

Ms. David McClumpka

NOCK OFF



NOV 1963

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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, N.Y. 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

1963 OFFICERS

Regional Executive

Ray Gaul
Altamont Road
Voorheesville, New York
ROckwell 5-2180

Assistant Regional Executive

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

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Carol McMillan
Jerome Avenue
Cairo, New York
Cairo 622-9874

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Sondra Jacobson
315 South Allen Street
Albany, New York
438-6704

Activities Director

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Van Dyke Road
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439-5005

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Troy, New York
ASHley 6-5845

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Chatham Center, N.Y.

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Cobleskill, NY

* * * * *

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

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Schenectady 4, New York

Program Chairman

Art Frederick
R.R. #1, Box 14
Chatham Center, New York

MEMBERS

MEMBERS

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MINUTES ** ** REGULAR MEETING ** ** CIRCLE
INN ** ** NOVEMBER 6, 1963

KEEP ANTI-FREEZE WHERE IT BELONGS

Courtesy of Champion Spark Plug Co.

Treasurer's report as of November 1963 - \$49.55.

Activities report by Dick Leonard.

Art Frederick's report on his Gymkhana. (Results to appear later in this issue.)

Report on November 24 Rally by Dolores Granito, Rallymaster.

MickeyLeVan gave a talk on the Whiteface Mountain Hillclimb, tentative date, September 18, 19 and 20 in 1964. He stated that it is the Whiteface Mountain Authority's wish to make this an annual event.

Motion was made that Mohawk-Hudson Region sponsor Hillclimb, September 18, 19 and 20, 1964. Motion seconded and carried.

Mickey brought up that Lake Placid wanted us to put on an event in February 1964 that they would pay for expenses and trophies.

Gene Birdsey gave INEC Report.

Nominations for Officers for 1964 are now closed. Candidates for Region were introduced by the present R.F.

Guests of the evening were introduced.

Knock-Off urges all to please send an article and/or items of interest to all.

Meeting adjourned.

Respectfully submitted,

Sondra Jacobson
Secretary

Most permanent-type anti-freeze products have a glycerine base. If engine gaskets should loosen sufficiently to let anti-freeze contaminate your engine oil, combustion of this mixture could cause real damage.

Engineers at Champion Spark Plug Company advise that the precaution to take here is to be certain that leakage doesn't occur by periodically checking all engine bolts for tightness to prevent poor gasket seal. It's also a good practice to use one of the anti-leak products in your cooling system to prevent both visible leaks in the radiator and those that might occur unseen in the engine block or other casting.

Rust and corrosion are your cooling system's worst enemies. A very small amount of rust can clog narrow cooling system passages, resulting in improper cooling and possible expensive repairs. Anti-freeze rust inhibitors lose effectiveness when an insufficient amount is used or if the anti-freeze remains in the cooling system longer than the recommended period. (Even the best inhibitors can lose efficiency and allow rust and corrosion to take place.) This fall, rust inhibiting products can be purchased in most areas at a price low enough to make adding it to your cooling system very inexpensive insurance.

If after the installation of anti-freeze and other products, your cooling systems efficiency is not up to par, re-check for loose fan belt, leaky hoses or radiator.

SEE
YOU
AT THE

PATRONIZE OUR ADVERTISERS. (again and again and again and again and again and)

ANNUAL

DINNER!

THE RUNNING OF ICECUBERING

by Art Frederick

It's not that I'm so hot to write articles for the KNOCK OFF; it's just that there are three pages of Major League Gymkhana results staring me in the face waiting to be typed. And there's nothing quite so boring - unless it's reading the phone book (limited literary value, terrible grammar and vocabulary, complex plot). So I guess I'll tell you about the 'Orrible 'Arry Hautocross instead.

The course was simplicity itself. A wee bit tight, it squeezed one 360 turn, a chute with obstacles, and a straddle stop all into the space of two car lengths. To add to the fun, entrants had to turn around after the stop and retrace their steps to the starting line.

An added inducement to enter was the fact that there was no entry fee - contestants had merely to furnish their own fuel.

Sound Strange?

It was!

There was no film or other formal program available for the October meeting, so a fiendish Program Director took it upon himself to supply a little entertainment - mostly for himself. The rules were easy to memorize: each car (with upper suspension arms clasped behind his rear deck) had to traverse the course without breaking balloons so kindly inflated by my windy friends and strategically placed so as to be constantly underfoot. Then drink a full glass of beer at the end and return to the finish (if possible). Soft drinks were acceptable if they were sufficiently bubbly, and even mixed drinks were allowed for the braver entrants, although they made the whole thing improbable. Naturally, competitors were encouraged to become well-lubricated before entering - we wanted no frozen suspensions in this joint.

Grim Gene Birdsey and Marvelous Mac McHoweveryouspellit were the first enlightened individuals to dare the intricacies of the

dreaded Icecubering, and the usual beginners' jinx haunted them. Mac decided on a smooth race to avoid penalties and ended up with 28.4 seconds for his single timed lap. Gene played it on two wheels and collected 15 seconds penalty on top of his 24.5 seconds.

Highball Bob Peterson then got brave with something-on-the-rocks (water, I think), betting that he could reach the finish line before mechanical ills set in. As it was, he won the wager by finishing in 21 seconds, 0.2 ahead of Ed Breinan. Then the course record was promptly shattered as L. Revak turned in a sparkling 20.0 lap to beat Harold Davis by a full second.

The Team Suds entry lived up to its name by making suds all over the floor from the amber nectar while demolishing or losing a good supply of the course markers so that we had to hold up proceedings while new pylons were inflated and taped down. The two entrants have begged for secrecy, so we will say only that one has an uncanny knack for crumpling poor, defenseless, little Minis while the other shaves with a rake.

Ah, there had to be one man on the ball - naturally it would be a Sprite driver that could master this rinky-dink course with a minimum of effort. Mickey (Oops, I said it!) took his second run, hoping that experience would be a good tutor, but Steve Donachie ran away with the beer by turning in a 17.0 lap, a mark not to be beaten during the whole race meet. And experience did turn out to be a good teacher, for Mickey took longer and got a bigger penalty on this run than on the first. (What was that remark?)

Ned and Bill, the Granite Dust Twins from over maple syrup way, tried their hands (and other portions of their respective anatomies) at it next, but you just can't get enough practice in a state that didn't let you move your drink by yourself until this summer. Better luck next year! Bill did himself well, though, by taking third overall with 18.2 seconds against Ned's 18.8.



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R. Burdell Bixby, Chairman

P. O. Box 189

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Icecubering Continued

Ed Brown, the other Bearded One (who said he looks like Lenin?) and Marvelous Mac McWhatzis took up arms, feet, etc. while the ladies' team was warming up, but no new records were set (except that Mac qualified for highest handicap next time we play this silly game). The girls were still reluctant, so, while they warmed their feet, the Blackbeard Special and the wearer of the Van Dyke (So soon? Remember Mickey!) went at it. Apparently the bearder the better because Hoppy turned in a lap at 15.6 against the other Ed's 20.0, but he lost five upon moving a haybale (those inner tubes are slippery, son - better use tires next time around).

Finally, it was time for the Ladies Race. This was really a run for the Four Roses because whoever won this heat would take home the Cup of Dames, there being no-one else willing to risk the wear and tear on their chassis and running gear. Vanda Peterson triumphed in this, her first competition, by beating Connie LeVan 32.0 to 37.0.

Highball Bob then returned for another stab at the winner's laurels by challenging Mighty McGurn to a second run. In actuality, the Peterson entry was running modified by using Scotch and water for fuel, but this infraction was overlooked by the scrutineers, thus allowing the Saratoga Speedster to cop second place with 17.2. McGurn, a quick learner, got an 18.2 which was good for a third. Peterson promptly collapsed of a rich fuel mixture.

The final match of the day was a consolation race between Grim Geen and Sadistic Sam O'Beanbag who was ineligible because he knew the rules. It was at tie for FTD at 17.0, but Birdsey's five-second penalty gave the not to S.S.O'B.

'Tis a pity indeed that more cold not be induced to join ^{the} the festivities. Let no-one say that it was a dull evening.

FLASH: News from Westport indicates that this event will be allowed full National Championship status for 1964 if the organizers will consent to disallow sneakers, pep pills and 3.2% beer.

S.S.O'B.

NEWSY NOTES....

Noticed in this month's Rope and Jack, Empire's publication - Neil and Norra Morris placed 2nd in their Last Chance Rally. Congratulations.

Gene Birdsey and Ed Hopkins were there to and finished in 4 position.

DAVE GAUL is home now and doing very well. He still likes company and news. Stop to say hello or drop a line. He'll be glad to hear from you.

Art, what do you and the girls have up your sleeves for the Christmas Party? More Canadian games, maybe?

PLAYBOY'S PREVIEW OF PRESENTS PERFECT (notes to the housewife whose husband has everything)

ASTON-MARTIN DB-4, by David Brown, \$10,500 (East Coast P.O.E.)

MAJOR LEAGUE RESULTS

OCTOBER 27, 1963

COMPLETE RESULTS

<u>Pos.</u>	<u>Car #</u>	<u>Driver</u>	<u>Car</u>	<u>Run 1</u>	<u>Run 2</u>
Class A - Sports and GT, up to 19.99 lbs/hp					
1	13	Chuck Shongar	Jag XKE	1:19	1:16 2/5
2	41	Dave Quickenton	A-H 3000	1:17	1:19 3/5
3	23	Bob Claffie	Corvette	1:18 2/5	2:11 4/5
4	78	Roly Heacox	Jag 140	1:18 4/5	1:20 3/5
5	46	Steve Scullen	Jag XKE	1:33 3/5	1:19 1/5
6	17	John Camerlengo	Corvette	1:22 4/5	1:29 4/5
7	33	Joseph Corbett	Jag 120	1:31 4/5	1:54
8	36	Fred Thompson	A-H 3000	1:46	1:42 1/5
9	2	Fred Oppenheim	SP 250	2:11	2:22 3/5
10	56	Joseph Dolgolevich	Corvette	3:10 1/5	2:55
Class B - Sports and GT, 20-24.99 lbs/hp					
1	48	Jack Savage	TR-4	1:21	1:18.2/5
2	53	Karl Scharl	TR-4	1:20 4/5	1:19 1/5
3	26	Ed Krawczyk	A-H 100-6	1:19 3/5	1:24 4/5
4	29	Pete Sarty	TR-4	1:41 3/5	1:19 3/5
5	35	Ed Hopkins	TR-3	1:24 4/5	1:21 1/5
6	24	Al Nash	MGB	1:43	1:21 2/5
7	54	Joel Solomon	A-H 100-6	1:25 1/5	1:23 4/5
8	4	Mickey LeVan	P-1800	2:03 2/5	1:24
9	27	Fred Baker	TR-3	1:45 4/5	1:25 4/5
10	58	Mike Pakvica	TR-3	1:49	1:33 3/5
11	12	Richard Eagen	TR-3	1:42 3/5	1:53 2/5
Class C - Sports and GT 25 lbs/hp and up					
1	37	Harold Cameron	MGA	1:17 3/5	1:16 3/5
2	59	Art Needham	Porsche 1600N	1:17 4/5	1:29
3	8	Bill Leufkens	MGA	1:54 1/5	1:17 4/5
4	47	Wayne Fitzgerald	Lotus 7 A	1:27 1/5	1:18 1/5
5	57	Bob Volans	Sprite	1:22	1:21
6	39	John Weber	MGA	1:32 1/5	1:21 1/5
7	60	Bob Peterson	Spitfire	1:22 2/5	1:26
8	79	Bob Gregory	Sprite	1:22 4/5	1:50 2/5
9	52	Bill Mann	A-H 4	1:32 2/5	1:23 3/5
10	50	Don Kopyc	MGA	1:24 4/5	1:24
11	10	Gene Birdsey	Spitfire	1:26 2/5	1:24
12	1	Steve Donachie	Sprite	1:26 3/5	1:24 3/5
13	63	John Mangan	MGA	1:28	1:25 1/5
14	40	Herman VanderLinden	MGA	2:01 2/5	1:27 1/5
15	64	Bernie Burns	Porsche 1600N	4:29 1/5	1:31
16	62	Leonard Junter	MGA	1:59 1/5	1:38
17	55	Stan Bubar	Spitfire	1:49 4/5	1:47 3/5

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Mohawk-Hudson Region SCCA - Knock-Off

MAJOR LEAGUE GYMKHANA RESULTS (Cont'd.)

<u>Pos.</u>	<u>Car #</u>	<u>Driver</u>	<u>Car</u>	<u>Run 1</u>	<u>Run 2</u>
Class D - Touring under 105" wheelbase					
1	11	Donald Lasher	Volvo	1:26	1:22 2/5
2	7	Gordy Morris	SAAB	1:22 4/5	1:22 3/5
3	15	Butch Sciarra	SAAB	1:39	1:22 3/5
4	61	Dick Mead	Volvo	1:25	1:23 2/5
5	51	Jack Collins	MG 1100	1:24 2/5	1:24
6	44	Dick McCaughin	VWKG	1:48 3/5	1:24 2/5
7	9	Dick Ahola	VW	1:27 3/5	1:24 4/5
8	30	Charles French	SAAB	1:31 2/5	1:28 3/5
9	49	Norm Cimonetti	SAAB	1:31 4/5	1:29
10	20	David Van Alstyne	Mini	1:46 4/5	1:32
11	31	William Moreau	SAAB (?)	1:36 3/5	1:33 3/5
12	67	Robert Waldorf	VW	1:46 4/5	1:37 4/5
13	28	Justin Crowley	SAAB (?)	1:42 3/5	1:42 3/5
14	45	Registration missing		1:54 1/5	2:12
15	3	William Cooper	VW	2:19	2:19

Class E - Touring over 105" wheelbase

1	22	Dick Cimildoro	Valiant	1:28	1:25 1/5
2	16	Bob Demont	Corvaire	1:28 3/5	1:26 1/5
3	25	Hanns Flebbe	Sprint	1:28 3/5	1:39
4	6	Robert Barton	Corvaire	1:36 2/5	1:31 3/5
5	68	Clif Thorne	Sprint	2:31 1/5	1:32
6	65	Al Jacobson	Chev.	2:06 2/5	1:32 1/5

Class F - Ladies

1	32	Marilyn Nash	MGB	1:25 1/5	1:21
2	38	Jean Hopkins	TR-3	2:15	1:26 2/5
3	66	Dolores Granito	Sprite	1:40 4/5	1:27
4	21	Connie LeVan	Spitfire	1:31 2/5	1:27 1/5
5	80	Betty Cleiss	Sprite	2:08 1/5	1:30
6	18	Lee Demont	Corvaire	1:37 4/5	1:31 1/5
7	42	Alita Cameron	MGA	1:34 2/5	1:36 3/5
8	5	Janet Keenan	Sprite	1:37 2/5	1:40
9	14	Alice Camerlengo	Corvette	1:53 1/5	1:42
10	34	Lyn Marquis	Simca	1:55 4/5	1:53
11	43	Cheryl Metz	Volvo	2:51 2/5	2:05 1/5
12	19	Lil Sciarra	SAAB	3:06 1/5	3:05 1/5

Total of 71 entries, 6 from Killington SCC, 13 from BMSC

Workers before and during event: Mickey LeVan

Workers During Event:

Joel Solomon
Steve Scullen
Bob Peterson
Steve Donachie

Al Jacobson
Sondra Jacobson
Dick Leonard

Sharon Leonard
Roly Heacox
Bob Bailey

MAJOR LEAGUE GYMKHANA RESULTS (Cont'd.)

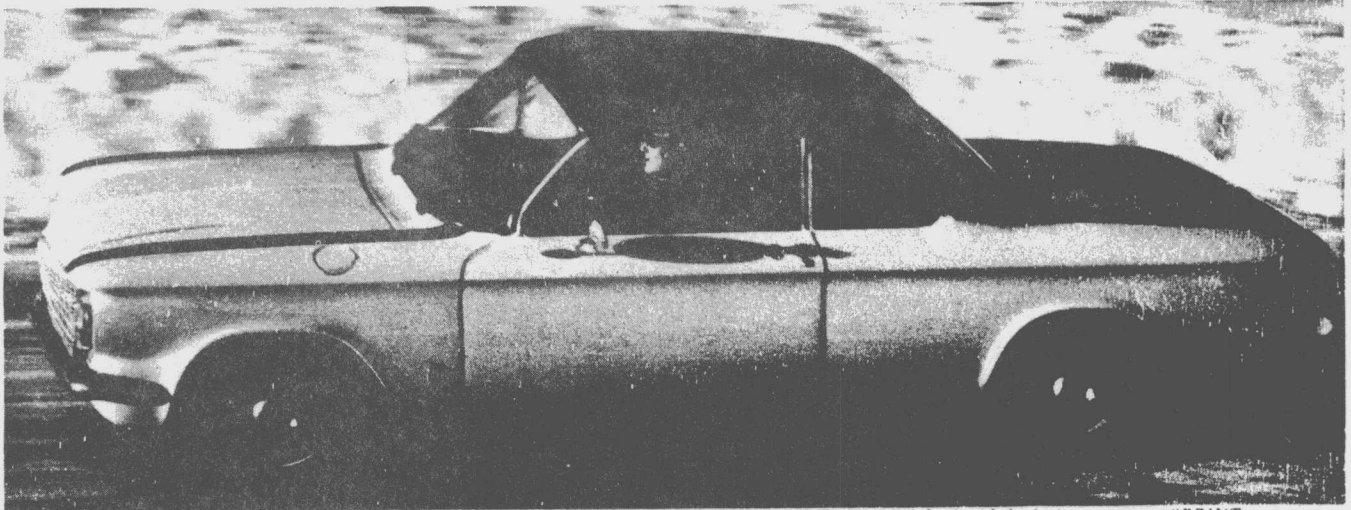
TEAM ENTRIES

<u>Cars</u>	<u>Scores</u>	<u>Team Name</u>	<u>Position</u>
11, 37, 52	1 / 1 / 9 - 11	Cheroot	3
41, 53, 35	2 / 2 / 5 - 9	Suds A	2
47, 27, 29	4 / 9 / 4 - 17	Lotus 34	8
46, 4, 60	5 / 8 / 7 - 20	Suds B	9
16, 15, 17	2 / 3 / 6 - 11	Go II	3
23, 26, 32	3 / 3 / 1 - 7	Go I	1
13, 66, 10	1 / 3 / 11 - 15	Pastrami I	6
80, 78, 25	5 / 4 / 3 - 12	Pastrami II	5
79, 59, 51	8 / 2 / 5 - 15	BMSC	6

Art Frederick
Gymkhanamaster

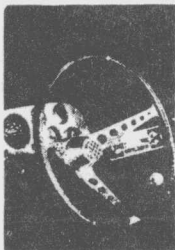
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NOTICE!	NOTICE!	NOTICE!	NOTICE!	NOTICE!	NOTICE!
NOTICE!	no meeting on the first wednesday of this month. See you at the Annual Dinner, December 28, 1963, Circle Inn, Latham, N. Y.				NOTICE!
NOTICE!	NOTICE!	NOTICE!	NOTICE!	NOTICE!	NOTICE!



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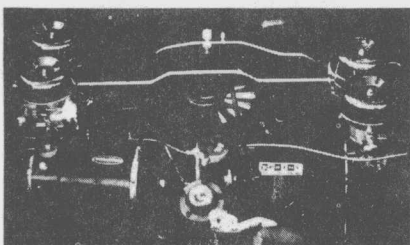
The July '62 *Car & Driver* described John Fitch's Corvair Monza SPRINT as "a racing driver's private transport... a genuine *gran turismo* car." Now you can convert your Monza to the same specifications with the very same components engineered by John

Fitch. Or he will arrange to deliver one to your exact specifications.

The SPRINT is an amazing transformation. It will go zero to 60 in 12 seconds, top 110 mph, yet it is completely docile in traffic (wives love it). The suspension and steering improvements "must be experienced to be believed" according to experts. Your SPRINT will generate a full .7 G in a corner with complete stability. Basic good styling and SPRINT additions result in a strikingly distinctive GT look. "Spacious, fast, practical and luxurious." "Every inch a sporting car" (Harvey Janes). "...a luxuriously equipped, rugged, high speed car. A real American GT car. Nothing fussy or temperamental, a joy to own and drive." (Art Kelley) "...every part that wears or requires maintenance is a stock GM part..." (*Road & Track*) "normal stock car service and maintenance." (*Cars*)

You can install SPRINT components on your Monza, have your dealer do it, or order a complete new SPRINT. Select from the following.

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



Balanced power. Spare still fits in back!

nomical, and practical (normal chokes), with POWER when you need it. Carburetors, linkage, air-cleaners and detailed instructions anyone can follow using ordinary hand tools (use dual mufflers below) complete \$92.50

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

2 Extra Carburetors, in factory sealed cartons \$42.00

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The Parable of a Three Day Working
Race Weekend

Bill Kane

.....And so it came to pass, that on the 8th hour of the sun, in the land of the burning macadam, that the weary lay down their flags, headsets, mikes, stopwatches, time charts, etc. Journeying to the Pagoda wherein lie Race Communications and Headquarters, the Keepers of the Flags, etc., congregated and lifted their voices in prayer toward the starters line from which all things begin.

And as the Keepers of the Flags, 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 Race (sometimes knows as the Chief Steward) will give them rest. Then there is a great hush, for the Master of the Race and his disciples come forth from their sanctuary, donning their dark glasses and Pith helmets; for lo, the sun is painful even unto them.

And a disciple (this one being the Race Chairman) steps forth and speaketh unto them of the early rise on the morrow and calleth on the Keepers of the Flags, etc, to give freely and cheerfully of their labours; for the voluntary effort surpasseth all things.

And yet another disciple (this one being the Course Marshal) 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 Race had handed his Brandy Sniffer to one of his disciples to hold; thence the Master of the Race himself cometh forth to speak and he sayeth unto the multitude, "Return ye now to yon lying lodge, that thou must feast until the Pipes shall call ye in the morn. Possibly, on the second Saturday of next week, ye shall have a 'moment of respite'".

And one of the braver Keepers of the Flags, etc., speaketh saying, "Surely, Oh Great Master of the Race, we must rise before the dawn, wires must be laid throughout the course, communications must be tested, technical inspections held, watches synchronized, along with a host of other details. Canst thou grant at least an hour of rest?"

Then with a thunderous voice; one that made the Keepers of the Flags, etc., whimper and quake in their tracks (for their fear is great), the Master of the Race spoketh, "Be thou accursed, for thine ingratitude is great."

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

And the Keepers of the Flags, etc., 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 Master of the Race and his disciples turneth away from their place and entering luxurious chariots, proceed to the Yon lying Lodge wherein the rivers of spirits flow and to abide therein during the darken hours.

And the multitude of Keepers of Flags, etc., follow their Illustrious Master of the Race in less adorned chariots to Yon lying Lodge and within the Hour it is heard among the Keepers of the Flags, etc., "Yea, verily, Hell is our heritage and we must abide here herein till the morrow - - - another Martini Innkeeper!!!"

* * * * *

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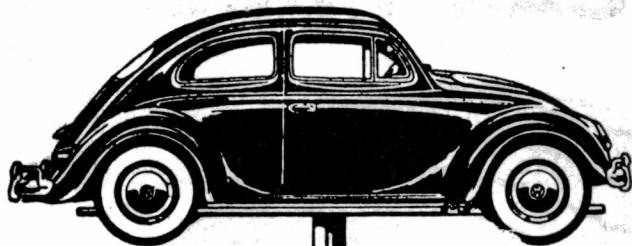
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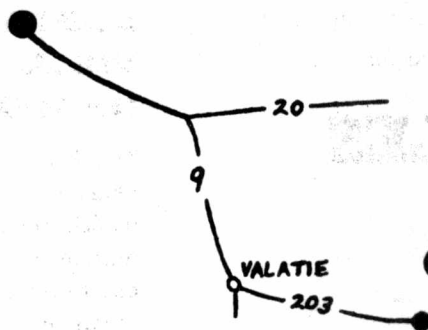
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