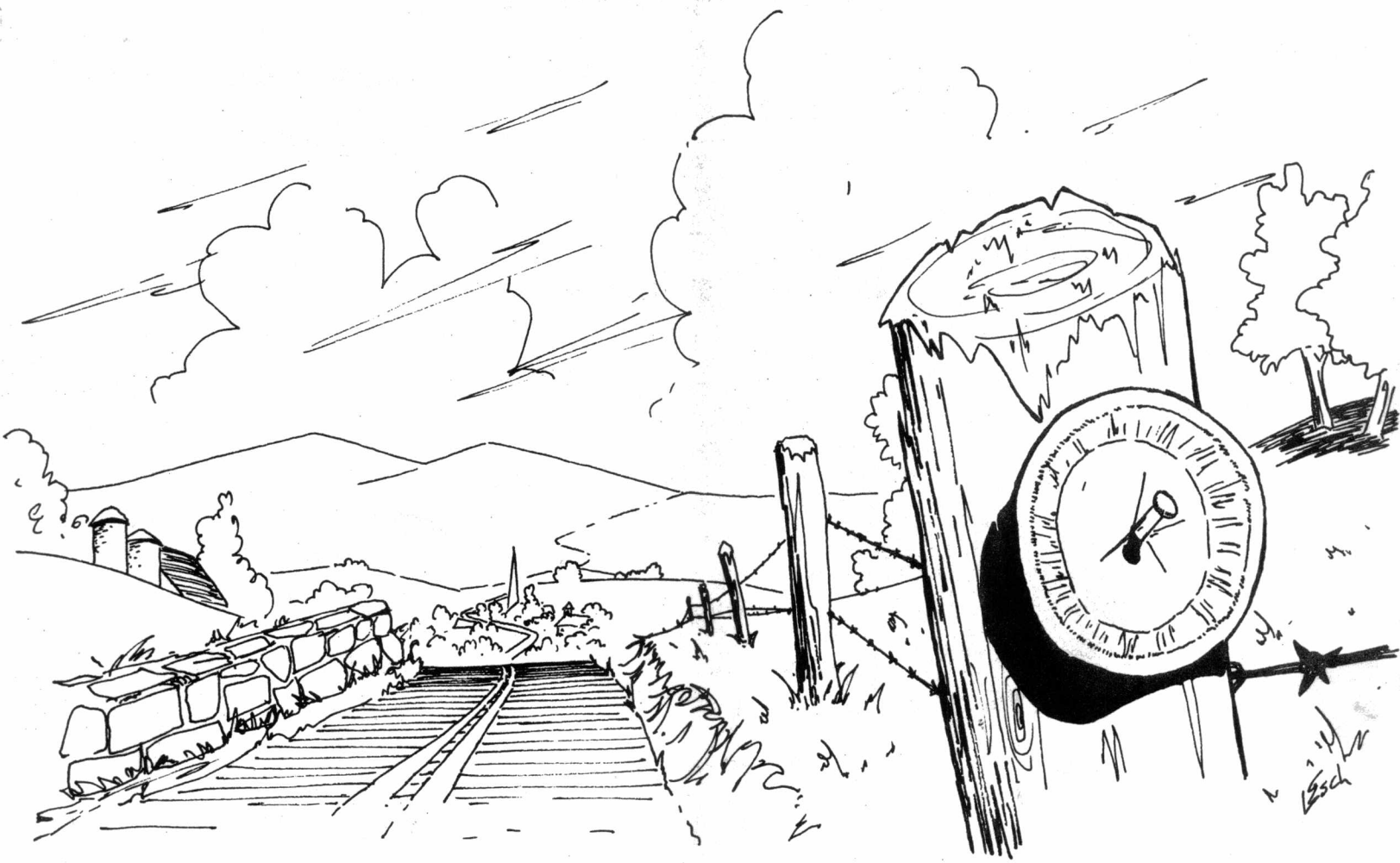


June 64



# 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

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<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.

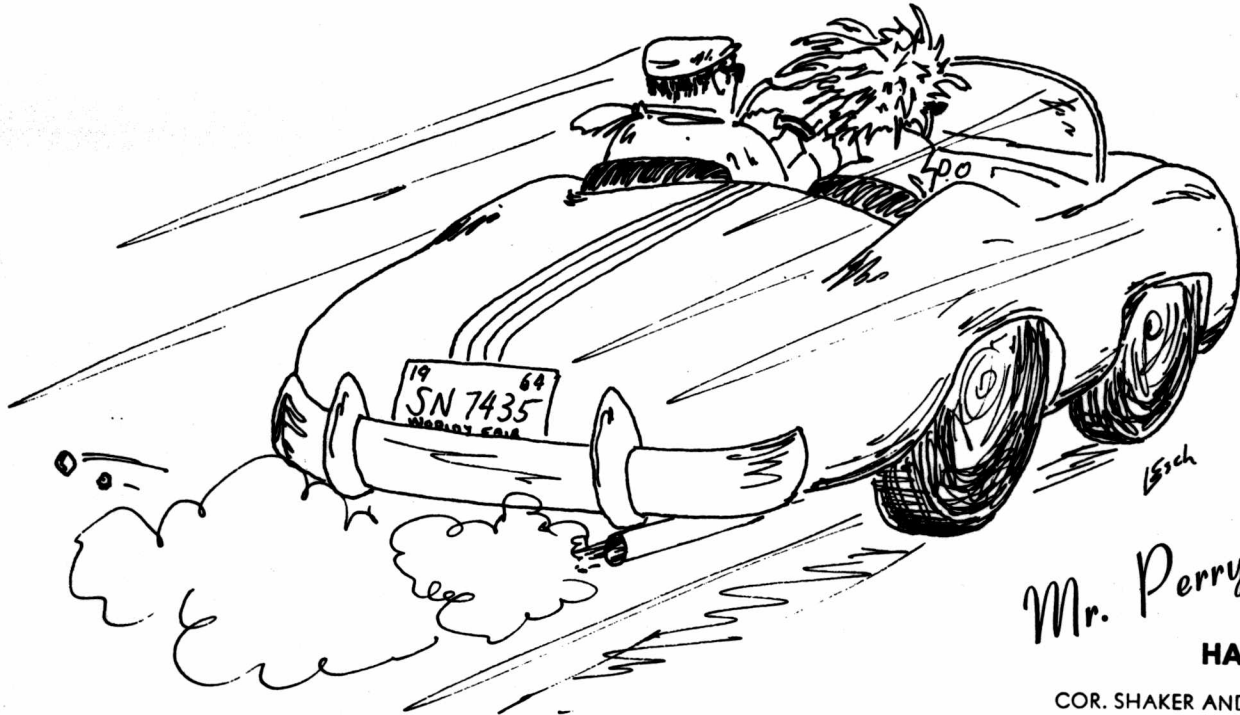
MEETINGS WILL BE HELD THE FIRST  
WEDNESDAY OF EVERY MONTH

#### 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.

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MEET THE MEMBERS by Steve Donachie

Art Frederick  
RR1 Box 14  
Chatham Center, N. Y.

Art, originally a member of the Philadelphia Region, has been with Mohawk-Hudson since 1957. Art has three children at the moment, and a fourth due any day now. He runs Chatham Furniture, so for those of you who had been wondering, this is any a furniture store is advertised in the Knock-Off. Art also wrote a column on Sports Cars for the Albany Times Union, but it appears that this feature will no longer be run by this paper. At present Art is publicity chairman for the region, and in the past has served as an RE and as a Director. His silver Porsche Super Speedster is a familiar sight at area gymkhanas and rallies.

Hanns Flebbe  
402 Stanford Avenue  
Schenectady, New York

It is a rare event in which Hanns is not entered. One of the most enthusiastic competitors in the area, his specialty is winter events and in particular, the Abominable Snow Rally which he has entered three times. A member for 2-1/2 years, he has done most of his driving in a Corvair, but has just recently acquired a red Saab. Hanns is Food Service Manager at the Schenectady YMCA.

NEW MEMBERS

This month has been a good one for membership with the addition of 5 new members, bringing our total membership to 72. A WELCOME to these people, and also a reminder to new and old alike; don't be a member in name only! If this club is to go places we all have to push. Come to events! Come to meetings! and make your voice heard.

Dick Klein  
65 1st St.  
Troy, N. Y.

A student at R.P.I., Dick is majoring in Management Eng. He drives a green TR-4 and was an entrant in our Driver's Clinic. We will see more of him in future events.

Pete O'Hara  
278 Old Loudon Rd  
Latham, N. Y.

Pete drives a white Saab and has faithfully attended every meeting and event for the last few months. May he continue to show the way to some of our older members.

MEET THE MEMBERS - continued

Don Bennett  
11 East Side Drive  
Ballston Lake, N. Y.

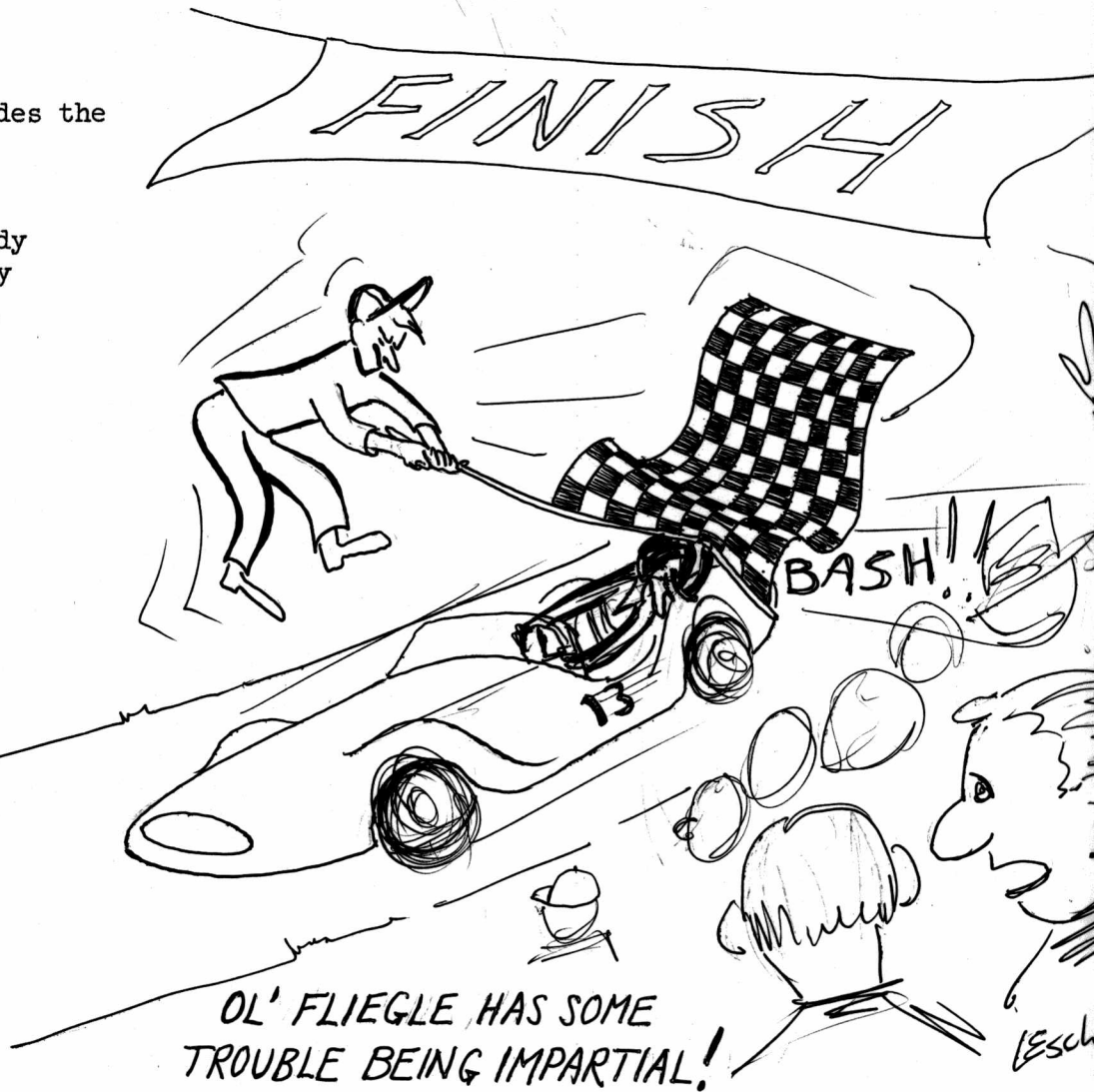
Don is an Insurance Claims Representative. A returning member, Don drives a VW and is also a member of EMSC.

Roger & Ann Semerad  
4 Elk St.  
Albany, N. Y.

Roger and Ann are interested in competition and in obtaining flagging licenses. They drive a 63 Alpine GT. Roger is a Research Administrator for the Research Foundation of the State University of N. Y.

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| Schoharie  | Clinton     |
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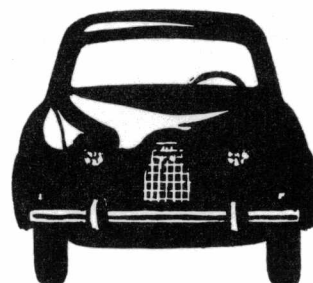
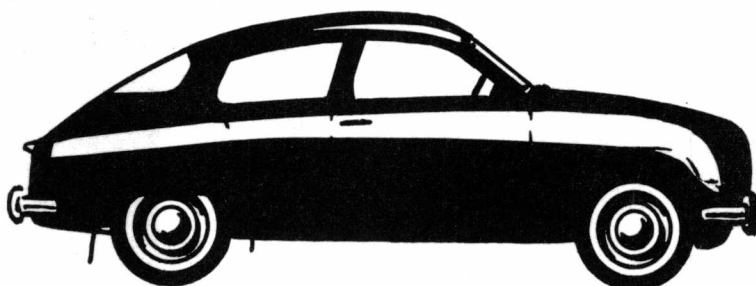
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SEVEN RACES IN MAY by H. Manley, Jr.

The New England Region's May 24 regional at Thompson may not have had all the suspense and drama as that well-known book and/or movie but the outcome was quite disastrous for those Mohawk-Hudson Region participants. Success for Bob West, Barney Galinsky, Bill Kane, and Hank Van Deusen was measured not by how close to the lead they were but by the number of cars between them and last place. The cause for all of this was just a simple case of outclassed machinery. Item One - some Sprites have it, others don't - Fiat 1500's have it too. Item Two - Alfas, Lotus 7A's and new MGA's have it, - old A's don't. Item Three - Mini Coopers and Saabs and Volvos and Corvairs have it, Renaults don't. Item Four - Autodynamics Vee's have it, Formcars don't. Without "it" you can't win, and "it" costs more money.

The week-end as a whole was a good one though: many entries, sunny and hot (even too hot), and a wide variety of cars. A rundown of the walk-aways shows that Lee Mann in a Sprite won G prod., Malcolm Donaldson in the Zink Petite won H mod., Andy Steele in a Porsche won E prod., Sheldon Shoff took F prod. honors in his Lotus 7A, Phil Cade took the Formula Libre plus Junior section of his race, and Ray Caldwell scored easily in the Vee section with his Autodynamics Vee.

The big modified event, with A production thrown in, found Jim Locke of Alton, N.H. first in his Porsche RSK, Tibor Von Imrey second in a Ferrari Dino (Doug Thiem's car of last year), and Will Daugherty a fine third, after an early spin, in his Porsche RS. The first two were class winners as was Gordon Heald in G mod. with his rapid Elva VII. Ed Butler took A prod. easily over three Sting Rays in the ex-Bob Brown Cobra.



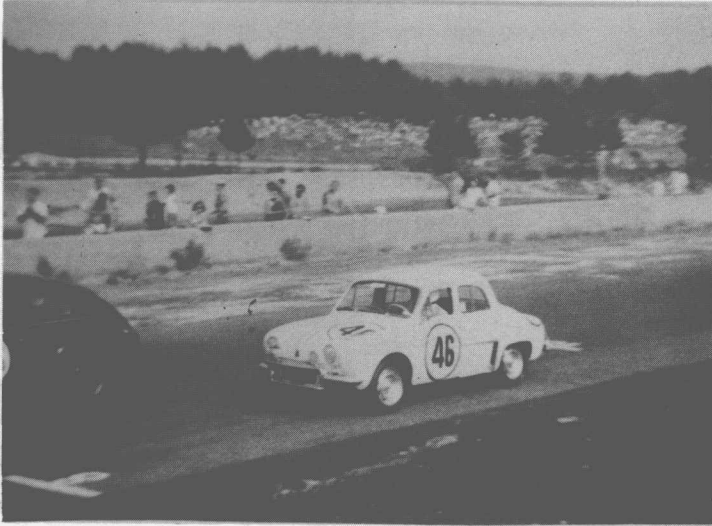
HANK VAN DEUSEN

The excitement was to be found in the H prod. plus sedan race and in the C and D prod. contest. It seems that neither Sprites nor sand banks can keep George Oulton's Mini from winning his race. Oulton led the pack from start to finish but without some tight dicing with the Sprites of Gil Page and Chris Jensen. At one point the pressure put on by Jensen cause Oulton to mount the sand bank between turns one and two. Coming off the top of the bank Oulton proceeded to bounce off Jensen's Sprite and continue on in the lead. A slightly astonished Jensen slowed a bit and Gil Page took over second and first in H prod. Oulton held off another bid by Page at the wire to take first overall. Chris Jensen finished a strong third and second in H prod.

The D production section (and faster section) of the C and D production event provided all kinds of hero driving couples with good and bad luck. John Howe led the drag from the start in a real rapid 120M Jag. After a couple laps Howe was still in lead closely pursued by Rod deRonge in his AC Bristol and Bill Weir in his Turner. At this point Weir spun and really dropped back into the pack. Shortly after this deRonge took over the lead

SEVEN RACES IN MAY - continued

and proceeded to put distance between himself and Howe. Body contact had occurred along the way, however, and the AC's front bumper became askew and then began to drag. Out came the black flag and deRonge lost the lead, and any other trophy hopes, on lap seven. John Howe regained first and Bill Weir had worked back up into second place. Then, with lap nine just completed, Howe blew the right rear tire on the main straight. With almost a full lap to go John elected to motor on and see how far he could go. He made it to the wire all right but Bill Weir's hero drive had more luck than Howe's and the Turner caught the Jag on the back stretch and easily outraced Howe to the finish. Howe kept the slewing Jag under control and held on for second overall and in class D. A dead heat for third, in amongst lapped cars at the line, gave both Brad Picard (MGB) and Ted Leonard (TR4) a trophy.



BILL KANE

PHOTOS BY DAVE McCLUMPHA

-----

IMPORTANT ANNOUNCEMENT - Mickey LeVan

This region, along with four others, has been selected to join the National headquarters in an experiment that could be of considerable direct benefit to our region. We need your help.....DON'T LET US DOWN.

Within a few days you will receive in the mail from Westport, a packet of recently published SCCA information material. Hopefully you will pass this information along to non members sports car owners and enthusiasts. A coupon and these fact manuals placed under windshield wipers, or given out with a pep talk, could be a tremendous aid in our drive to gain new active Mohawk Hudson members.

I make this plea personally - PLEASE HELP YOUR REGION - don't throw this away, pass them out.....There are more available for those who want them.

New members make this region even more fun.....

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THE BLIND RALLY by Art Frederick

Having charity events seems to be the rage in sports car clubs these days. Not wishing to miss out on this trend, but still wishing to retain our individuality, Mohawk-Hudson Region sponsored a new and different kind of Blind Rally in May.

Look closely through those back issues of the KNOCK OFF right now. Search diligently for mention of this event. See where you missed reading about it and try to recall for what reason it slipped your mind.

Don't read more now. GO!!!

(Pause)

Now that you're back, how did you make out?

Oh, you didn't, eh? Tough Luck.

No, it wasn't there in the first place. But wasn't it enjoyable re-reading those back issues?

What - you threw them out? Shame!

The truth is that this diabolical event was hatched by LaVan, Peterson, and Yours Truly (YT) after the MGCC gymkhana at Montgomery Ward. Strange what ideas can burst forth spontaneously from a beer bottle.

Equipment for this rally (a TSD type) was handled by R.E. LeVan (Rat Fink Trophies - genuine plastic with gold paint) and YT (course markers in boxes of 100). Activities Leonard brought the Region's watches, all unknowing to what use they would be put. Had he been told, we might have had to resort to the hour glass that Joel Solomon had used to lay out his rally.

What made this a blind rally? Simple! Everybody was blind-----folded. The idea was for each car to negotiate the course (lined with paper cups) closest to the official time which was a closely guarded secret. Being a European type rally, the average speed was set high enough that no-one could even come close to it. Sort of a Midnight Sin type of thing. Drivers were blindfolded with exotic jackets, diapers, etc., and navigators had to guide the cars without going off course (thereby hitting paper cups). Although navigators could theoretically see, they found some difficulty in guiding drivers around cups, through doors, and especially up and down that high step.

Penalties included one second per cup kicked and two per squashed marker, bad words from the rallymasters for unauthorized use of navigators' hands, and disqualification for going against the arrows on the floor.

Driving styles ranged from Connie LeVan's surefootedness and speed through many styles of tentative groping to Phil Groggins' 8000 RPM jiggle. Some teams came through clean, others would have made Mr. Dixie's heart leap with exultation as they demolished his product again and again.

The event was so well received by all that next year we plan to present it on a National basis complete with hidden controls, streams to ford, electronic timing and written protests - just like the Rip, etc.

Regional Ramblings - Mickey Levan

Thirty cars in the rain, or even threatened rain, isn't too bad, and we almost broke even. The problem was aggravated by having our Gymkhana on the day following Keene Hillclimb. The trophies were plentiful and the best I've seen in a long time....

Our electric timer was fascinating and really an asset. So why then were only ten of our members present?? - Frankly a handful of us worked on this event, and we had a really good time, both during the event and after at Fords Tavern. It's annoying to think so few of our regularly active members were on hand.

Your Executive Board, and many volunteers from other regions have put in a great deal of work and time to get this region off its corporate butt....Now we are part of the national SCCA organization. We have a major speed event on tap. We fostered the Gymkhana council and championship program, and now our membership is growing. What can you do?

Well, first of all you could attend our events....I feel that if you want the honor of the SCCA badge and membership, you should feel some loyalty to support the club. The best way to support the club is to attend or work on the events - try it, its fun...

Every member of this region is on a committee, whether they know it or not - a boost MOHAWK HUDSON REGION COMMITTEE - Talk up the Club - bring your friends, even non sports car types. (There are converts). Take an active interest, and above all don't wait for GEORGE TO DO IT.

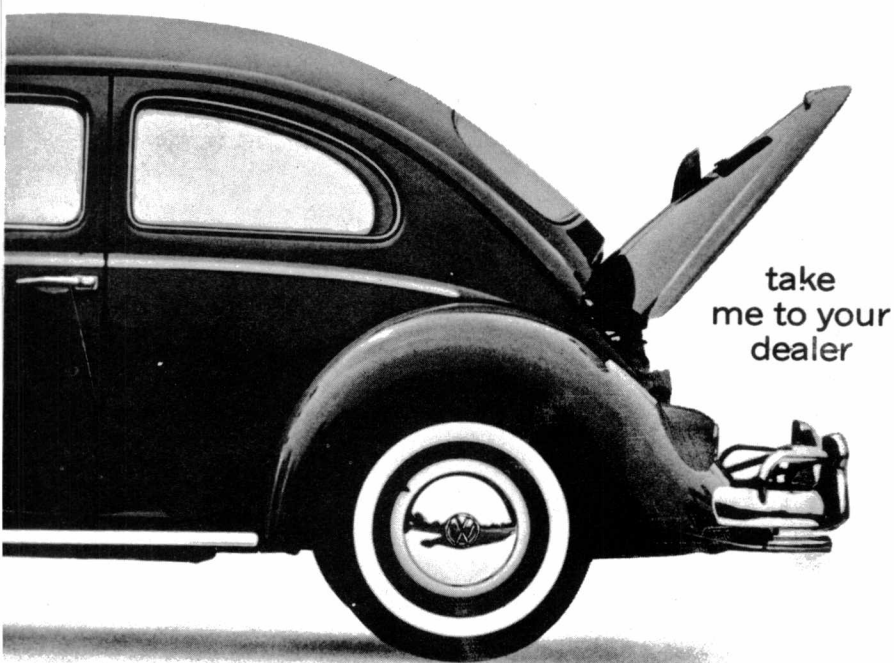
When I decided to campaign for this office I had little notion how much time, effort and even personal expense were involved - after the initial shock of resistance from some of the membership to radical new policy, I began to see the results of the effort. WE ARE A REGIONAL UNIT OF THE SPORTS CAR CLUB OF AMERICA, INC....not a local sports car faction.....Westport hears from us now -- and they respect us for it, INEC respects us as a progressive, though small region. Soon you will read about our Gymkhana council organization in the Sports Car Magazine, then you may see an Ad in Car & Driver for our hillclimb. When we mingle with the thousands of Sports Car Enthusiasts at the hillclimb this fall, we will then know this....

WE HAVE COME OF AGE....

lets act like it....Darn it! I need your help! Attend meetings, participate in events, speak up at meetings....drag in new members, find advertisers, write articles for the KNOCK OFF, be friendly to new or prospective members. When my term as your Regional Executive is over, I will feel that I have helped in some way to further not only this club, but the National Organization and the Sport in general. ITS A REALLY SATISFYING FEELING---

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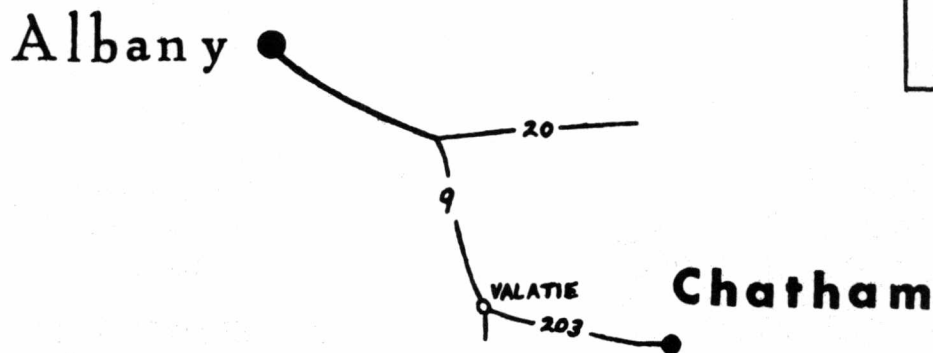
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DRIVER'S CLINIC by Art Frederick

Thanks to some gentle arm twisting by our lovable RE's wife and some expert assistance from one Birdsey, I volunteered to stage this year's Driver's Clinic on May 24. Actually, this is one of the mildest ways that I have yet described this process of conscription, but, after all, this is a family magazine.

On the other hand, there are many different kinds of families.....But it's getting late, so the foregoing description will have to suffice.

Putting on this school, believe me, is not like staging a gymkhana. It requires all of the preparation that a gymkhana does, but it also entails arranging instruction schedules, obtaining instructors, doing much paper work, and trying to convince people that they should come.

Now don't you all feel sorry for me?

Publicity is an uncertain thing for an event of this sort. The usual releases to newspapers and radiostations could be relied upon for their always superb cooperation (cough), of course, but how does one send fliers to people one doesn't know? Obviously, we can't look up gymkhana entry lists in hopes of finding novices. However, the cooperation of the membership at the May meeting was quite gratifying, and many, many fliers were distributed to the appropriate locations. This one feature of the publicity campaign probably had more effect than all of the other little tricks combined. Let's try it again.

The 24th of May turned out to be hot and mostly sunny as opposed to last year's chill breeze. In view of the balmy clime, it's surprising that no more students dropped around. The total was 35 - one more than last year, so we're improving - the rest were undoubtedly home sloshing brew down dry gullets. And that seemed pretty appetizing to us, too, after five or six hours in the sun. Instant Indians!

The format for this 1964 event was similar to Lonnie Granito's from the previous year. That is, "blackboard" sessions were followed by "corner practice" on the course with the students in groups of seven or eight. Each of the five sections of the practical instruction presented a different phase of gymkhaning, and all was tied together at the end of a gymkhana.

Our day was complete when a Colonie police car arrived and the officer happened to mention that Maxam no longer owned Maxam's and we had technically been trespassing all day. Well, that's the way the Mercedes Benz.....

WORKERS - Many thanks!

Gene Birdsey  
Mickey Levan  
John Pepper  
Bob Claffie - BMSC  
Butch Sciarra - BMSC  
Roly Heacox

Harold Cameron  
Ed Hopkins  
Chuck Schongar  
Phil Groggins  
Ray Gaul  
Phil Raeder

Dave Gaul  
Connie Levan  
Hanns Flebbe  
Joel Solomon  
Steve Donachie  
Dick Leonard

Have I forgotten anyone?

THE KNOCK OFF

JUNE 1964

RESULTS OF DRIVER'S CLINIC GYMKHANA

<u>No.</u>	<u>Driver</u>	<u>Car</u>	<u>Class</u>	<u>Time</u>	<u>Position</u>
1	Richard M. Klein	TR-4	2	1:54.5	
2	E. V. Dobbins	Sprite	5	1:58.0	
3	Jack Waugh	Daimler	2	1:53.0	
4	Pat Waugh	Daimler	5	1:50.3	3
5	Joel Solomon	A-H	2	1:30.0	1E
6	John Sidle	Mustang	3-4	1:58.5	1
7	David Vinograd	MGA	2	1:26.0	1
8	Butch Sciarra	SAAB	3-4	1:32.2	1E
9	Lil Sciarra	SAAB	5	2:14.0	
10	Stan Bubar	Spitfire	1	1:29.2	1
11	Jack Collins	Spridget	1	1:29.5	1E
12	Al Nash	MGB	2	1:41.3	
13	Marilyn Nash	MGB	5	1:47.5	1E
14	Ed Martin	A-H	2	DNS	
15	Leon Forman	Alpine	1	DNS	
16	Dwight Winter	MGA	2	1:32.2	3
17	Peter Todenhagen	Sprite	1	DNS	
18	Perry Can Dyke	Sprite	5	1:51.0	
19	Joan Gunnen	VWKG	5	2:16.0	
20	Stuart Nock	A-H	2	1:37.8	
21	Shirley Graves	Porsche	5	1:49.0	
22	Bud Graves	Porsche	1	1:51.0	
23	A. W. Parker	TR-3	2	DNS	
24	C. F. Campbell	TR-3	2	1:38.8	
25	Barbara Peffer	MGB	5	1:45.0	2
26	Judy Bubar	Spitfire	5	1:44.0	1
27	William Pasquerella	TR-3	2	2:44.8	
28	Bob Schneider	MGA	2	1:41.0	
29	Lance Dunning	MGA	2	1:50.8	
30	Mike Brennan	TR-3	2	1:56.0	
31	Leonard Hunter	MGA	2	1:39.6	
32	Lyn Marquis	Simca	5	DNS	
33	Garry Kunst	MGB	2	1:31.0	2
34	Charles Roser	Sprite	1	DNS	
35	Dick McCaughin	VWKG	3-4	1:50.0	

## NOTES:

Classes 3 and 4 for touring combined due to insufficient entry.

Suffix 'E' after position indicated separate Experienced Class trophy.

THE KNOCK OFF

JUNE 1964

## MOHAWK HUDSON REGION

1/2 YEAR POINT STANDINGS - Mac McClumpha

	<u>Meetings</u>	<u>Events</u>	<u>Total</u>
Almy, Robert	0	0	0
Ash, Wayne	0	0	0
Bailey, Bob	0	0	0
Baren, Ted	20	0	20
Bennett, Don	10	0	10
Birdsey, Gene	60	120	180
Breinen, Ed	20	0	20
Bruderick, Art	0	0	0
Burns, Bernie	30	20	50
Burns, Madeline	0	10	10
Cargill, Bruce	40	0	40
Cameron, Harold	30	190	320
Chapman, Wally	40	10	50
Coonrad, Bob	0	0	0
Delaney, Jay	0	0	0
Desormeau, Henry	0	0	0
de St. Croix, Ross	0	0	0
Dolgolevich, Joe	10	0	10
Donachie, Steve	60	110	170
Fegraus, Clark	0	0	0
Flebbe, Hanns	60	70	130
Frederick, Art	40	60	100
Galinsky, Barney	10	0	10
Gaul, Dave	10	0	10
Gaul, Ray	40	60	100
Gaul, Gladys	20	60	80
Groggins, Phil	30	0	30
Groggins, Marge	0	0	0
Gypson, Ken	0	0	0
Hall, Vernon	30	60	90
Haven, Ed	0	0	0
Holland, Pat	10	0	10
Jacsonson, Al	50	20	70
Jacobson, Sondra	40	20	60
Jones, H.	20	0	20
Kane, Bill	30	50	80
Kirsch, Peter	20	0	20
Klein, Dick	10	0	10
Kruesi, Bill	0	0	0

THE KNOCK OFF

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POINT STANDINGS - continued

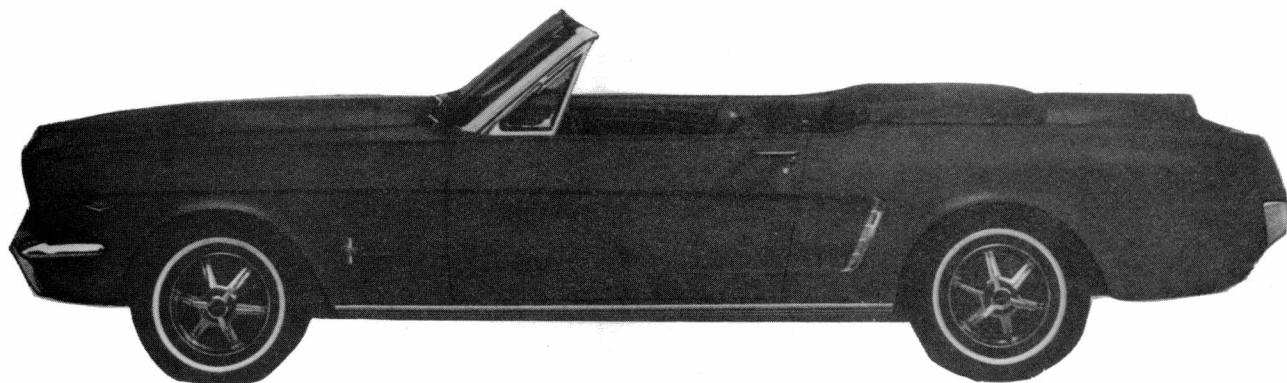
	<u>Meetings</u>	<u>Events</u>	<u>Total</u>
Leonard, Dick	60	60	120
Leonard, Sharon	40	40	80
Leufkens, Bill	0	0	0
LeVan, Mickey	50	210	260
LeVan, Connie	50	220	270
Lind, Harry	0	0	0
Martin, Ed	10	90	100
McClumpha, Dave	30	0	30
McClumpha, Irma	60	20	80
McClumpha, Mac	50	20	70
Morris, Neil	50	10	60
Morris, Nora	50	10	60
Muggenberg, Karl	0	0	0
O'Hara	10	10	20
Peffer, John	10	160	170
Peterson, Wanda	40	20	60
Prandini, Gene	0	0	0
Rand, Charles	0	0	0
Raeder, Phil	40	0	40
Semarand, Roger	10	30	40
Semerand, Ann	10	0	10
Schneider, Joe	20	0	20
Schongar, Chuck	40	10	50
Schongar, Mary	40	0	40
Scullen, Steve	0	0	0
Scullen, Mary	0	0	0
Solomon, Joel	60	130	190
Trotzky, H. J.	0	0	0
Turner, Bill	20	0	20
Van Alstine, Bill	30	20	50
Van Deusen, Hank	50	0	50
West, Bob	0	0	0
Witter, Keith	0	0	0
Zalinger, Jack	0	0	0

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