bernie Burns, that the
Region require helmets in speed type
gymkhanas, at the discretion of the
gymkhana master. Amendment proposed by
Bill Turner, seconded by Ned McGurn,
that the gymkhana master be responsible
for securing such helmets. Motion and
amendment defeated.

Meeting adjourned.

Respectfully submitted,
G. Gaul

MINUTES - BOARD OF DIRECTORS MEETING
CIRCLE INN SEPTEMBER 12, 1962

Treasurer reported a balance of \$327.92. Knock-Off expenses discussed. Change of printers considered. Dick Leonard and Ray Gaul will look into the matter and make changes if advisable.

It was decided that the editors of the Knock-Off will pick winners of the contest for best articles submitted to the Knock-Off.

Programs for the rest of the year were discussed and planned.

It was agreed that the annual meeting will be held on Saturday, December 8. Reservations will have to be in by November meeting. Gladys Gaul and Irma McClumpha were appointed to take care of arrangements for the dinner meeting.

Respectfully submitted,

Irma McClumpha

NEW MEMBER

E
W
M
E
M
B
E
R

A welcome ovation is extended to:

Neil Morris
21 Jackson Avenue
So. Glens Falls, New York

Drives a VW.

PATRONIZE OUR ADVERTISERS PATRONIZE OUR
VERTIZERS PATRONIZE OUR ADVERTISERS PA
PATRONIZE OUR ADVERTISERS PATRONIZE OUR
VERTIZERS PATRONIZE OUR ADVERTISERS PA

THE FALL DOWN-EASTER

or

I'm Not A Summer-Time Writer

Well, being sort of a fall guy, I've come wafting back on a gentle Fall zephyr full of interesting notes on the Thompson Nationals.

It was another wonderful turnout of competition drivers by the Mohawk-Hudson Region. Ray Gaul came over with his M.G.A. and went head hunting. He had to; he cracked it in practice and sort of needed one to race at all. After making it to the grid on Sunday, Ray ended up with bearing troubles, garnered another DNF, and joined the ranks of the spectators for Monday. But enough; will Ray get the A together for the Glen? Will he suffer further pit falls and stops? Tune in next issue when we hope the results will be better.

Well, the weather was fine on Monday and the races started off with an upset as John Igleheart and his OSCA led most of the way and won over Martin Tanner, and his Martin T, and Glen Baldwin and his Lotus, in H Mod. And as Honest Jack Crusoe DNF'd his way out of first, Rod Harmon and Sprite took G Prod.

Another high point of the day was wiley Will Daugherty leading the way in FP with his Porsche over Art Tattersall (MGA) and marvelous Matt Forelli (Porsche).

Race 3 for D and E Production brought out the best in the Porsche Supers of Herb Everett and George Frey, but the best performance of the race again went to Bob Tullius as he took third OA (first in E) with his TR-4 despite the disadvantage of a split start.

The Formula Junior race was a 1-2-3 sweep for Ted Mayer's Coopers at the hands of brother Tim, Bill Smith and Peter Revaon. Stutz Plaisted messed up their over-all finish by taking second to Mayer. John Field walked away with Formula III honors in his Cooper.

Gerri Georgi, pinch hitting for Allan Wylie, and Doug Thiem both beat Bob

Grossman at the Ferrari game in AP while all three ran away from the Corvettes. Bruce Jennings just out-classed all other in BP with his Carrera as did Dave Clark in CP with his Lotus Suber 7.

This leaves the last race and its rather small (for five classes) grid. Dick Stoltz was lost in practice after a flip of his Lister-Jag had put him in the hospital with a rather messed up face. But Dick will be quite fine and the car is scheduled for rebuilding. What with five more scratches and seven DNF's the field finished even smaller. And it was all Bob Holbert; well almost. Paul Richards in the FM KelCooper went like stink after a poor first lap and worked his way to third overall before dropping out with gearbox troubles. But back to Holbert. He did the circuit smoothly and rapidly, equalled the lap record, and ran away from the field. At the end M.R.J. Wyllie (LoIa) and Jim Scott (OSCA de Tomaso), both GM, were second and third.



Thus the big bore was lacking in quantity and in the quality of competition but the over-all show was good. On to the Glen. Maybe the Texas Terrors and Connell will be there; maybe Briggs, too. I think I'll go there and find out. And I just may stay for the U.S. G.P. After all, the grapes will be ripe and the foliage at that time of year at the Glen is just delightful.

henry manley IV

NOTICE

It was decided at the September 5th meeting that SEAT BELTS WILL BE MANDATORY commencing with the first Mohawk-Hudson Region event in 1963.

At that time, SEAT BELTS FOR EACH COMPETITOR IN THE CAR must be installed in order to participate in any Mohawk-Hudson Region event.

* ANNUAL MEETING *
* * * * *
* December 8, 1962 *
* * * * *
* Circle Inn *
* * * * *
* A program and Reservation Form will *
* be published in next month's issue *
* of the Knock-Off. *
* * * * *
* Hope You Plan To *
* * * * *
* Attend!!! *
* * * * *

PACE TOO FAST, DRIVER 83, QUILTS

Broxton, England, (AP)
At 83, Mrs. Harriet Sanday has finally given up driving her speedy sports car.

Last week she figured in a crash with a truck in which no one was injured. In court yesterday, her lawyer said: "She now feels the volume and pace of present day traffic are too much for her." She handed in her driving license.

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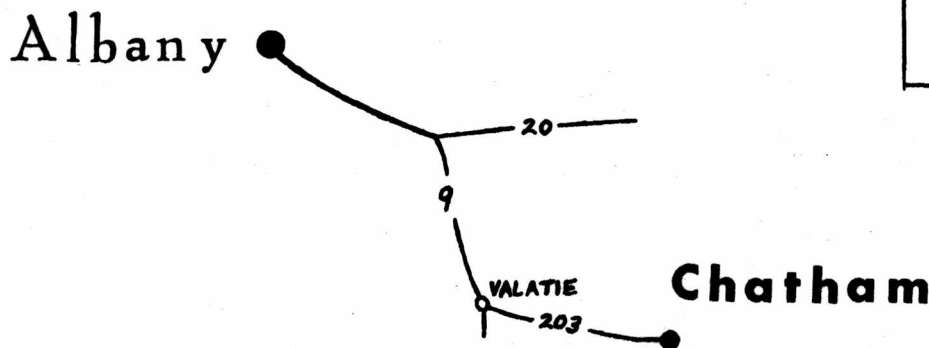
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