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ALBANY, N.Y. DEC 27 1963

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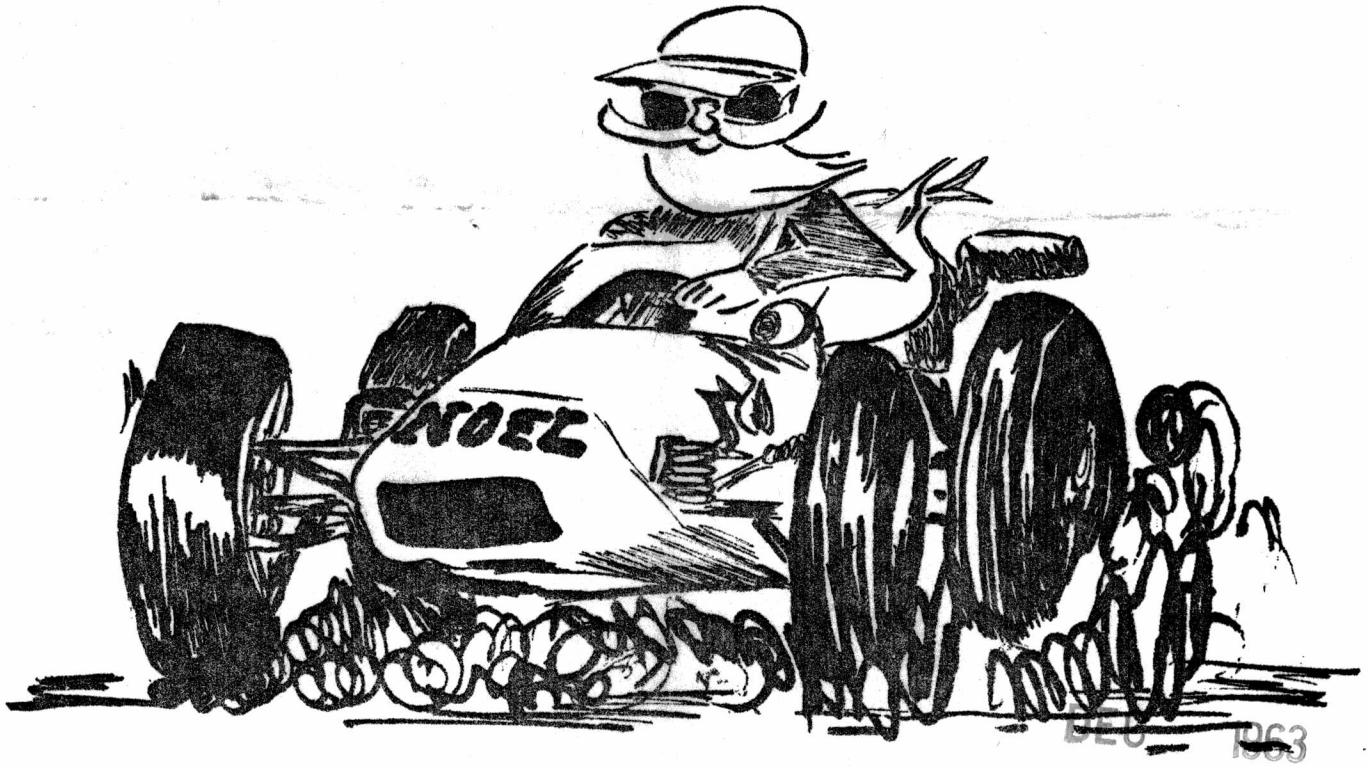
THE KNOCK OFF



DEC 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

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

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Schenectady 3, New York

"WHEN IN ROME....."

by Mickey LeVan

The circular read "INSTANT SPIN AUTOCROSS", Griffiss Air Force Base, Rome, New York, Sunday, November 17, 1963. That is all the encouragement we needed, since we are familiar with the high speed, no gimmick type of event, that this Griffiss Air Force Base Sports Car Club organizes.

Connie and I towed the Spitfire with the Volvo a leisurely seventy-five (Who's afraid of missing registration?) all the way to Rome. The final registration was something over fifty cars - and still plenty of room for late entrants. The course was long and easy (Naturally, I had to go off course despite this.), and high speeds were the order of the day. Actually, this event is best described as a large counter clockwise circle with an extra crisscross in the middle of it. Each contestant was allowed one run, but the course was a three lap test. Fast enough for four-wheel drifts, and occasional spins as the name implied.

Dave and Ann Quickenton (Quackenbush?) appeared and it seemed that Mr. Q. might have FTD in his grasp. However, his gearbox decided differently and made FUNNY (EXPENSIVE) noises. Prudently, Dave retired and switched mounts to the world's slowest Spitfire. He exclaimed later, "Gee, those swing axle cars sure handle squirrelly." Amen Brother!

Mrs. Q. also entered the Yellow Peril and placed likewise in the better times for gals. At this point, Connie (Fangio) LeVan sizzled the best time for women in the Spitfire. Then to oblige the girls who wanted to fill out a class for women, (Engine over driving wheels cars) she drove a GT 850 SAAB in another women's class - for a second no less, beating three other SAAB drivers. (Who is proud?) At this point, the Spitfire (said Tom Triumphantly) began to get tired and the best your reporter could manage was a tie for second.

A fellow student at this year's Glen INEC driver's school, Bob Henderson, set FTD with his Mini Cooper. After this we had to put a muzzle on the old Spitfire as it really wanted to attack the Cooper.

We had a really wonderful day. The Griffiss folks extended wonderful hospitality and really had a smoothly run Autocross. Connie and I hope to be back for their January event.

* * * * * * * * * * * *

MINUTES -- BOARD OF DIRECTORS MEETING -- NOVEMBER 13, 1963 -- CIRCLE INN

Membership Committee agenda discussed.

At this meeting, the present officers suggested a boost in entry fees for Club events.

A tentative calendar of events for 1964 was discussed:
- Ice Gymkhana
- Hare & Hounds Rally
- Driver's Clinic
- Top O' The World
- Friendship Car-Khana
- TSD Rally
- Shopping Center
- High Speed Gymkhana
- Whiteface Mountain.

After long discussion, it was agreed by all present that the social part of our events should be stressed for 1964.

Due to work conflicts, Sharon Leonard has decided that the Knock-Off will have to be done by others.

Also discussed was the possibility of Address-o-graph Plates and using Concord Lumber Company's machine as the approximate cost per plate is $.10.

* * * * * * * * * * *

Cover: Stolen from SNARLING EXHAUST, Central New York, who borrowed it from Pan Am's FOG LAMP.

COMMENTS FROM A COLD RALLYEMASTER.....

BY

Dolores Granito

Due to national happenings, the planned November 22, Cross Clue Rallye was held on December 1, a very cold day.

Some facts about the rallye are:

1. This was my first time as rallyemaster, a job I really enjoyed.

2. This was also the first time Phil Groggins, SCCA competition driver champion, has ever rallyed.

3. This was the first time a motorcycle ever entered one of SCCA's events.

4. This rallye had close to 100 observers who reported e v e r y t h i n g to the rallyemaster.

5. Eleven of the nineteen entrants would be classified in novice class, having been in less than 3 rallyes before this one.

Now for the details. Eighteen pairs of hardy people and two more even hardier (the motorcyclists) turned up to enter the Cross Clue Rallye. Tech inspection was handled very ably by Gene Birdsey. Cars lined up and first car was off at 1:10.

General instructions told everyone to turn left at every traffic light or caution light. Quite a few navigators couldn't believe I really meant that statement, but I did - as they later found out down near Coxsackie. Anyway, most of the rallye took place in the Ravena-Coeymans-Selkirk School District Area, where I am a math teacher. Therefore I was able to clue in over 100 students about my rallye and ask them to observe and to report to me on Monday. The things they told me on Monday about the 18 cars ! !. ! (They had missed the motorcycle in their watching. They didn't spot the number 13 taped to the side of the driver's helmet) I won't repeat all the comments but here were some:

"I watched car ... with my field classes go by a check point without stoping."

"I watched car ... come within 100 yards of checkpoint 2 and 3 and turn around and go back the other way.

"Car numbers .... and .... stopped at my house (Star Poultry Farm) and asked all about D. Hammond and also to help them with their puzzle."

"Car numbers ..., ..., ..., ..., ..., and ..., all backed up near my farm -- some for quite a distance."

COMMENTS FROM A COLD RALLYEMASTER.... (Cont'd.)

"Car number ... stopped at our gas station (South of Ravena) asking about _____bush Road."

"Car #... asked my neighbors where the LOWE'S lived." (Fooled you--- that was Lowe Brothers Paint).

"I saw car #... back up from a Y in the road almost to the intersection of 9W in Coxsackie."

"The person from car #.... who climbed to the top of our hill (Robert's Hill Road) was fun to watch, but not as funny as car#... which kept sitting at the corner.

"I saw car numbers ..., ..., ..., ..., ..., and ..., waiting at the corner of Rte. 396 trying to decide which way to go."

"How come that car #... backed into your checkpoint, Mrs. Granito?"

And on and on and on.....

There were six checkpoints. Number 1 was used to determine the odometer errors. Number 2 and 3 were on Star Road near Tracy Road. Number 4 was located straight at the Roberts Hill Road intersection (No, that wasn't a driveway but it sure looked like one.) Number 5 was on Flatbush Road and the last, which some never found, was on the old 9W Highway between Beckers Corners and the Railroad bridge. (Just north of Vickes Lumber)

For those on the rallye who got lost, here's where the confirmations were:

Willowbrook is the right of South Albany Road.

F. H. Slingerlands lives in a red house on the left at Blodgett Hill Road.

The red oil tank was on the left side of the first house on the right to the right of Blodget Hill Road.

D. Hammond was the name on the middle mailbox after you turned right into Star Road again.

Lowe - Lowe Brothers Paint sign after you turned left.

The hidden checkpoint was straight ahead.

Strout Realty sign was found if you turned to the left.

The silver globe was on a lawn if you went straight at the stop sign.

Anyway - Alteri's serves good food and it was warm after the ride.

* * * *

COMMENTS FROM A COLD RALLYEMASTER..... (Cont'd)

P.S. I think something should be done about some concrete rallye rules. The opinion of some on the rallye was that if somethink was not specifically listed as illegal, such as backing up, getting out of car, etc., then it was alright to do it. Others seem to feel that any of these things are cheating. I sincerely believe that unsportsmanlike conduct should be spelled out to the letter before we have any more rallyes. The person who backs up and who is competing against the drivers who feel this is cheating will certainly come up with better mileage. This doesn't seem fair !!! Since we are getting new people entering rallyes we should be setting some kind of example for them. I've been told by many that there used to be a list of rallye rules but nobody seems to know what happened to them. For those rallyists who enjoy the above mentioned actions, we suggest a N-R rallye. N. R. stands for no rules. Anything goes but have many observers. If you get caught backing up, speeding, not stopping at a stop sign, leaving your car, asking others for help, etc., a hugh penalty would be imposed. Next year's rallyemasters might keep this in mind.

* * * * * *

RESULTS

Pos.	Car #	Driver/Navigator		Total Points
1	10	Ed Hopkins	Jean Hopkins	236
2	12	Phil Groggins	Roly Heacox	246
3	3	Bill Smith	Bea Smith	256
4	1	Mickey LeVan	Gene Birdsey	370
5	15	Dave Quickenton	Ann Quickenton	398
6	11	Ken Hopkins	Roberta Hopkins	460
7	14	Bob Pyskadlo	Delia McDonald	684
8	7	Bob Faffenback	Rick Willsey	794
9	8	Neil Morris	Nora Morris	910
10	5	Bill Panagakos	Pam Quackenbush	DNF
11	4	Norman Wainer	Bob Jennings	DNF
12	13	Bruce Makas	David Table	DNF
13	6	Dick McCaughin	Jutta McCaughin	DNF
14	16	Ralph Schoeffer	Ken Davis	DNF
15	18	Jim Pietropaoli	Ken Distin	DNF
16	17	C. C. Thorne	Dick Fairbank	DNF
17	9	Glenn Rayno	Nancy Rayno	DNF
18	19	Harry Rezzimini	Bill Lewis	DNF
19	2	Jim Smith	Barb. Leonard	DNF

WORKERS:

Dolores Granito, Rallyemaster

Lonny Granito	Sharon Leonard	Al Jacobsen	Betty Cleiss
Gene Birdsey	Dick Leonard	Sondra Jacobsen	Connie LeVan

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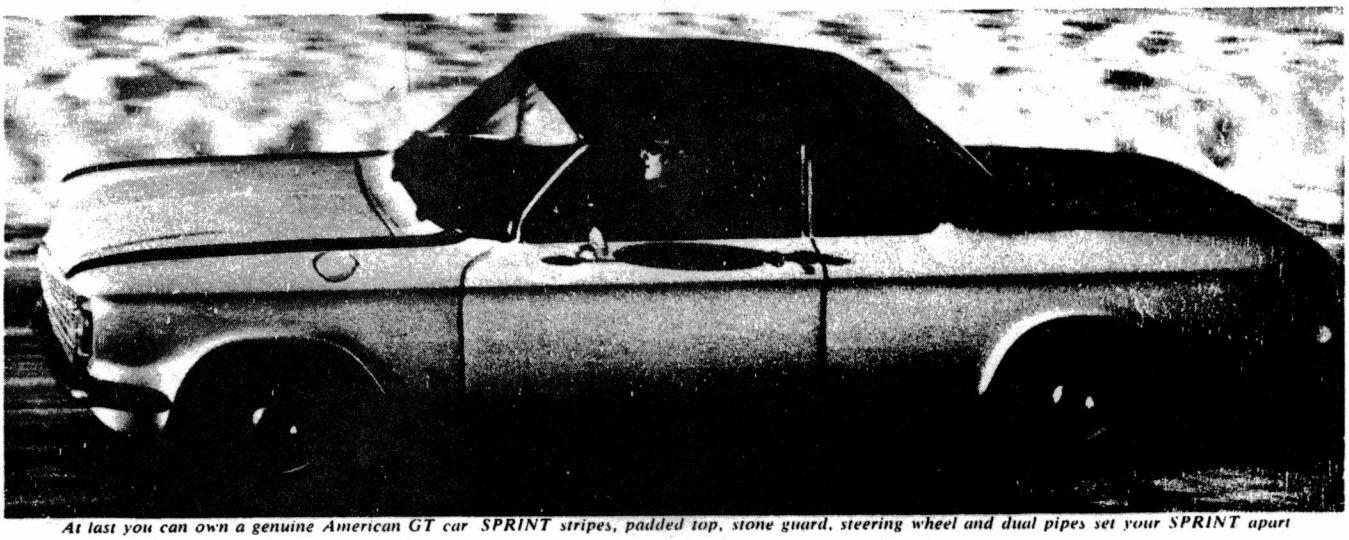


At last you can own a genuine American GT car SPRINT stripes, padded top, stone guard, steering wheel and dual pipes set your SPRINT apart

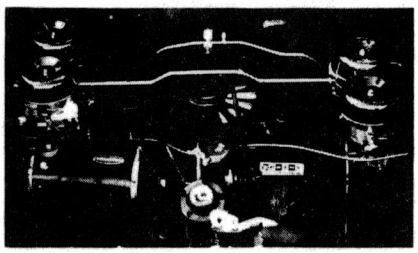
Make your Monza into a SPRINT or have Bob Bailey do it for you

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, economical, 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



Balanced power. Spare still fits in back!

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

2 Extra Carburetors, in factory sealed cartons $42.00

4-Carburetor Air Cleaners, with filtering elements (4 units) $18.00

Tuned Dual Muffler System, not loud but deep-toned. 20 minute installation. $44.95

SPRINT Stage I Engine Kit, intake and exhaust relief produces a free-revving 120 hp on 2-carburetor engine. Zero to 60 in under 14 seconds. Includes tuned dual mufflers, jets, efficient filter elements, and special tuning instructions. Alternate to 4-carb engine. One hour job! $53.50

SPRINT Suspension Kit: The best thing you can do to any Corvair. Rock steady cornering, no pitch, no wandering, even in a crosswind. Includes new rear springs and SPRINT calibrated shocks. Easy installation $44.95

SPRINT Fast Ratio Steering. A GT essential for safe, precise response. No increase in turning circle $39.95

SPRINT Tachometer: Transistorized, self contained and illuminated. No lag or waver. Mounts under cowl $44.95

SPRINT Steering Wheel: Mahogany and aluminum, full inch thick rim for a real grip. With SPRINT centerpiece $60.00

SPRINT Stone Guard: Full width. Stops paint chipping, broken headlights. Heavy chrome mesh, stainless steel hinged. Clamps to bumper $49.95

Short Throw Gearshift: Positive, fast shifting in the best GT manner. Also for 3-speeds, 20-minute installation $9.95

SPRINT Long Range Driving Light: $8.95

Create an original GT to your specifications from our many unique items: Steering Damper, Tall man's Seat Bracket, Luggage area carpeting, wood or leather (vinyl) Dash Panels, Spyder dash, SPRINT Padded Top, etc. Send for catalog.

COMPLETE SPRINTS with 4-speed trans, 3.55 axle, hi-rev cam, 9/1 cr, etc. as follows: (Delivered anywhere in the U.S.)

Monza SPRINT Mk III with Stage I engine, suspension, fast steering, and short throw gearshift, all installed $2577

Monza SPRINT Mk IV with 4-carb engine, all above, plus SPRINT Tach, Wood-Rim Wheel, Stone Guard, Driving Light, Striping, Carpeting, Assist Rail and Indicaps, incl. Padded Dash, Seat Belts, w/s Washer and other factory extras. $2993

Mk I and II based on 500, 700 series with Mk III SPRINT equip. from $2297

HOW TO ORDER — Immediate delivery on all components. Let my Fitch-trained experts install the Sprint components on your Corvair, or do it yourself. It's that simple. Why not stop by and discuss your requirements with me?

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Exclusive for Capital District
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Stop by for a personal road test of the Sprint today!

New Sprints will be delivered in the Capital District only at -

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MAC'S MUSINGS

Point Standings are out. If point standings are out, what's in. Anyway, elsewhere in this issue are M-H Regions top ten and also the year's standings for all members.

Congratulations to all and especially to Dolores Granito in First Place, the "Winnah and 1963 Champeeeeen." Same to runners up Hanns Flebbe and Gene Birdsey who tied for second. In third place, the up and coming Ed Hopkins.

Under the heading of miscellaneous information, I thought you might be interested in knowing how our members attended meetings. These figures, of course, do not include any guests or unsuspecting folk who wandered into the Circle Inn on the first Wednesday of each month.

Jan.	38	July	33
Feb.	39	Aug.	23
Mar.	36	Sept.	34
Apr.	41	Oct.	39
May	30	Nov.	32
June	34	Dec.	

Considering we usually have between 80 and 100 members listed, this is a pretty good attendance. Next year we will have more out to meetings!

Attendance at events held during the year of 1963, I think, are interesting to study. They are as follows:

2/10/63	Ice Gymkhana	63 Cars
3/31/63	Hare & Hounds R.	35 Cars
6/8/63	Top O' The World	8 Cars
6/9/63	" " Gymkhana	35 Cars
8/4/63	Gimmick Gymkhana	27 Cars
9/15/63	TSD Rally	21 Cars
10/27/63	Shopping Ctr. Gym.	71 Cars
12/1/63	Fun Rally	19 Cars

Gymkhanas are large. Rallys not quite so large.

This past year, Irma and I literally held the flag for dear old Mohawk-Hudson, but, the flags belonged to our good friends to the east and south. Namely, the New England and New York Regions. Our thanks to Bob Gregory and Lee Baker and their fine organizations for being so tolerant, and besides it's F U N! Come all ye M-H members and join in on Flag and Communications. 'Tis the season - 1964.

At the Glen, Irma and Diane McClumpha held forth at Tech. Inspection - aiding and abetting all the drivers. Wait a minute, that somehow doesn't sound right. Well, you know what I mean. Scrutineer Dave McC. scrutineered.

Nestled in the Kendall Tower, out of the sun or out of the wind and cold, depending on the time of year, could be found such Timers and Scorers as Blanche and Courtney Wright, Bob and Wanda Peterson, and Gladys Gaul. Guess what they were doing. Right. Timing and Scoring.

Out on the track, Ray Gaul, veteran sports car driver and R. E., assisted the student drivers. The by line this particular weekend - "I'll learn 'em sumpthin' or this ain't INEC."

At Lime Rock, Thompson, and the Glen were seen such indumitable competitors as Mickey, if I can't go round 'em, go thru 'em, LeVan; Ray -Morris-Garages-Healey-Silverstone-Gaul; Philip J.P. Groggins; Bill, the Spritely one, Turner; Bill, the Jersey Flash, Leufkens; Clark, the rapid one, Fegraus; Barney, the Schusser Galinsky; Gene F. for Fairthorpe, Birdsey; and Bruce, the block buster, Cargill.

Best wishes for the new year!

Mac

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SPORTSMANSHIP

DEMANDS

SAFE

DRIVING!

MOHAWK-HUDSON REGION - SCCA

POINT STANDINGS

1963

NAME	M-Season	Mtgs.	Events	TOTAL
Aokner, Bill	40	30	0	70
Ackner, Jeanette	10	0	0	10
Allen, Monty	0	0	0	0
Almy, Robert	0	0	0	0
Bailey, Robert	30	10	20	60
Baran, Ted	70	40	0	110
Barton, Ralph	0	0	0	0
Bervoets, Ernest	0	0	0	0
Birdsey, Gene	410	50	210	660
Blanke, Leo	20	0	0	20
Burns, Bernard	220	40	60	320
Cargill, Bruce	20	20	0	40
Cary, Francis	0	0	0	0
Chapman, Wally	120	20	80	220
Clarke, Varo	100	30	0	130
Coon, Gilbert	0	0	0	0
Cowan, David	20	10	0	30
Delaney, Jay	0	0	0	0
de St. Croix, N. Ross	0	0	0	0
Desormeau, Henry	0	0	0	0
Donachie, Stephen	140	40	90	270
Farrell, Peter	0	0	0	0
Fegraus, Clark	30	20	0	50
Flebbe, Hanns	430	50	180	660
Flebbe, Ursula	50	10	20	80
Frederick, Arthur	150	40	110	300
Galinsky, Barney	20	20	0	40
Gaul, David	180	10	0	190
Gaul, Gladys	200	20	20	240
Gaul, Ray Jr.	210	50	80	340
Granito, Dolores	400	50	280	730
Granito, John	270	50	130	450
Groggins, Marjorie	0	0	0	0
Groggins, Phillip	30	30	90	150
Gypson, Ken	0	0	0	0
Hall, Vernon	0	10	0	10
Hancock, John	0	0	0	0
Haven, Ed.	10	0	0	10
Cleiss, Elizabeth	20	30	80	130
Heacox, Roland	40	40	260	340
Hopkins, Ed.	170	50	310	530
Jacobsen, Allen	100	40	60	200
Jacobsen, Sondra	50	50	60	160

POINT STANDINGS CONT'D.

NAME	M-Season	Mtgs.	Events	TOTAL
Jugle, Don	0	0	0	0
Kane, Bill	40	50	0	90
Kelly, Ed.	0	0	0	0
Kruesi, William	0	0	0	0
Larkin, Harold	0	10	0	10
Leonard, Sharon	210	40	60	310
Leonard, Richard	140	50	130	320
Leufkens, Jane	80	0	0	0
Leufkens, William	20	10	80	110
LeVan, Mickey	70	20	200	290
LeVan, Connie	0	10	90	100
Lind, Harry	0	0	0	0
Mazaarella, Frank	40	0	0	40
McCaughin, Dick	50	40	60	150
McClumpha, David	0	0	0	0
McClumpha, Francis E.	70	20	0	90
McClumpha, Irma	70	20	0	90
McGurn, Edward	40	10	0	50
McMillan, Carol	30	10	0	40
Morris, Neil	150	30	30	210
Morris, Nora	40	20	30	90
Nemith, Fred	0	0	0	0
Peterson, Robert	80	40	100	220
Peterson, Wanda	50	40	50	140
Raeder, Philip	50	20	0	70
Schongar, Charles	60	40	100	200
Schongar, Mary	60	40	0	100
Scullen, Mary Laine	10	0	0	10
Scullen, Stephen	10	0	60	70
Solomon, Joel	70	40	110	220
Thorne, Clifton	90	30	110	230
Turner, Bill	110	50	0	160
Van Deusen, Henry	90	30	0	120
Wallace, Bob	0	0	0	0
West, Bob	20	0	0	20
White, Al	20	0	30	50
White, Bob	170	30	110	310
Williams, Geo.	20	10	0	30
Wilson, Joe Pete	0	0	0	0
Witter, Keith	0	0	0	0
Wright, Blanche	230	20	0	250
Wright, Courtney	120	20	0	140
Zalinger, Jack	0	0	0	0
Zeh, J. Preston	0	0	0	0
Kline, Bruce	0	0	0	0
Carragan, Nancy	0	10	10	20
Coonrad, R.	0	20	0	20
Breinen, Ed.	0	10	10	20
Dolgolevich, Joe	0	10	10	20
Kirsch, Pete	0	0	0	0
Jones, H. Wayne	0	0	0	0

* * * * * * * *

1963 TOP TEN - MOHAWK HUDSON

POINT STANDINGS

(The top ten in this year of plenty actually amount to the top FOURTEEN)

1st	Dolores Granito	730
2nd	Gene Birdsey	660
	Hanns Flebbe	660
3rd	Ed Hopkins	530
4th	John Granito	450
5th	Ray Gaul	340
	Roland Heacox	340
6th	Bernie Burns	320
	Richard Leonard	320
7th	Sharon Leonard	310
	Bob White	310
8th	Art Frederick	300
9th	Mickey LeVan	290
10th	Steve Donachie	270

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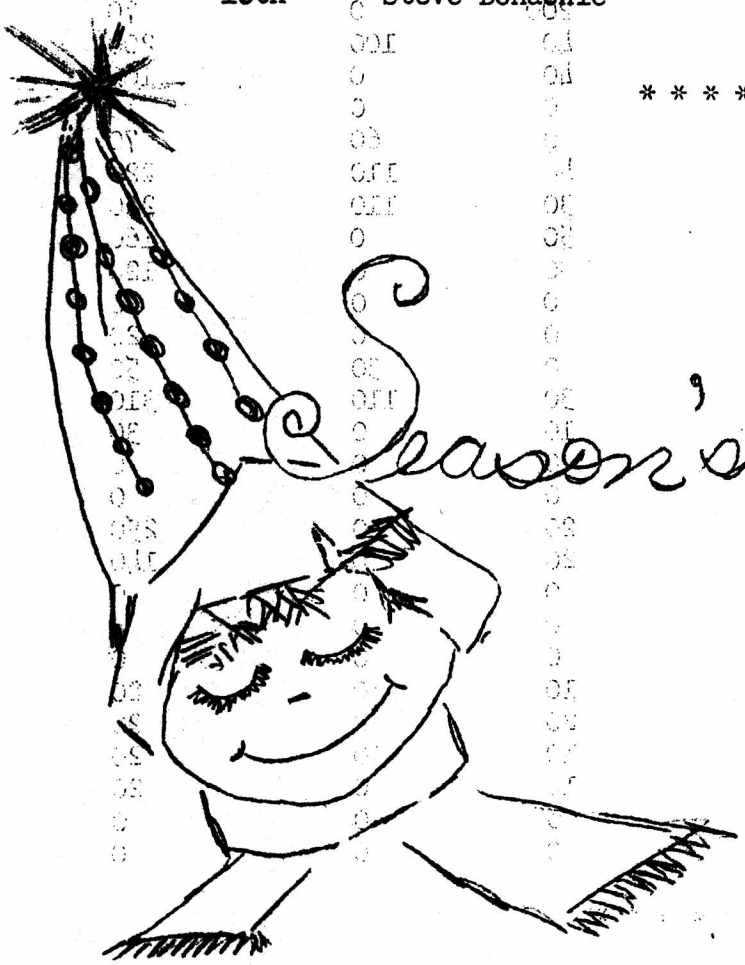


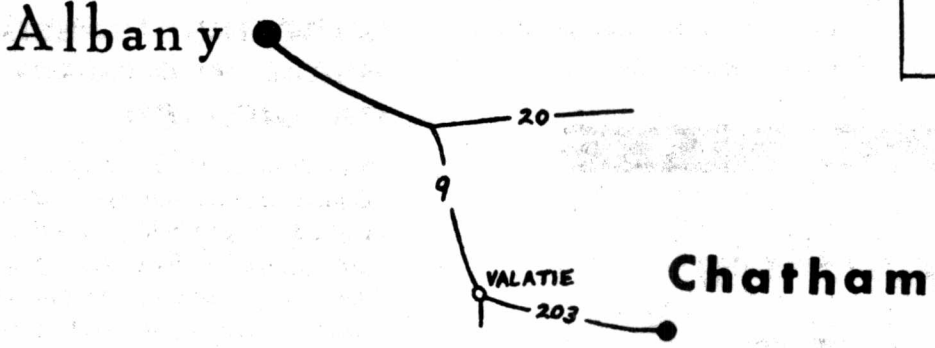
Season's Greetings

Sharon Leonard
Editor

Directions to the checkpoint

Checkpoint for Quality and Economy

FREE DELIVERY



chatham furniture main st. 2-4131

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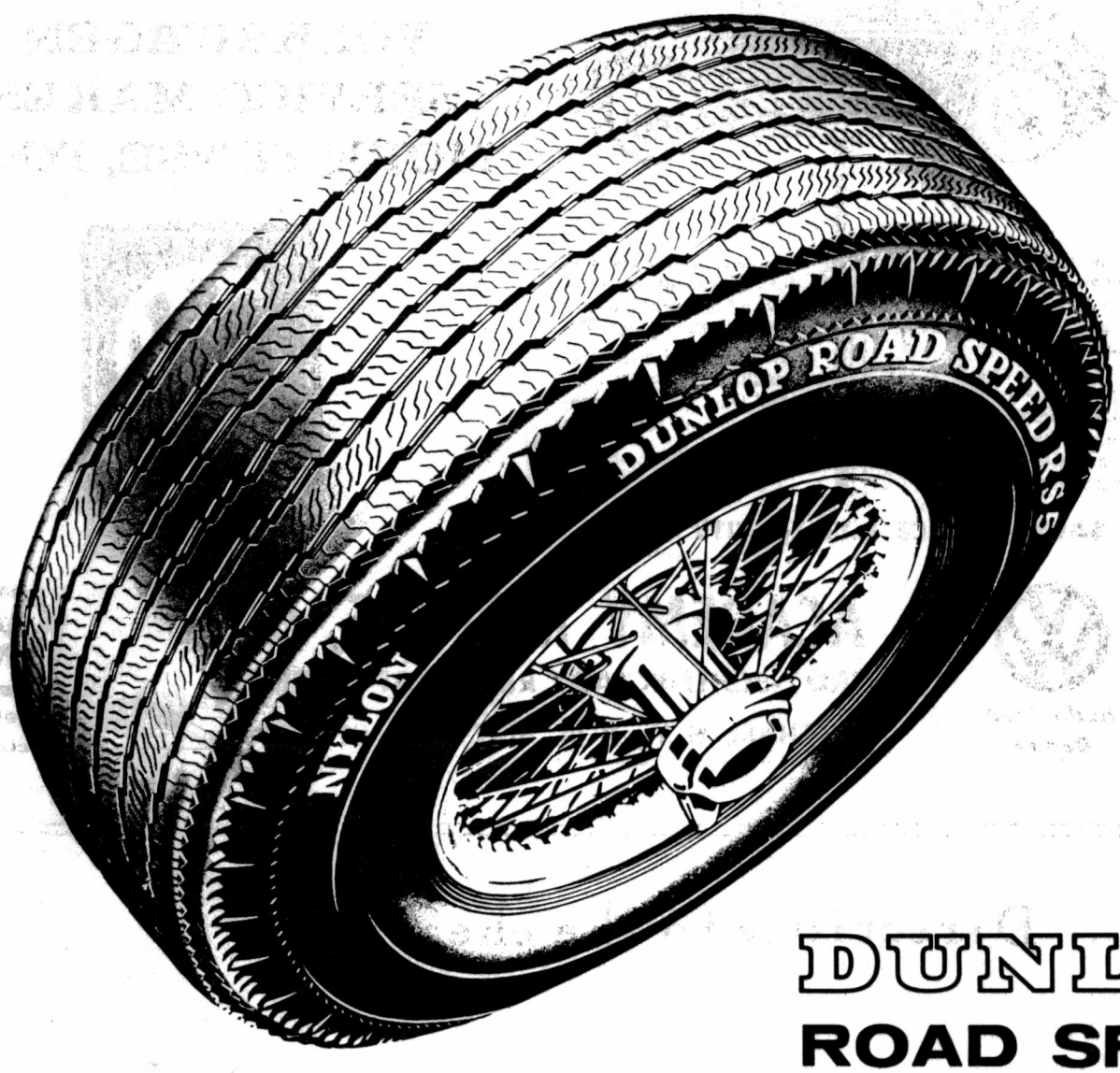
IMPORTED CAR TIRES



Dunlop tires are specified as original equipment by the manufacturers of 67 leading makes of imported cars. These manufacturers rely heavily on Dunlop's know-how in designing and building tires to match the performance profile of specific car models. Much of Dunlop's tire know-how has been gained building the tires that have carried a long list of World Championship Grand Prix drivers to victory in races throughout the world. Remember these facts when tire replacement time comes around for you.

DUNLOP TIRE SALES

42-44 Broadway

Albany 4, N.Y.

HO 2-6416 **HO 2-6417**

DUNLOP ROAD SPEED RS-5

THE TIRE BUILT FOR SUSTAINED SPEEDS WELL IN EXCESS OF 100 MPH

The Roadspeed RS-5 Nylon, latest in the Dunlop imported tire line, is the best tire in its field for road holding, braking and transmitting traction. Its superior performance is due to three radically new Dunlop developments: A new undercut "safety shoulder" lets the tire ride up and over ridges without a quiver (even traffic marker lines can be a hazard at high speeds); thousands of traction slits give the tire outstanding resistance to skidding; and a special new tread compound offers an extremely high coefficient of friction.