

JUN 1963



# MOHAWK - HUDSON REGION

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Delmar, New York



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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

Editor:

Sharon Leonard  
Van Dyke Road  
Delmar, New York

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 \$3.50 for Sports Car Magazine and one year's Regional dues, \$3.50 - Total dues, \$17.00

\* \* \* \*

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

1963 OFFICERS

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Dolores Granito  
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Delmar, New York

Dr. Clifton Thorne  
210 Kenwood Avenue  
Delmar, New York



THINGS YOUR R.E. WOULD LIKE TO KNOW

WHY?

- do YOU belong to the Mohawk-Hudson Region of SCCA?
- do YOU refuse to support the Region's activities?
- do YOU vote to hold events and then completely ignore them?

WHAT?

- do YOU want your Region to conduct in the way of activities?
- do YOU feel is the purpose and aims of the Region?

THINGS YOUR R.E. WOULD LIKE YOU TO KNOW

Last fall the membership voted to hold a Rally at Lake George if the sponsor paid all of the bills. In due course, Mr. J. C. Tuttle of The Top O' The World Resort agreed to do just this and Neil Morris accepted the job of Rallymaster. YOU have known about this since February of this year, the date of the event, the type of event and the place. You certainly had plenty of time to plan for this one big event of the year....YOU signified that you wanted the Region to put it on by voting for it. However, when it came time to secure volunteers to work on the event YOU "couldn't make it". Sure we got workers, I am ashamed to say that nearly fifty percent of them were NOT MEMBERS OF THE REGION! Perhaps we should have thrown in the sponge then, but we hoped you weren't working because you intended to participate. YOU certainly proved us wrong... four MEMBERS ENTERED THE RALLY, yes, just FOUR, four, (4)! We asked all year for your help in telling your friends about the event and urging them to join in the fun. Could it be that you just don't have any friends, or was it just too much trouble to tell them?

Neil and Nora Morris worked for months in laying out the course and taking care of the many other details this sort of thing requires with very little help from any other members. Mr. Tuttle spend a very considerable sum on trophies, souvenir menus, printing, to say nothing of providing food (and it was wonderful) and lodging for the workers. I assure YOU that both the Morris's and Mr. Tuttle were hurt and bewildered at YOUR lack of interest and participation. They had been led to believe YOU would lend your support since you voted to do so.

That takes care of the Rally --- now let's get on to the Sunday Gymkhanna which Sharon Leonard planned and executed with Dick's help. Sixteen of the Region members got around to participating, BUT four of them were members who worked on the Rally. There were 36 entries in the Gymkhanna so YOU just managed to fill one third of the entry list. PROUD?

As your elected Regional Executive, I can tell you that I was very embarrassed and not a bit proud to have to get up at the Victory Banquet and try to make excuses for YOUR absence. If there had been any possible way of getting out of that job, I certainly would have liked to do so. It seems I haven't learned YOUR secret of "letting 'Charlie' do it." If I sound bitter, I am!

(Cont'd.)

When I was asked to accept nomination for the office of R. E., some of you personally came to me and pledged your support and help during the year. WHERE HAVE YOU BEEN EVER SINCE? Please understand that I am not "lowering the boom" for personal reasons, but because I AM PROUD OF MY MEMBERSHIP IN SCCA and THE MOHAWK-HUDSON REGION and your actions ( OR LACK OF SAME, WOULD BE A BETTER DESCRIPTION) I consider an insult to the members who participate and do all the work ALL OF THE TIME.

The forgoing was not calculated to win any friends and was not intended to do anything but acquaint you with the facts of what YOU are doing to YOUR Region.

So much for the R.E.'s thoughts on the matter.

Now, I shall inject a personal observation.....GET IN or GET OUT! GET IN the clique that does all the work and has all the fun or forget about the whole thing! Sitting in the Circle Inn once a month for a few hours, having a few sociable drinks with your friends and conducting your own little group meeting while the business meeting is going on contributes absolutely nothing to the Mohawk-Hudson Region. No organization, business or social, ever amounted to a damn unless the majority of the people in it took part in it's affairs. YOU aren't taking part, you aren't contributing a thing to the organization, therefore, I refer you to the first question I asked: "WHY DO YOU BELONG TO THE MOHAWK-HUDSON REGION OF SCCA?"

RG

\* \* \* \* \*

NEIL MORRIS GOT A CALL FROM THE LAKE GEORGE PAPER INQUIRING ABOUT THE TOP O' THE WORLD WEEKEND. WHEN ASKED HOW MANY PEOPLE RAN IN THE GYMKHANNA - 36 NEIL ANSWERED. HOW MANY IN THE RALLY - 8 NEIL ANSWERED. OUR INQUIRER THEN QUESTIONED, "WHAT'S THE MATTER, DON'T YOU HAVE MANY MEMBERS IN YOUR GROUP?????????????"

\* \* \* \* \*

Do you care to answer the question from our Lake George Inquirer?

S.C.C.S. New England Regional Races  
May 26, 1963  
Thompson Raceway, Thompson, Conn.

A fine day for the races. Cool, mostly clear and a good turnout of contestants, workers and spectators.

Race 1 - Classes D Prod., G Prod., and H Mod.  
The "D" group of Porsches, Triumphs, Alfas and one MGB had the winners -  
James Locke in a Porsche  
Stuart Fenton, 2nd in another Porsche.

The G Group with a Fiat, Sprite, Triumph Spitfire, Abarth & MG Midget etc. as follows:  
1st - Phil Haloff in a Tr. Spitfire  
2nd - Don Peaslee in a Sprite  
3rd - Tom Kerr in a Fiat Spider

In H Modified with limited entries, it was John Igleheart in an Osca from Greenwich, Conn. all the way - He finished first overall and first in class.

Race 2 - Class H Prod. - Sprites unlimited in number and one Abarth. Good race and good time had by all.  
1st - Dick Paulson in a Sprite  
2nd - Gil Page in a Sprite  
3rd - Frank Cooper in a Sprite

Race 3 - Class E Prod. Mostly Porsches with others such as MGA Twin Cam, A-H, Elva Courier, Sunbeam but no M-H Region Phil Groggins. He had his sights all set but during practice on Sat., the Morgan Plus Four minused.

The winner Will Daugherty, Cambridge, Mass. in a Porsche. He just got out in front and drove his usual fine race.  
2nd.-Rudi Campbell in a Porsche  
3rd.-Nick Mullane in a Porsche

Race 4 - Class F Production. Alfas, Lotii 7's, Volvo P-1800, MGA, TR-3, Turner and our boy Gene Birdsey in the sleek black Fairthorpe. He was 21st on the grid. How do you get those dandy positions, Gene? Barney Galinski of M-H was listed but didn't start. Barney where are you? Who won?- Jack Caruso of course in his going Alfa.  
2nd - Wes Dornan in a TR-3  
3rd - Tom Flaherty in an Alfa

Race 5 - A - B - C Production.

Look Out! The cubes are on the way. John Carley in a soft top Corvette showed the way in Class A and overall. Peter Hutchinson, Cambridge, Mass., was 2nd in class and 3rd was G. Butler the latter in a Corvette and former in a Ferrari GT.

In the B Prod. Class it was Russ MacCrotty in a Lotus Super 7.

C Production - Sheloy Walker in an AC Bristol came in first. J. Crawford in a Daimler placed second, and Bob Ennis in a Fiat Abarth Le Mans took third. Another good race.

Race 6 - Classes C, D, E, F, G, Mod. and all Formula Car.

We saw such cars as Meyers Special, two beautiful Lotus 23's, Colombosians Lotus Buick, Phile Cade back at the wheel in a priceless old G.P. Maserati, Gordon MacKenzie's C Jag, Gordon Healds Elva MKVII, etc.

First overall was Peter Sachs in a Lotus 23 (FM), 2nd was P. Goetz in Porsche RSK, and 3rd G. Heald in an Elva MK VII.

The 7th and last race - Sedans.

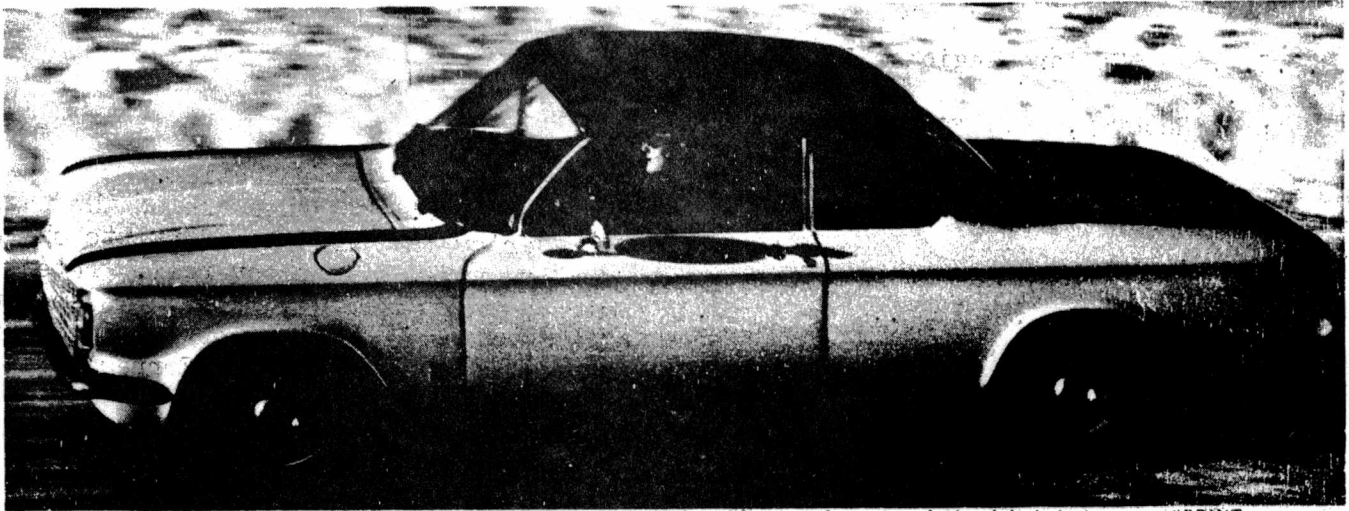
Good turnout, good race. In Class S-2, Volvo 1, 2, 3 - Gunar Englin, Art Tattersall and William Arzamarski. In Class S-1: 1st - Clide Billing in a SAAB  
2nd - George Oulton in a Mini Cooper  
3rd - Will Tallmadge in an Alfi Ti.

The Number of Flag and Communications people on hand was astounding. N.E.R. has hit pay dirt and has a goodly aggregation on each station.

Station Seven is back this year. How long will it last - the people - we'll see.

Mac McClumpha

\* \* \* \* \*



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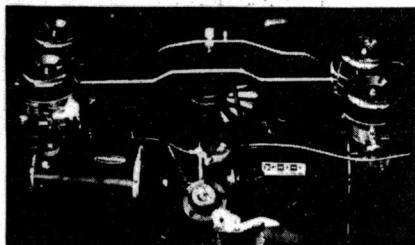
The July '62 *Car & Driver* described John Fitch's Corvair Monza SPRINT as "a racing driver's private transport... a genuine *gran turismo* car." Now you can convert your Monza to the same specifications with the very same components engineered by John

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**SPRINT four carburetor engine kit:** delivers a muscular 145 hp. Smooth, eco-



Balanced power. Spare still fits in back!

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**4-Carburetor Adapter Kit** only, without extra carbs or air cleaners \$32.50

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MINUTES - REGULAR MEETING - CIRCLE INN

June 4, 1963

Assistant R. E. Mac McClumpha reported on Thompson Races - May 25 and 26.

Activities Report given by Dick Leonard.

INEC Report given by Gene Birdsey.

Motion made by Bill Turner and seconded by Wanda Petersen, that Mohawk-Hudson Region purchase 50 racing team Decals. Motion approved.

Meeting Adjourned.

Respectfully submitted,

G. Gaul, Acting Sec.

\*\*\*\*\*

MINUTES - BOARD OF DIRECTORS MEETING \*

CIRCLE INN - JUNE 11, 1963

Treasurer's report given. Balance of \$196.50.

Motion made by Mac McClumpha, seconded by Dick Leonard, that, due to her efforts in behalf of the Region's Top of the World Rally, Nora Morris be made an associate member of the Region.

It was decided by the Board of Directors that from now on, membership applications are to be reviewed by the Board of Directors at the meeting following submission of application, before being submitted to National Headquarters. Sponsors of proposed members shall appear at this meeting.

Next Regular Monthly meeting will be on July 10 instead of July 3, due to the holiday.

August 4 Gymkhanna discussed.

Hanns Flebbe was appointed to take over the duties of Publicity Chairman.

Meeting adjourned.

Respectfully submitted,

G. Gaul, Acting Sec.

\*\*\*\*\*

Notice!

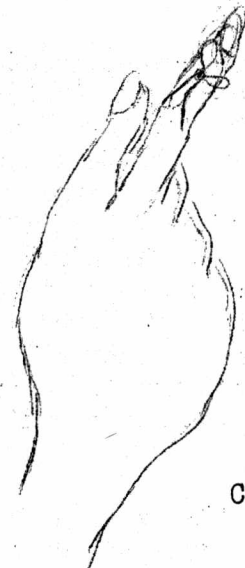
Notice!

Ray Gaul has entry blanks and application forms for the INEC School at Watkins Glen on July 5, 6 and 7.

Ray Gaul  
Altamont Road  
Voorheesville, New York

\*\*\*\*\*

REMEMBER!



NEXT MEETING

DATE IS

JULY 10, 1963

the

SECOND WEDNESDAY

in July.

Circle Inn, Latham, New York

## 1963 DUNKIRK DAZE

by

GENE BIRDSEY

The big white Merc provided the power on Friday afternoon as Mickey, Connie and I, with the Black One in tow, headed for Buffalo. The trip out consisted of Sports Car talk and gas stops with the latter occurring at such intervals as to increase the love for my VW ten fold. At each stop we received the usual inquiries in reference to the Fairthorpe, such as "What is it?", "Did you make it yourself?", etc. Mickey answered these questions with untruthful but interesting answers.

About 20 miles out of Buffalo, Mickey remembered that it was the last day of NATIONAL TAVERN MONTH. Connie suggested we do something appropriate, and we did. The end of the month found us on our way over to a friend of M & C's, filled with the holiday spirit. The Driscoll's proved to be very gracious hosts and it was with great reluctance that we left and headed for Dunkirk in the wee hours of the morning.

After getting lost and running out of gas, we finally arrived at the course. It only took a couple of minutes to put up the tent and less time to fall asleep. In the morning we were awakened by the roaring sound and vibration of a car at speed. Our tent was less than 2 feet off the edge of the track. The course marshal remarked it was a d--- good thing you couldn't drive a tent stake in blacktop and we had better open the flap and let the cars through or move the tent. WE MOVED.

At registration, tech inspection, paddock & pit areas and on the course the atmosphere was warm and friendly. The Western New York Region and the Dunkirk Jay Cees were wonderful hosts. Everyone appeared to be having a good time and the cooperation from all concerned was excellent. It was a real fun weekend. The practice session opened at 10:00 A.M. and until 4:00 P.M., by notifying the paddock and pit stewards, you could come on and off the track at will. You could practice until you run out of wheels. We did!

Late in the afternoon, I blew a tire and had to retire. We were unable to get another

Michelin, so we decided to run on three Michelins and a Firestone. (If you don't own a Fairthorpe, don't try it, but it went pretty well.)

Following practice, they opened a keg of beer in the paddock area which was followed by the night riders getting in their practice laps on the course. We took a couple of practice laps in the Merc, which was followed by a nasty rumor that this was the fastest two laps I had made all day. This could be; Mickey was really moving the Merc. After night practice, the parties started. We had really camped in the right place this time and a good time was had by all.

Sunday was another bright sunny day. We were up at six and impatiently sat in front of Raushes restaurant until it opened at seven. After a very pleasant time at breakfast with some of the most friendly people we've ever met, it was back to the track for the races.

The first race was for H & G Production. The G Production field consisted of two cars - a Spitfire and an MG Midget. The Spitfire never got going and to the LeVans dismay, the Midget ran away with the race. The H Production field found eleven frog eyed Sprites, one Fiat Abarth, a TD and a TC going. It brought back memories to see the old TC out in front but Lawrence's Sprite proved too much for him and he finished second. The Fiat was never in there so the rest were Sprites.

Race #2 for F Production cars, saw a field of 6 Triumphs, 13 MGA's, 3 Alfas, one Lotus Seven and a poor, sick, tired, three dog legged old FAIRTHORPE. Regardless of the rumors, the Fairthorpe was not, repeat-was not, the WEINER (Mexican for winner). I never really got close enough to the front to see who won, but the official results give it to Redmond in his TR-3 with two MGA's in second and third.

Race 3 for H Modified and B Production. A Morgan-Abarth won H Modified. In Class B it was an Elva followed by a Porsche and a Morgan.



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Dunkirk-Cont'd.

Race 4 for C & D Production. Standby Chuck, a Daimler won C Production nosing out one of the prettiest little Fiats you ever saw. In Class D Production, it was TR-4 all the way in all places.

Race 5 - All the Modifieds with the overall win going to a very beautiful and well driven Porsche. Old Rumble Guts made the scene but did not finish.

Race 6 for Formula Cars. A field of three Formula III's started, none of which finished. Three very new Formula Vee's had a ball.

Races 7 & 8 were the Lake Erie Invitational Races, the field being the first five cars in each of the six races. The class results were primarily the same as they had finished in the earlier class races.

One thing for sure, we are going back next year. I met a lot of old friends and made many new ones. I repeat, it was a real fun weekend. It's a long trip out and a longer one back, but it's club racing at its best.

P.S. I have the full results of all races, if anyone is interested.

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# Coming Events

- June 28, 29, 30 - Watkins Glen FIA N/O
- June 29, 30 - Vineland Reg. Race
- July 5, 6 - Lime Rock FIA N/O Sedan
- July 5, 6 - INEC School at Glen
- July 13, 14 - Thompson Divisional Race
- July 20, 21 - Vineland Regional Race
- July 19, 20, 21 - Mt. Utsayantha Hillclimb
- July 20, 21 - Norridgewock Regional Race
- July 27, 28 - Marlboro Regional Race
- August 2, 3 - Lime Rock Regional Race

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FOR FRIENDSHIP-4's

BLAST - OFF  
(has now begun)

R.I.L.

TOP O' THE WORLD RALLY

by

Joel Solomon

Saturday dawned damp and cold on Top Of the World and whatever warmth existed was quickly lost after counting the number of Rally entrants at 9:30 A.M.; there were only seven cars entered. By 9:50 however, the number of entrants had swelled to a rousing total of eight with the arrival of the Granitos. However, there were enough cars to field two teams, one consisting of the three TR's entered and the other a Corvair, Sprite, and Porsche (Pastrami I)

After tech inspection and a rather brief driver's meeting, the first car left the start at 10:15 and in only eight minutes, all of them were gone and the workers (all twenty of them) made ready to depart for the far-flung checkpoints.

It almost seemed ridiculous to man checkpoints for only eight cars, but what the heck, a rally is a rally. Thanks to unusually good instructions, only two cars really went astray (perhaps this isn't very good from a percentage point of view) - the Porsche which seemed to make the wrong turns of its own accord, and the Sting Ray which managed to run the first checkpoint from the wrong direction.

Waiting at checkpoint #4 (just up the road from Argyle) the first car to arrive was the Lotus 7 which really sounded grand approaching the point, being heard for a distance of a mile. The rest of the pack soon arrived (although not in the same order as they started) and only the Porsche was still to be tallied when who should appear but the sweep car driven by Ray and Hoppy. Having lapped the Porsche (Hoppy's comment: "What! Again?"), they decided to wait and share some of the succulent box lunches so thoughtfully provided by Mr. Tuttle (there were several lunches too many and the workers were instructed to make them disappear for fear of hurting Mr. Tuttle's feelings.) The Porsche putted by and closing our checkpoint, we (Sharon, Steve and myself) decided to follow the rest of the route rather than go directly back.

Good roads and clear directions made the route easily navigated and the only thing stopping us from setting a new speed record for this section of the Rally was fear of chewing up the Porsche's tail.

Tallying the scores (once back at the Top O' The World) proved to be an extremely easy job (Only eight entries - remember?) and the winners proved to be our own Hanns Flebbe and Gene Birdsey. However, since Mr. Tuttle so thoughtfully provided prizes for everyone (nice, shiny pewter trays, dishes, mugs) no one went home empty handed.

To sum up the Rally, it was delightful. If more Rallies were run with no entries (or very few) then the workers would be able to take home all the hardware and fill up their mantels with them. In addition, if no one shows up, one doesn't have to wait at the check points and therefore can just sit on the porch of the Clubhouse drinking Mint Juleps (or something equally insidious). Then too, the problem of scoring is eliminated and there are no headaches involved with checking and rechecking the results for accuracy. Unfortunately, all Mohawk-Hudson Region members are not as considerate of the workers as the majority seem to be. The Granitos, the Burns' and Hanns and Gene seemed determined to make us work. This was definitely not sporting of them.

\*This was the first rally that the author had been a worker on and his impressions are truly his own.

\* \* \* \* \*

TOP O' THE WORLD GYMKHANNA

by

Steve Donachie

The morning after the Top O' The World Rally found a larger (it couldn't have gotten smaller) gathering at Clarke's Parking Lot in Queensbury for the Gymkhanna. There were 36 entrants in all to run the course, which consisted of two individually timed sections to be run in sequence, one in reverse, and

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Gymkhanna - Cont'd.

the other in forward. As many runs of the set as possible were to be made, the best total run to be used for determining class position. There were five trophie classes: small and large sports, small and large touring, and a ladies class. The first run was made in an intermittent rain as even the weather failed to cooperate this weekend. Fastest time in the rain was turned by Harold Cameron with a 2:05.2, followed by Wickey LeVan's 2:07.2 and Bill Turner's 2:08.5.

At 12:30 there was an hour break for lunch, and there begins a new story. First, the sun appeared to dry the course, and then the fuzz (in the form of the local Police Chief) appeared to close it down. It seems that the gentle murmur of exhaust offended some of the local citizen's esthetic sensibilities. Our RE managed to fast talk the fellow into going home for lunch and coming back in a few hours, but was left with the warning that if a formal complaint was signed he (the RE) would be thrown in jail!!! So, in order to save the RE, mufflers were put on and lakes pipes closed, and the second run started in as near to silence as possible; and on a dry lot. On the dry pavement times dropped, and so did pylons. In the small sports class, Wayne Fitzgerald's Lotus 7 put the handwriting on the wall (Or should we say, the rubber on the pavement) for the Sprites with a 2:00.4.

Wayne also picked up the Sportsmanship award for the weekend. His Lotus was available for a trial to anyone who asked, providing that they could fit in. Harold Cameron finally topped Wayne with a 1:58.0, fastest time of the day and first in large sports. Awards for both the Gymkhanna and the Rally were made at the Victory Banquet at the Top O' The World. In addition to prizes for the Rally and first, second and third in Class for the Gymkhanna, the following prizes were awarded for the weekend as a whole:

- Best Novice ..... John Beals
- Best Triumph ..... Bernie Burns
- Best Volkswagen .. Gene Birdsey
- Sportsmanship .... Wayne Fitzgerald

Incidentally, the cost of trophies for the weekend ran to about \$275, so when I tell you that they were the best trophies you are apt to see for quite a while, you had better believe it.

Despite these really top grade trophies, a beautiful resort as a base, a great Rally through some of the most scenic country in the East, and a tremendous Gymkhanna, hardly anyone came. Nevertheless, Mr. Tuttle of the Top O' The World is willing to give it one more chance next year. For the sake of the Region, I hope that we do not let him down again.

\* \* \* \* \*

A Note from Gene Birdsey

Could be our screaming about car classifications helped. Did you notice that in the new SPORTS CAR the following policy was set forth.

Quote:

"It is the policy of SCCA not to render ineligible for competition in Production Category racing any make or model of car once considered eligible."

(Page 16, June 1963 SPORTS CAR)

So it looks as though the rank and file does have a voice in directing this Club.

\* \* \* \* \*

SPORTSMANSHIP  
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TOP OF THE WORLD RALLY RESULTS-1963

<u>Position</u>	<u>Driver/Navigator</u>	<u>Car No.</u>	<u>Car</u>
1	Hanns Flebbe/Gene Birdsey	3	Corvair
2	John Granito/Dolores Granito	8	A-H Sprite
3	Mike Rakvica/Bob White	4	TR-3
4	Justin Crowley/Joan Phalen	5	TR-3
5	Bernie Burns/Madeline Burns	7	TR-3
6	Wayne Fitzgerald/Carol Kipp	1	Lotus 7
7	John Beals/Kirk Cornwell	2	Corvette Sting Ray
8	John Gallogly/Charles Nittinger	6	Porsche

Team #1 - Cars 4, 5, 7 - 1st

Team #2 - Cars 3, 6, 8 - 2nd

Extra Trophies Awarded

Sportsmanship - Wayne Fitzgerald (Lotus 7)  
 Best Triumph - Bernie Burns (TR-3)  
 Novice Award - John Beals/Kirk Cornwell (Sting Ray)

GOOD SPORTSMANSHIP \* MR. H. C. TUTTLE

Trophy Donations: Rally Trophies Donated by Top Of The World Lodge  
 "Triumph" - - - - - Murphy-Parsons of Glens Falls  
 "Volkswagen" - Bromley Imports of Glens Falls  
 "Novice" - - - - - Whiteman Chevrolet of Glens Falls  
 "Dash Plaques" - Lake George Chamber of Commerce

Volunteer Workers:

Rallymaster - Neil Morris assisted by Nora Morris

Ray Gaul  
 Gladys Gaul  
 Dave Gaul  
 Patti Hamblen  
 Glenn Rayno  
 Nancy Rayno  
 Ed Hopkins  
 Jean Hopkins  
 Dick Leonard  
 Sharon Leonard

Harold Cameron  
 Alita Cameron  
 Mickey LeVan  
 Connie LeVan  
 Bob Peterson  
 Wanda Peterson  
 Joel Solomon  
 Steve Donachie



TOP OF THE WORLD GYMKHANNA - RESULTSCLASS A

<u>Position</u>	<u>Name/Car</u>	<u>Car No.</u>	<u>Best Total Time</u>	<u>Club</u>
1	Wayne Fitzgerald/Lotus	6	2:00.4	GMTAC
2	Carl Scharl/TR-4	4	2:04.0	TR. Owners
3	Robert Volans/Sprite	2	2:04.6	
4	David Grant/Porsche	34	2:05.0	
(5)	Steve Donachie/Sprite MK II	3	2:07.2	SCCA
(5)	Mickey LeVan/Spitfire	16	2:07.2	SCCA
6	Bill Turner/AH Sprite	7	2:08.5	GMTAC/SCCA
7	Richard Ellis/TR-4	29	2:09.0	AMEC
8	Fred Baker/TR-3	1	2:10.0	Killington SCC
9	Ed Hopkins/TR-3	15	2:10.8	SCCA
10	John Granito/AH Sprite	20	2:16.0	SCCA
11	Bernie Burns/TR-3	32	2:20.6	SCCA
12	John Gallogly/Porsche	13	3:36.4	FCA
13	Duke Aldous/Sunbeam Alpine	35	4:23.0	GMTAC

CLASS B

1	Harold Cameron/MGA	30	1:58.0* BTD	EMSC
2	Frank Churchill/MG TD	33	2:04.4	SCCV
3	Richard St. Clair/Jaguar XK120	23	2:14.5	
4	Cliff Thorne/MGA	14	2:54.0	SCCA
5	John Alden Beals/Sting Ray	19	3:15.0	

CLASS C

1	Wally Chapman/Austin Sedan	10	2:15.0	SCCA
2	Courtney Wright/Fiat	22	2:25.4	SCCA

CLASS D

1	Gene Birdsey/VW	9	2:17.0	SCCA
2	Donald Lasher/Volvo	5	2:18.2	
3	Hanns Flebbe/Corvair	12	2:30.0	SCCA
4	Kirkham Cornwell/Mercedes Benz	17	2:32.2	
5	Peter Cornwell/Mercedes Bens	18	2:37.0	
6	Glen Rayno/Corvair	11	2:37.2	
7	Dick McCaughin/VW Ghia	8	2:43.2	SCCA

CLASS E

1	Dolores Granito/AH Sprite	25	2:09.2	SCCA
2	Connie LeVan/Spitfire	28	2:18.0	
3	Jean Hopkins/TR-3	26	2:20.6	
4	Alita Cameron/MGA	27	2:32.8	EMSC
5	Blanch Wright/Fiat	24	2:51.8	SCCA
6	Jutta McCaughin/VW Ghia	21	3:00.0	
7	Patti Hamblen/MGA	31	3:18.2	
8	Nancy Caragan/Morgan	36	3:32.0	EMSC

Sharon Leonard, Gymkhanmaster

Dick Leonard

Neil &amp; Nora Morris

Ray, Gladys, &amp; Dave Gaul

Ed and Jean Hopkins

Mickey and Connie LeVan

Steve Donachie

Bob and Wanda Peterson

Patti Hamblen

Harold and Alita Cameron

June 11, 1963

Dear Sharon:

Your statement of the status quo in OUR Knockoff touched my heart and plagued my conscience. I have missed meetings by droves, failed to attend even one race last summer, and only rarely flit around gymkhanna courses, let alone do any work. So I asked myself, "How Can I help Our Club?" All I have that you want is words and views, but as my supply of these two commodities is ample, I will submit several for your perusal.

VIEWS

On Cars: Cars exist for a multitude of reasons, the most plebian of these being to transport person, persons and assorted sundries from Spot A to Spot B. If the car is either fancy or ancient enough, it may be considered a status symbol though I understand that in California, if you don't have a surf board sticking out somewhere your whole symbol is no good. Crafty Californians now can purchase fake half boards to achieve the effect without going to the trouble of actually surfing. In New England, if you don't have a pair of Head Vectors hung on somewhere, you're a dead duck. Sports cars put glamor into that trip to the market. They also put a terrible strain on tight skirts while installing oneself in the vehicle. Sports cars are very practical as you can wash one with a half bucket of water. Racing cars are cranky things with no windshields that occasionally go like blue blazes but generally don't go at all. They are equipped with brakes that fail, spark plugs that don't spark and wheels that fall off. They also have a tendency to go upside down, but other than that they are fun.

On Races: Races are for people who are in a Big Big Hurry to get back to where they started from.

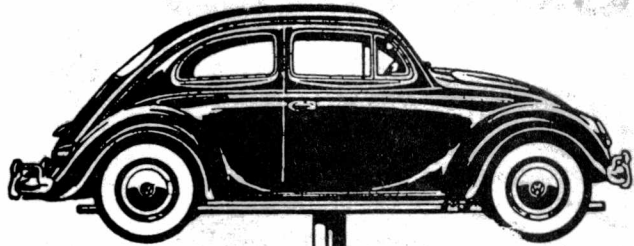
Clothing Worn at Races: The Pit Lizard is invariably clad in tight tight tight black pants and a big boat-necked sweater, regardless of weather. The race driver wears snappily sloppy fireproof coveralls and looks nervously dashing before his race and smashingly dashing after his race if he is still around. Mechanics were mostly grease, but unfortunately there aren't many of those around. Spectators really run the gamut, right from cocktail dresses to quaint His 'n Her shorts 'n shirt outfits. In fact spectators are usually more spectacular than the races.

Children: Children are something no one should be without. Anyone desiring to borrow a brace of them during any SCCA event or any other time, Call HE -9836. All requests fulfilled - you can take turns.

Gymkhannas: They are for puzzling heck out of the general public who always suspected sports car drivers were a little squirrely.

Editors: Editors are people whose job I'm glad is theirs, not mine.

by  
Molly Scullen



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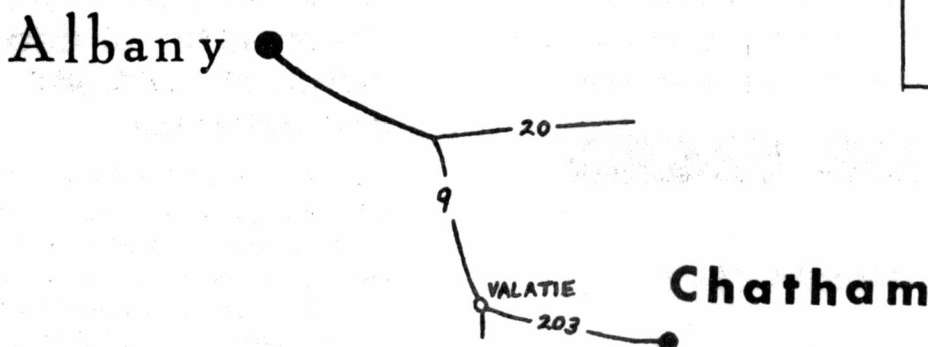
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