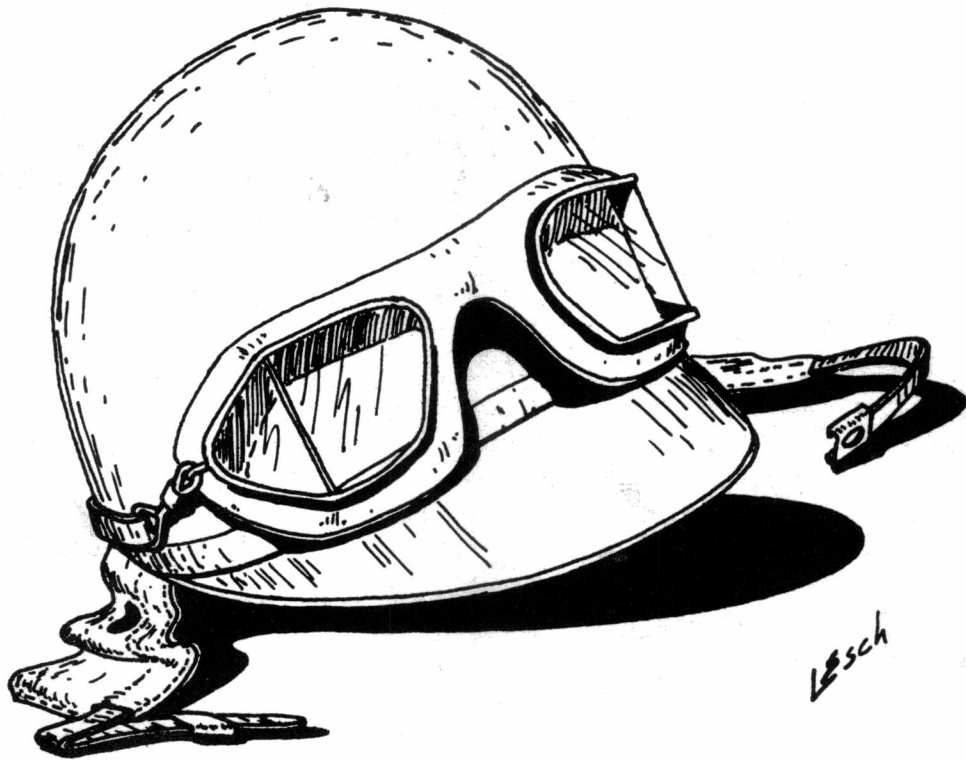


Apr 64

THE KNOCK OFF



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This newsletter is the official SCCA publication for the Mohawk-Hudson Region. Published once each month, it is dedicated to news, announcements and results of sports car activities in and around this Region. The publication of this newsletter is supported by Regional dues and sponsors. All members are invited to contribute. Deadline is the 15th of each month. Send information to the Editor, Mary Schongar, 4029 River Road, Niskayuna, NY

1964 OFFICERS

REGIONAL EXECUTIVE

Mickey LeVan	65 Southgate Road, Loudonville, NY	ST 5-7980
<u>ASSISTANT REGIONAL EXECUTIVE</u>		
Mac McClumpha	54 Adams Place, Delmar, NY	HE 9-9656
<u>TREASURER</u>		
Bernie Burns	197 Hoosick St, Troy, NY	AS 6-5845
<u>SECRETARY</u>		
Sandra Jacobson	36 Fiddlers Lane, Latham, NY	785-1159
<u>ACTIVITIES DIRECTOR</u>		
Dick Leonard	Van Dyke Road, Delmar, NY	439-5005
<u>MEMBERSHIP CHAIRMAN</u>		
Steve Donachie	Materials Eng., N. Hall, RPI, Troy, NY	AS 3-5346
<u>BUSINESS MANAGER</u>		
Chuck Schongar	4029 River Road, Niskayuna, NY	785-7241
<u>DIRECTOR</u>		
Irma McClumpha	54 Adams Place, Delmar, NY	HE 9-9656
<u>DIRECTOR</u>		
Hank Van Deusen	2 Mill Creek Lane, Cobleskill, NY	AF 4-2082
<u>KNOCK OFF EDITOR</u>		
Mary E. Schongar	4029 River Road, Niskayuna, NY	785-7241
<u>ART EDITOR</u>		
Louis Esch	3 Woodcrest Drive, Scotia	FR 2-4579

MOHAWK-HUDSON REGION MEETINGS

- Regular meetings are held on the first Wednesday of each month at the Circle Inn, south of US9, Latham, N. Y.
- Information regarding the Region and its activities can be obtained from any of the Club Officers.

MEETINGS WILL BE HELD THE FIRST
WEDNESDAY OF EVERY MONTH

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. Present it to a Club Officer 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 \$17.00.

THE KNOCK OFF

APRIL 1964

MINUTES - REGULAR MEMBERSHIP MEETING - April 1, 1964 - Circle Inn, Latham, NY

Meeting was called to order at 8:45 by Regional Executive, Mickey LeVan.

Treasurer's report was given. Dick Leonard reported on Activities. Joel Solomon awarded trophies for his "IDES OF MARCH" Rallye.

Art Frederick will be Gymkhana "School Teacher" for our May 24th Driver's Clinic.

Phil Groggins gave the Competition Report. Publicity Report was presented by Art Frederick. He asks that publicity information be sent to him at least six weeks in advance.

INEC Report presented by Gene Birdsey. Dave Meyer will send out Activities Report of regions for all events.

Driver's School will be held as scheduled.

Dave Gaul thanked the Region for cards and good wishes he received while ill.

Mac McClumpha presented the Flag & Communications Report. INEC Schools still open. Workers are needed at events. Anyone who is interested in timing, pit work, scoring, etc. please contact Mac.

Guest list read. Meeting adjourned at 9:10 p.m.

RESPECTFULLY SUBMITTED, SONDR A JACOBSON, 4/1/64

MINUTES - EXECUTIVE MEETING - McClumpha's Home - April 6, 1964

Membership of J. Schneider discussed and accepted. Membership of P. Holland discussed and accepted.

Top of the World Event discussed. It was decided that this would be a one day event, to be held on June 7. The location of the event was discussed. It appears impossible to find a suitable location. If this is true, the gymkhana will be held in the Albany area under a different name. Mr. Tuttle will be notified of our decision.

Bob Bailey was appointed as co-publicity chairman with Art Frederick.

A contract system used by N. Y. Region discussed in relation to Whiteface Mt. Hillclimb. R.E. discussed what will be provided by the Mt. Authority. Status of hill climb discussed.

After meeting programs were discussed.

Award for member who brings in most members is to be given by R.E.

A charity event for this region was discussed.

RESPECTFULLY SUBMITTED, SHARON LEONARD, Acting Secretary, 4/6/64

STRADDLING THE LINE

Invaded by R.P.I.....Well done, Joel & Steve.....Who said
it couldn't happen.....Congratulations, Alita & Harold.....
Checkpoint CHICKS, Connie & Wanda.....Rallying??? Mickey & Gene
.....Cool in the Pool, Ed Hopkins.....Better ~~late~~ than never,
Roly & Betty.....Many more orchids to our CHARMING EDITOR.....
NOTICE!-Dick McCoughin-Horsepower not horses.....Crash Bar, Chuck
Schongar.....Meeting with movies - GREAT.....McClumpha Clan
complete with Dave and Diane.....Don't Dave Gaul look great?...
New members Ed (Steel Cities) Martin and Bob McDermott.....
Navigator needed, Hanns Flebbe.....Wayne Jones on leave.....
Florida Shuttler, Dick Leonard.....Seen scheming, Bruce Cargill
& Phil Raeder.....Bill (Renault??) Kane.....MORGAN Salesman?,
Phil Groggins.....Eyeing the nationals, Neil & Nora.....
Volunteer, Art Frederick.....GO, GO, GO, EVERYBODY.....
Good night Angus McKenzie wherever you are.....

LOVE,

Rhoda Hogg

SHADES OF THE NINETEEN FORTIES..... There seems to be a rekindling of interest in sportscars on the national scene. Witness the advertising theme (though entirely false) of Buick Motors in their "Sports Car Rally" promotion. Although a full color picture of a young lady entering a Buick ROADMONSTER convertible complete with helmet, is hardly an accurate description of a rallye vehicle. Take heed of the participation by Chrysler team cars in our national rallies. A team of Plymouth Valiants were entered in the Monte Carlo this year. Ford as usual demonstrated their concept of TOTAL PERFORMANCE at the Monte with their "stock" fiberglass Falcons. Now we have the MUSTANG, which could well be a honest Injun rallye vehicle, or perhaps a competition car if Ford choses to sort out the suspension problems and lighten the car. Then there is the controversial Pontiac GTO. (Great Tin Omlet), as well as the Grand Prix, Corvair Monza etc. Admittedly some of this is only tinsel, and it appears a segment of the Detroit based brain trust feels that a sports car name makes a sports car. Conversely, a recent publication reversed the trend, and depicted such cars as a Bentley Biscayne, Iso Impala, Jaguar Belvedere, Ferrari New Yorker, Cooper Coupe'de Ville etc.

At least there is new public interest in our sport. Sales figures show a new high in Sports car sales in this country.

Why then cant we show more new membership in our club? It has been my feeling that we may show too much "clannishness". Perhaps this may be so, but I think the basic problem is our lack of communication with the non-member sports car owners. How many of us still wave at other sports cars? How often do we take the trouble to approach strangers with sportscars and invite them to our meetings and events. This works! In the past few months some of our new members were gained in just this fashion.

In the future please try to bring in new members, or guests, or maybe just bring yourselves-----bring money, or at least buy me a beer.....

Mickey LeVan



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THE "ALL AROUND ROBIN HOOD'S BARN" RALLYE

This Rallye could have been a very successful event if it were not for the lack of interest of area sports car club members and sports car enthusiasts and a decided lack of publicity. As it turned out, the local clubs were represented as follows: SCCA 1, EMSC 2, and AMEC 5, non affiliated 4.

Since Rallyemaster, Pete Groblicki (AMEC) was present at Mohawk-Hudson's last meeting and personally made mention of the event and the necessary details (and even though flyers were not spread out all over the place) everyone present had to know about the rallye.

What is the answer? Not interested? Or is it true that this is not a rallye region? I don't think there is any reason for it. Why should we be different from other regions? Just because a club has a small membership does not mean that they cannot put on good events (in this case, a good rallye.) I don't think we should expect members of other clubs to participate in our events if we are not willing or interested enough to do the same for them. This certainly is not the way to create more interest in sports car activities, increase membership, etc. Setting up committees alone certainly does not do it.

As far as this rallye is concerned, you missed a real interesting and, for this area, somewhat unusual event.

Hanns G. Flebbe

MG CAR CLUB PRESENTS GYMKHANA

The Eastern N.Y. Centre MG Car Club presents the fourth annual gymkhana at Montgomery Wards parking lot in Menands, N. Y.

Date: May 3, 1964 (Sunday)

Type: Wide Open - Fast - Three runs - Best single time counts

20 trophies will be awarded plus other marque awards and prizes. All class trophies, plus 1st overall, donated by Montgomery Ward. Trophies will be awarded to the first three in each class (6).

Registration from Noon on.....First car off at 1:00 P.M.

Fees....\$2.00 per car for members of recognized clubs
\$3.00 per car for non-members

No person may enter more than one car.

More than one person may drive a given car.

For additional information, write or call:

Harold H. Cameron, Gymkhanamaster
23 Rondack Road
Albany 5, N. Y. IV 9-0800

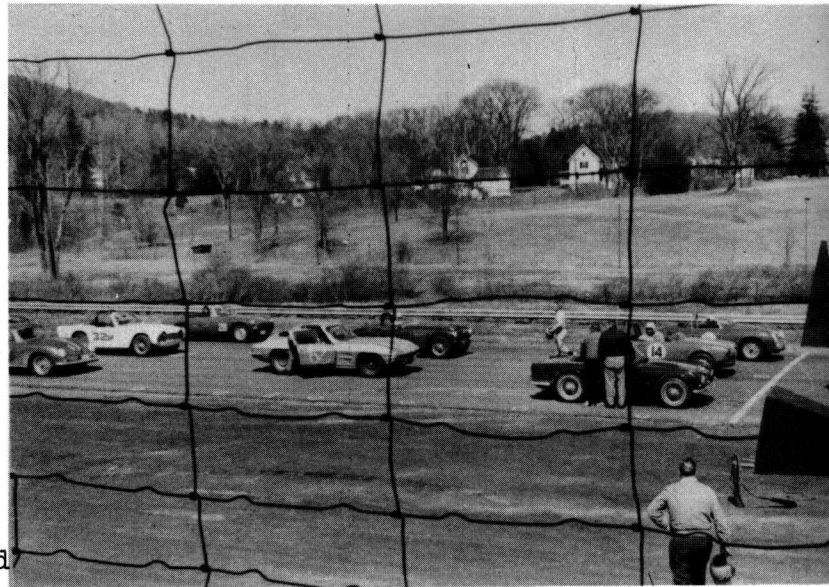
LIME ROCK DRIVER'S SCHOOL

Saturday morning, April 4th found a hardy group of individuals eagerly awaiting the opening of registration for the Lime Rock Driver's School sponsored by the New England Region. Many of the entrants, numbering nearly one hundred, wished they had brought their long underwear for they faced an inch of snow, temperatures in the 30's, and occasional gusts of wind. Keeping warm was no problem for my enthusiastic pit crew and I as we went to work taping the headlights, removing the tow bar, punching holes in a discarded beer can, and wiring same to the end of the tailpipe. (Seems Lime Rock's neighbors don't appreciate the sound of a straight pipe from a finely-tuned, high-revving, close-ratioed, temperamental, all-out racing machine..... or from my MGA, for that matter.)

After a cold half hour or so of standing in the registration line I finally reached the desk only to find that since I hadn't pre-registered I would have to fall in line again behind those who had done so. Some time later I found myself at the desk once more only to find, to my dismay, that my medical form was outdated and would have to be approved by the Chief Steward. And so, after three tries, I finally made it through registration! I hope those of you contemplating Driver's School will benefit from my experiences by securing the proper forms and sending them in on time.

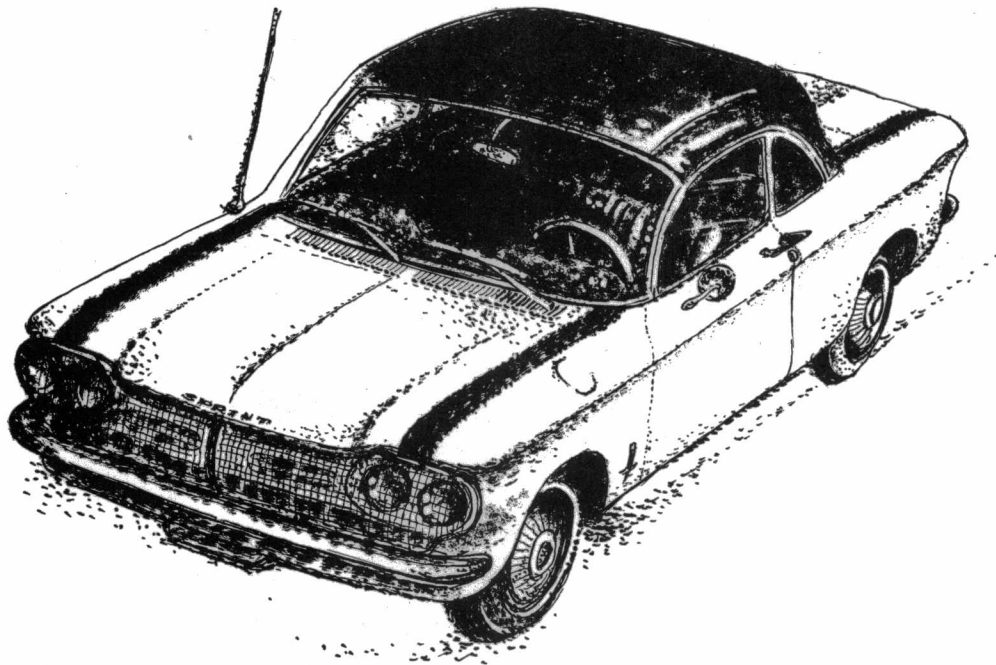
At tech inspection the following were checked: fire extinguisher, seat belt, helmet, goggles, roll bar, fire-proof suit, tires, taillights, brake fluid level, oil and gas leaks, muffler!?! , horn, shocks and finally the usual "Look, Ma, no hands!" brake test.

The driver's meeting followed tech inspection where the Chief Steward briefed us on the meaning of the flags. He also explained how and where to re-enter the course at each individual corner in case of a spin-out. Fortunately I found none of the information concerning escape roads useful to me in my subsequent revolutions of the circuit. He then announced that the cars would be divided into two groups as follows: (1) A, B, C, D, E production and all the modified cars and (2) F, G, H production and all sedans.



Group I went out for about 15 minutes and then our Group II lined up on the grid. It was the student's option whether he wanted an instructor to drive him around the course for a few laps or not. Perhaps this should be clarified. At no time was an instructor permitted to be a passenger in a student's car. If an instructor was to be in the car at all, he was to be the driver. Many of the students had one of these licensed drivers chauffeur them around for a few laps to point out the tricky places.

We toured the course single-file at a moderate pace for about 15 minutes then came in and relinquished the track to Group I again. The rest of the day the two



Make your Corvair Monza into a *SPRINT* or have B & B Motors* do it for you

"A racing driver's private transport . . . a genuine gran turismo car," was the way the July '62 Car & Driver described the Corvair Monza *SPRINT*.

Now you can convert your Monza to the same specifications with the very same components. Read on . . .

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 yourself, have an authorized *SPRINT* dealer* do it for you, or order a complete new *SPRINT* from your dealer*. Select from:

***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
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

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***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

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Note that the Corvair Monza *SPRINT* is a luxuriously equipped, rugged, high-speed American Gran Turismo car. Engine breathing has been increased to the point where it will deliver larger and more numerous horses.

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SPRINT

SCHENECTADY GAZETTE

The Wheel

By BILL KANE



Howling winds, innumerable snow drifts and below-zero temperatures did not prevent the writer, in company with Bob Bailey, local Sprint dealer, from journeying to the factory of John Fitch and Co., Lime Rock, Conn., for a test of the Corvair Sprint.

ON ARRIVAL, Fitch, innovator of the Sprint, made available his personal car for the test. The Sprint, although exposed to the elements over night, started immediately and without any further hesitation, we roared into the sun-splattered countryside.

Two and a half hours later the test had been completed. Actually, the test was completed in less than half of that time but the ease, comfort and sensations derived in driving this car were beyond expression and the thought of turning off the ignition key seemed like the end of a lovely dream. The Sprint is a dream that has been made a reality. It can be said from the writer's viewpoint that the outward appearance of the Sprint should be termed the Mona Lisa of automobiles.

THE TEST car was graced with a heavy protective chrome mesh stone guard which prevents broken headlights and paint clips from flying objects on the highways. The top was made of a vinyl material in a crushed leather finish, which adds to the sound-dampening.

Upon entering, the first notable feature that strikes the eye is the dualuminum and fine grained mahogany steering wheel. The upholstery is basically that of the Corvair Monza, with large bucket seats that form around the body and in addition, rear deck compartment carpeting which adds to the internal appearance plus reducing exterior noises.

THE BUCKET SEAT has been modified as standard equipment and it allows even the tallest of owners to fit comfortably. It is in fact the first car that we have been unable to reach the pedals when the seat was positioned in a full back position. Being six feet tall, this is indeed a rarity. The dash was plain and simple with easy to read instruments including an illuminated transistorized tachometer, an oil pressure gauge,

DRIVING THROUGH the snow-swept secondary roads of Connecticut proved to be effortless. The Sprint has a fast ratio steering gear which produces the maximum amount of control along with three turns lock to lock. The smooth ride and handling were aided by shorter rear Sprint calibrated shock absorbers. This in turn holds the rear wheel camber at a two degree negative setting. The addition of a "quickshift" has reduced the amount of travel of the gear lever by nearly half. Adding over an inch on the shift knob provides a much better co-ordination when depressing the clutch. Incidentally, the pedals have been arranged so that the driver may heel and toe while shifting the completely four-speed synchromesh transmission.

THE SPRINT'S power plant boosts 145 horsepower with the aid of four carburetors and a tuned "trombone" designed dual exhaust system. This enables the car to go from zero to 60 MPH in twelve seconds. Cruising at 60 MPH the tachometer indicates 2900 RPM's and the most phenomenal aspect was that the Sprint could be driven at very very low RPM's in fourth gear without any sign of bucking or stalling.

Upon completion of the test, we toured the Sprint assembly plant at Millerton, where it was learned that the Sprint is available in three different stages of tune. Also noted at the hospital-like factory were a number of regular Corvairs being converted to Sprint specifications.

The Sprint is one of the most inspiring low cost American cars on the market. A car that not only is good to look at, but also a car that has outstanding performance qualities. Enthusiasts who are interested may contact Bob Bailey, Kingsley road, Burnt Hills, for further information regarding purchase, conversion or accessories of the Sprint line for your normal Corvair.

ALBANY TIMES-UNION



Sports Cars

By ART FREDERICK

As you read last week, I was lucky enough recently to have an opportunity to test drive John Fitch's Sprint, a Corvair-turned-GT now being introduced to the Capital District. This is one of the few domestic automobiles especially designed and executed for the purpose of touring par excellence. Basically, it is a Corvair Monza but the car's personality is completely changed after receiving the Sprint treatment.

Among the more notable features of the Sprint are the addition of two more stock Corvair carburetors on the stock manifolds, special exhaust system, special suspension components, quick steering and gearshift mechanisms, and various driver aids and comfort features.

A drive around the block suffices to teach one that the Sprint bears no more than a surface resemblance to the stock Corvair. Of course, the open road is this machine's habitat, and it is there that its true colors shine through.

Fitch's special rear springs and shocks, combined with the Chevrolet Positraction, serve to bring the rear end into control and allow the driver to negotiate the most winding roads with more control and less effort. The 135-horse engine, of course, tends to liven up the day no small bit.

Porsche racer and Sprint dealer Bob Bailey, of Burnt Hills, and I spent the better part of an afternoon touring through the Connecticut in Fitch's own Sprint, and it was an education. The feeling imparted to the driver is one of utmost controllability combined with traditional American sturdiness and comfort. It feels much like driving a 1½-sized Porsche, although the Sprint is an easier car with which to become acquainted.

True, the Sprint is not an out-and-out sports car—neither is it meant to be one. Its purpose in life is to fill a gap caused by the lack of a reasonably-priced (about \$3,000) GT car that is also seatable for family use if necessary. To my mind, it should be called the Ultimate Corvair.

groups alternated half hour sessions on the track. For these sessions, the cars were started about 2 seconds apart. The students ran under the yellow flag (no passing) for about 4 or 5 laps and then got the green flag (passing allowed).

There were observers stationed strategically along the course who graded the drivers on judgment, technique, reactions attitude, and courtesy. If an observer thought that something in particular should be called to a driver's attention, he would phone the Start-Finish line, the car would be promptly blackflagged, and the driver informed of his mistake.

The cars which did not run into mechanical difficulties got an average of just under 2 hours on the track. For 1964, the minimums for obtaining a regional competition license are (1) at least 5 hours on the track at schools and (2) at least 3 schools. I'm sure that everyone else who had as much fun as I had is eagerly anticipating the next school.

Art Brudereck

WHEELSPIN???

Frua's LOTUS Elan design for Geneva show was actually finished in a truck, en route... Innes Ireland won Europe's first '64 F-1 race, Snetterton, with fine form. First drive since his crash 5 mos. ago. Graham Hill damaged new BRM monocoque badly (and maybe their chances). Phil Hill ran 4th in a BRM...More Indy tire tests: Foyt's avge. for 100 mi.... just over 150 mph; Hulse, Marshman, Ward testing, too. Chapman/Clark move in right after Sebring. Mickey Thompson's cars will test Sears' skins; Duane Carter will do the "500" for M/T again. Jerry Grant and Dave McDonald will get rides, too...American-made disc brakes tested at Riverside. Augusta, Ga. road course to be rerouted in front of stands. Jim Haynes, SCCA's '63 F-Jr. champ takes over Lime Rock operation...Not completely retired after all, Cunningham will run a PORSCHE 904 and a COBRA...SCCA S. F. Reg. still trying to solve mystery of fake Pacific GP passes...HONDA built own chassis to accommodate transverse-mounted V12. All that trouble only a year before formula changes; and all drivers contracted already...Chrysler put press on with pic of real "Barracuda"!... MUSTANGS will not run Trans-Canada, but "Bo" will---in a FALCON; a COMET will sneak in ...USAC Indy rear-engineers will have gear box troubles on road courses...At Indy, they face FERRARI over there: 225 hp, "flat 12" with 4 knockers, 7 speeds...Fitch CORVAIR Super Sprint has removable fenders, headlights, windshield. (Next for F-Vee drivers?) ...New carb, cam give Healey more go; Midget, Sprite get windups, rear suspension improvement, power boost to 59 hp. MINI-COOPER-S displacement now up to 1275 cc; power to 78 hp..."I shall return": JAGUAR's 5-liter V12 giving near 500 hp; will bolt into latest E-type, drive through 5-speed transaxle. Harry Knox JAG's (Jaguar Assoc. Group) new prexy...Alfred Owen, Donald Campbell have buried hatchet' Owen will support upcoming Bluebird LSR attempt Down Under; a 63-run build-up to Cobb, Breedlove marks...Canada's Peter Broeker racing F-2 in Europe...Ollie Schmidt takes over Arnolt's Midwest BMC distributorship...Dodger Stadium events shift to Willow Springs?...Strother MacMinn trophy (Concours' "Oscar") to Gwenn Graham, guiding light of Pebble Beach shows...Paul Goldsmith joins SCCA...Ford shipping 300 FAIRLANE V8's monthly to SUNBEAM. Paul Emery's GT based on "Imp" engine-trans. Sleek new MARCOS GT using Volvo P-1800 engine. Eatsun blends FIAT 1100, Cortina into smart "410"--60 hp., \$1800 model...Four Cylinder Club of America adds 23rd chapter...

--Courtesy Champion Spark Plug Company

THE KNOCK OFF

APRIL 1964

MEET THE MEMBERS!

Neil and Nora Morris
21 Jackson Avenue
S. Glens Falls, N. Y.

Neil and Nora have been members of SCCA for the past two years. They own a red Volvo 122 S which they use mainly for rallying, both on a local and national level. They are the parents of two girls, Cindy (3) and Suzy (2). Neil works for Donald B. Jenkins Communications.

Ed Hopkins
20 Lynne Drive
Scotia 2, N. Y.

An easy man to spot Hoppy sports an impressive growth of black whiskers which blow in the breeze from his blue Tr-3. A member since last year Hoppy and his wife Jean are parents of one at the moment; but probably two when you read this. Hoppy works for G.E. Gas Turbines.

Ed Martin
Box 209 Schoolhouse Rd.
Albany, N. Y.

Welcome to Ed and his wife Elizabeth who have just transferred here from the Steel Cities Region. Ed, an SCCA member for four years, is a former regional license holder. He has raced Tr-3s, Tr-4s, Elva Couriers, Healey 3000s and at present is "looking for a ride." Ed works for Associates Finance Co.

NEW MEMBERS - - - A welcome to:

Joe Schneider
874 Northumberland Drive
Schenectady, N. Y.

Joe is an engineer at the Knolls Atomic Power Lab and drives a 1963 Tr-4.

Patrick J. Holland
47 Green St.
Mechanicville, N. Y.

Pat is an Architectural Draftsman and is driving a 1962 MGA.

IDES OF MARCH TSD

Got out my trusty "Blackwell" and my wife's "Heurer" and took off in the "A" for Troy to enter Joel Solomon's TSD rally. We got there and registered and went thru tech inspection, got no. 4 to put on the side of "A" - then sat back and just talked and watched as many, many more cars came to enter. Boy, look at all the people! Lots of students from R.P.I. Look at all the equipment they've got - maybe we ought to ask if they need any more checkpoint personnel. Cars with beep-beep-beeps in them - calculators - books - watches - more books - more watches - WOW!

Hey look who's coming - the gang from Pittsfield - BMSC is making a good showing here. Well it's great to see Dave Gaul up and around again. In fact, it's great to see the whole family. It's almost time to go now. See you folks at Crooked Lake - at least we know where we will end any way.

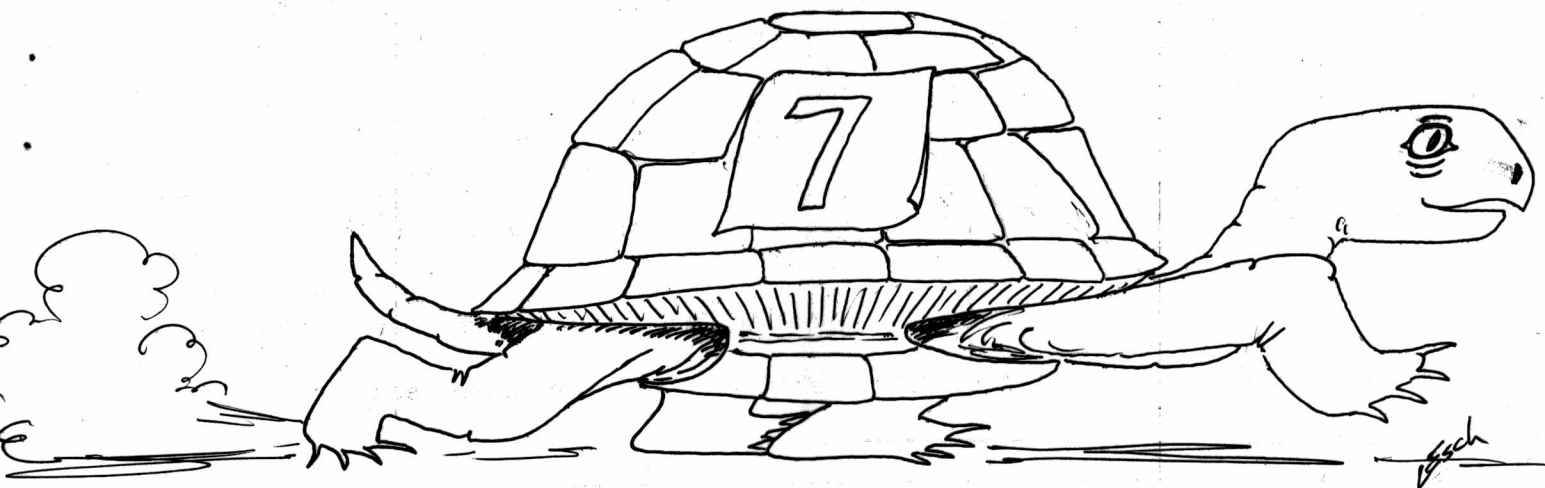
Off we go - the instructions seem to be excellent. Should be no problem to keep on course. The times are not too bad yet. I am glad I said yet. What did you say? Change again? Wow, my "Blackwell" doesn't read down that fine, Oh well, we are only out for fun anyway.

Checkpoint no. 1. OK-now don't forget to lose 2 minutes. Checkpoint no. 2. That was sneaky-lose 2 more minutes-off again. Checkpoint no. 3. What's that you say - we are the second car through. OhOh-maybe we are running too fast. Can't be, my trusty watch says we are within 10 minutes of the time I think we should be. Press on to the 4th checkpoint or finish, which was it? There's Joel. How are you? Nice rally there. Boy-we really enjoyed it and we don't see how anyone could miss the course with them there instructions. The times and speeds?-that's different. See you later at the Pool!

After a very nice dinner we headed home and the following week found that we finished second on this rally. This was a big surprise but a happy one.

Harold and Alita Cameron

P.S. I guess you don't always need a Kearfott or Curta to win a TSD rally.
GOOD SHOW JOEL SOLOMON!



IT'S LIME ROCK TIME

It's April. It's the fourth. It's 1964. It's New England Region. It's Driver's School. It's the first of the year. It's cold. It's windy. It's Station Six. It's busy, but not too busy. It's an airborne Porsche. It's Station Six? It's a good landing. It's an O.K. driver. It's Station Six! It's a sad looking car. It's quiet from then on. It's a shorter than usual session. It's over. It's fun? It's fun.

For those unfamiliar with Flagging and Communicating this early in the year - dress for the occasion. Here's what I wore. The usual shorts and T shirt, insulated underwear, top and bottom, cordury slacks, oxford cloth shirt, sweater, white coveralls, car coat, medium weight socks, shoes and overshoes, woolen ski cap, sunglasses, and gloves. I was comfortable.

A goodly number of trainees were in attendance. Approximately thirty-five. On our station the new people did most of the work backed up by the more experienced Flaggers. Most of the people were from N.E.R. but some from N.Y.R., and I'm from M.H.R. - not Dixie.

A mixed variety of sports cars took to the track - Sprites, Austin Healys, MG's including a TD, two sting rays, two Lotus XI's, Formula V's including two of the more streamlined versions. A Sabra, Turner, many Porsche's, TVR, Alfas, Spitfire, etc.

The next N.E.R. School will be at Thompson, Conn. on Saturday and Sunday, April 25 and 26.

Mac McClumpha

Photos of Lime Rock Driver's School taken by Willie Van Alstine.

CONGRATULATIONS BILL KANE!

Congratulations to our own Bill Kane on his fine showing at Seebring. He drove a Renault on Friday in the sedan race and came in second in class and tenth overall.

Thanks to Art Frederick for obtaining a most enjoyable movie of racing at the Nurberring shown at our last regular meeting. Likewise to new member P. Holland for showing us his excellent slides of this years Seebring 12 hour race.

At the New England Regions blackboard session for Flag and Communications a short time ago - Mac & Irma McClumpha, Ed Breinen, and Bernie Burns.

At New England Regions first driver's school of 1964 - Mac, Irma, Dave McClumpha.

Goodly number of new people at our last meeting. Let's get more, and direct them into membership.



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ORGANIZATIONAL OUTLINE
INEC GYMKHANA COMMITTEE

PURPOSE: The purposes of the committee shall be threefold:

- A. To promote gymkhanas as a sport to test driver skill.
- B. To establish standardization of timing, car classification, and scoring.
- C. To provide individual members with the opportunity to compete in recognized events and earn points toward annual recognition of results achieved therein.

MEMBERSHIP:

- A. Members of INEC regions of SCCA shall be eligible to compete for INEC Gymkhana Championships.
- B. Non-members may compete in a championship event but will not be eligible for Championship points.

DEFINITIONS:

- A. Gymkhana: A gymkhana is defined as a driving skill test in which entrants compete singly on a timed basis. The term as used herein specifically excludes all events in which the emphasis is placed on something other than driving skill, e.g. balloon-bursting, sparkplug changing, rope-and-pylon maneuvers, etc. Other events of this sort, although not specifically mentioned, shall not be permitted.
- B. Sports car: This term shall be taken to include all production sports cars within the normal usage of the term and all GT cars as defined by Appendix J of the FIA regulations. Cars may be open or closed.
- C. Course marker: This shall include both stationary and portable objects whose function is delineation of the gymkhana course. Markers may include light poles, rubber cones (pylons), posts, and other suitable objects.

CAR CLASSIFICATION:

- A. The member regions' normal classification notwithstanding, the following categories shall be observed in computing points:
 - 1) Small sports and GT cars 0-1500 cc's inclusive
 - 2) Medium sports and GT cars 1500-3000 cc's inclusive
 - 3) Large sports and GT cars above 3000 cc's
 - 4) Touring cars with front wheel drive
 - 5) Touring cars other than front wheel drive
 - 6) Women - Women shall receive the option of competing in this class in any car or competing in one of the previously mentioned classed based on the type of automobile used. This option must be exercised prior to the event.
- B. There must be three or more entrants in each class before that class will be recognized for the event.

SCORING:

- A. Mandatory penalties:
 - 1) One point shall be assessed for each second required for the competitor to complete each course.
 - 2) Thirty points shall be assessed for each failure to follow the prescribed course unless correction is made by the entrant before he is irrevocably committed to an incorrect route.
 - 3) Ten points shall be assessed for each movable course marker knocked down or moved from its normal position in any direction. Ten points shall be assessed for each stationary course marker touched by the car.

- 4) There shall be no other penalties assessed with the exception of disqualification for unsafe driving, unsportsmanlike conduct, consumption of alcohol, etc.
- B. All scores must be posted immediately within view of all contestants.

TIMING:

- A. Each competing car will be timed continuously from the start to the finish of the course. Electronic timing is preferable in the interests of uniformity. Timing will preferably be done to no time interval larger than 1/5 second.
- B. As much as possible, the event should be timed by the same persons, to ensure maximum uniformity. This requirement will not be effective where timing is done by mechanical or electronic means.

PHYSICAL REQUIREMENTS FOR EVENTS:

- A. The course shall not be so constructed as to require undue memorization.
- B. Exact layout will be at the discretion of the region.
- C. All movable course markers shall be marked as to position so that they will be in the exact same location for all competitors.
- D. The entire area of the course shall be within view of official observers at all times.
- E. All legal requirements of the state and locality in which the event is to take place shall be observed.
- F. Adequate safety precautions shall be maintained, to include:
- 1) Approach lanes for cars going to and leaving the course.
 - 2) Clearly defined spectator areas.
 - 3) Provisions requiring all but authorized personnel to remain clear of the gymkhana course.
 - 4) Layout such that two or more cars will not be competing in close proximity to each other.
 - 5) Course margins arranged so that no car will be competing within fifty feet of spectators.
- G. Technical inspection shall be carried out immediately prior to the event and shall require as a minimum that the following items be in satisfactory operating condition: hand and foot brakes, tires (both tread and sidewalls), wheels (all spokes installed and tightened in wire wheels-disc wheels in good condition, containing no cracks), any other equipment required by the motor vehicle regulations of the state of registration. All hub caps and wheel covers must be removed during competition. Properly installed safety belts are required for use by all competitors.
- H. There will be a maximum of two drivers per car per class to a maximum of four drivers per car.
- I. A driver may enter a class only once and a maximum of two classes in an event. The driver must decide the classes he plans to enter at the time of registration.

AWARDING OF POINTS:

- A. Points will be awarded to individual members on the following basis:
- | | | | |
|--------------|----------|--------------|----------|
| First place | 9 points | Fourth place | 3 points |
| Second place | 6 points | Fifth place | 2 points |
| Third place | 4 points | Sixth place | 1 point |
- B. Points will be awarded according to the members finishing position among INEC members only.
- C. Points will be awarded for the members best timed run of the number of runs allowed in an event.

D. The regions shall be responsible for submission of complete results of the events to the INEC Gymkhana committee scorer. The results shall consist of the following for each entrant:

- 1) Name
- 2) Address
- 3) Club Affiliation
- 4) Car-Year, Model
- 5) Class
- 6) Results-Position and time for each run

ANNUAL AWARDS

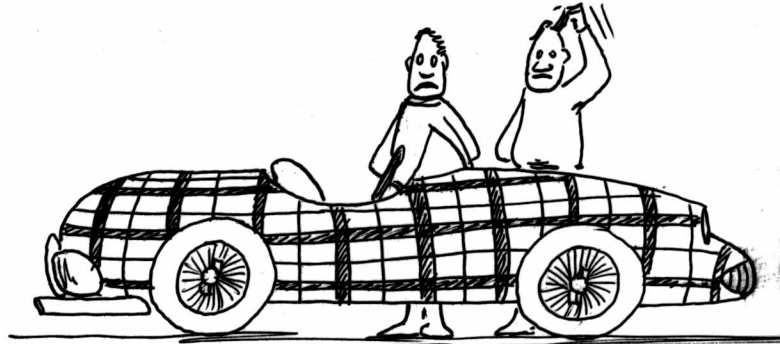
- A. Points awarded to each member shall be totaled at the end of each year by class for the best five out of six events
- B. Awards will be given to the winners of the first three places in each class.
- C. INEC will assess each region \$30.00 per year for the annual awards.

SCCA'S ICE SPECTRUM orWHICH COLOR WOULD YOU LIKE TO BET ON?

A very nice day it twas. Arrived at the scene early and found a poor gymkhana master frightened to death by a group of enthusiasts who couldn't believe that the color of your car actually decided which class you were to be in. In I came and right away, Blue was the taboo color of the day. I kept insisting that they should really feel sorry for the people with Black as Mickey LeVan has a new midget and beware - he is trophy hunting!

Well, along came the time to try out this peculiar looking course for size. Mickey ran among the first and he made it look so easy, what without even backing up in that turnaround. A very good time he turns in.

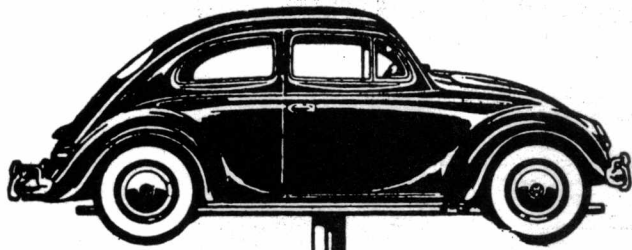
Let me go. Let me at him. I'll show him. Away I go around the loop and whee----- right down the long stretch. Easy now. Let's not pull a Thompson's Lake deal here. Better start slowing down - oops - careful - that's the ticket. How in H did Mickey make it around in here? Must be I have a hundred and 94" wheelbase. Oh well, get reverse and back up. OK, now first and quickly into second, now third. Easy now, there's an acute left right here. Now pour on the coal. Lemme see, there's a left hand port hole here somewhere - not there - Oh yes, here it is. That snow sure is hard on the sides. Now up in the corner and turn around and get out of there. That does it. Now for the finish line. Who in the devil made that crook in the trail. Cops, kind of slippery here. Well, there's the finish - if I can only keep this little stinker from spinning out I think we got it made. Yes, we made it. Now to slow down and get back around so the better half can have a whack at it. She did and guess what? She couldn't find reverse down there in that lonely little area known as no mans land. Whoops, wait a minute or two - she's bound to find it. Here she comes now on the 2:10 I think. Oh well, better luck next time. Some of my other friends and their friends found out that the snow banks weren't to be eluded altogether.



Mr. Scharl did a right good job of it as you could see by the picture in last month's KNOCK OFF. Seems that the gentleran who plowed the course was to have a go at it, too. He made it in 2:15 with his jeep (with chains no less). Well, Mickey, we'll see how your Midget stacks up against the rest of the boys at Montgomery Wards on May 3rd. Remember he got the trophy for best Triumph last year and that Bob Brown got best MG (with an 1100 yet!). One thing I missed at Crooked Lake this year was the Australian Pursuit race between Wally Chapman and Ray Gaul. That was the most.

Harold Cameron

P.S. Many thanks to the people from BMSC for coming over from Pittsfield.



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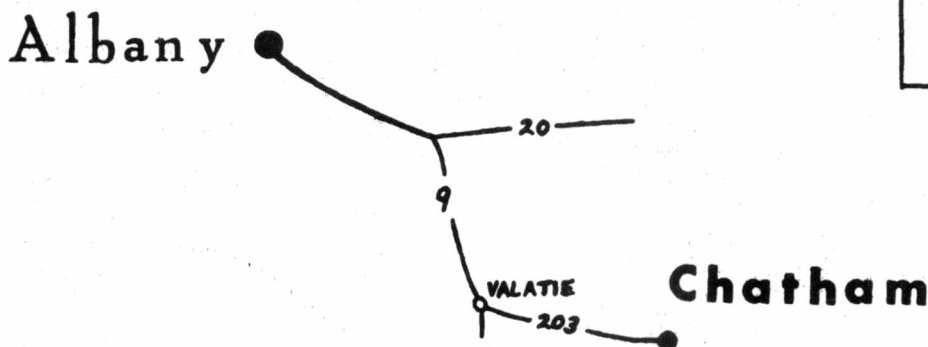
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