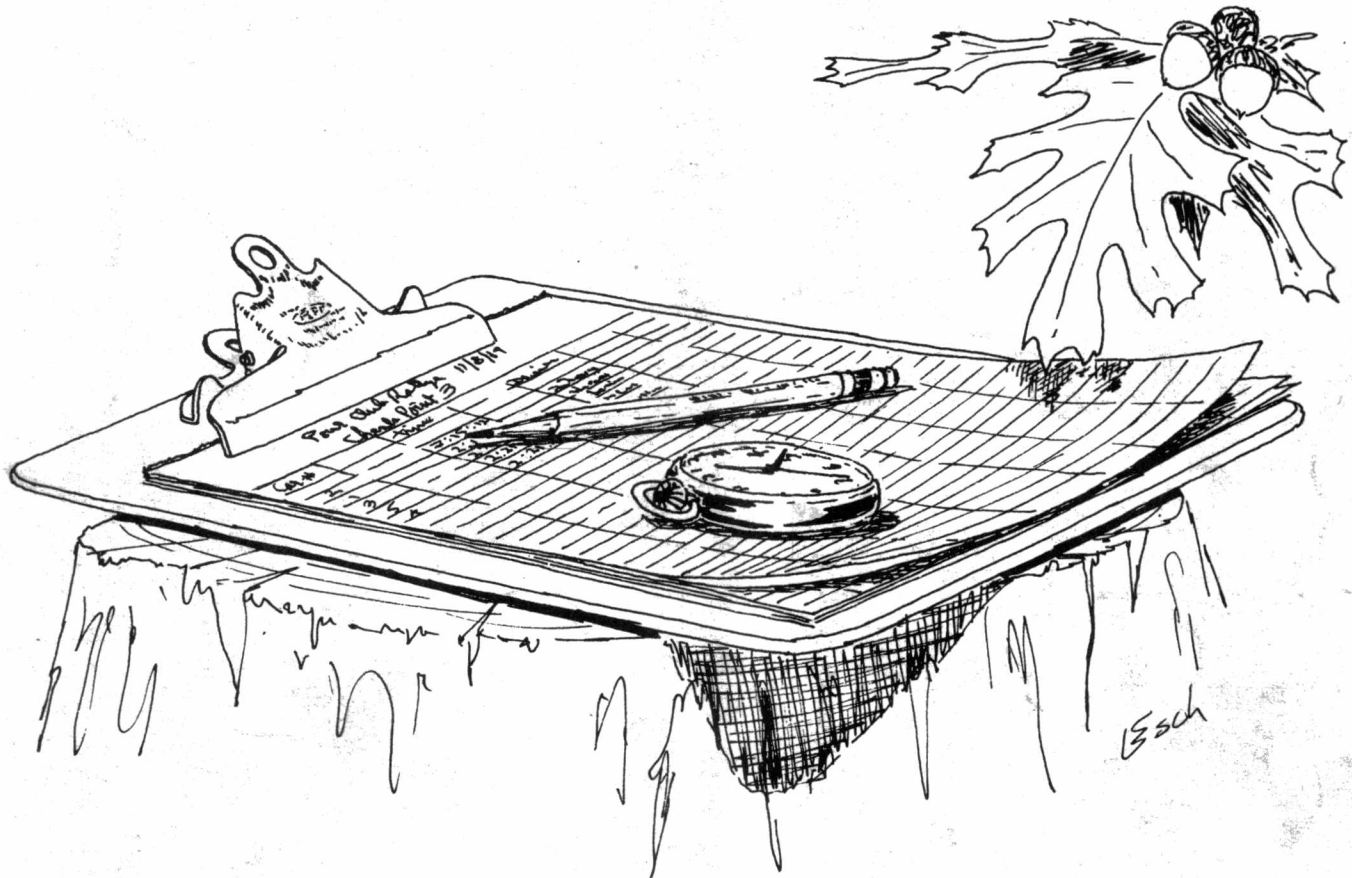


September 1964

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 OFFICERSREGIONAL EXECUTIVE

Mickey LeVan 65 Southgate Road, Loudonville, NY ST 5-7980

ASSISTANT REGIONAL EXECUTIVE

Mac McClumpha 54 Adams Place, Delmar, NY HE 9-9656

TREASURER

Bernie Burns 197 Hoosick St, Troy, NY AS 6-5845

SECRETARY

Sondra Jacobson 36 Fiddlers Lane, Latham, NY 785-1159

ACTIVITIES DIRECTOR

Dick Leonard Van Dyke Road, Delmar, NY 439-5005

MEMBERSHIP CHAIRMAN

Steve Donachie Materials Eng., N. Hall, RPI, Troy, NY AS 3-5346

BUSINESS MANAGER

Chuck Schongar 4029 River Road, Niskayuna, NY 785-7241

DIRECTOR

Irma McClumpha 54 Adams Place, Delmar, NY HE 9-9656

DIRECTOR

Hank Van Deusen 2 Mill Creek Lane, Cobleskill, NY AF 4-2082

KNOCK OFF EDITOR

Mary E. Schongar 4029 River Road, Niskayuna, NY 785-7241

ART EDITOR

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.

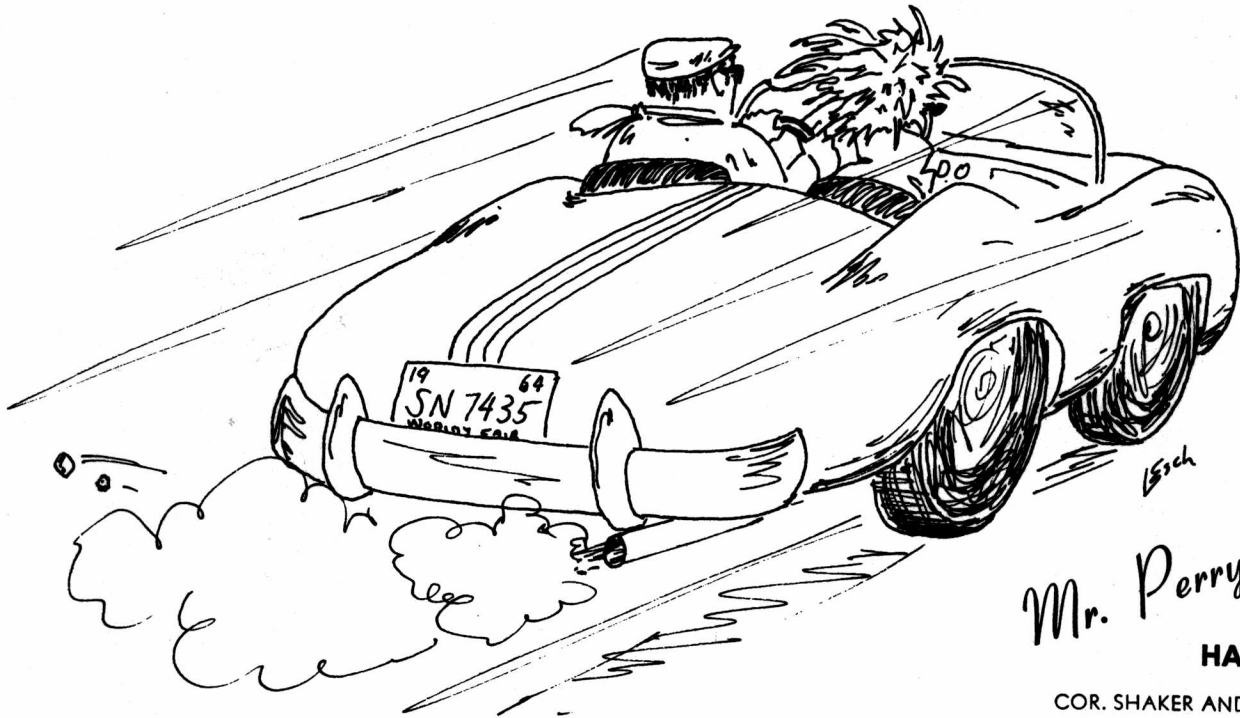
MEETINGS WILL BE HELD THE FIRST
WEDNESDAY OF EVERY MONTH

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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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You are invited to register now for this special rally to be held with the cooperation of four of the most active clubs in the area. The event is being planned for a maximum entry list of fifty cars. We suggest that you register now to avoid disappointment.

DATE: November 8, 1964
START: Glass Lake House, Route 66 in Glass Lake, N. Y.
LENGTH: About 100-125 miles
ENTRY FEE: Only \$2.50 for early registration

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REgional Rambling

Last month I mentioned that the column would be short, and it was longer than ever.... this time I'll stick to my word.

Only a few days remain, at this writing, to the Hillclimb. By the time you read this it will be long over. Luckily the entry response has been satisfactory so far so it will not likely be a financial fiasco.

It's been a lot of fun so far despite the increased work pressure as we near the actual date. But my friends, I am most glad to be able to share the load with most of you. Believe me your help is appreciated. I think by the time this is read, that we will have much to be thankful for, particularly the aid and cooperation of New York State and the Whiteface Mountain Authority, without whose guidance and assistance, this Event would not be.

Membership seems to be on the increase and we should shortly hit the century level in number.....my thankful congratulations to each and everyone who has expended the effort required to recruit new members.....please keep up the fine work.

A tour de force, of M-H members, descended on the Southern N.Y. Region INEC Gymkhana held in Owego, on Sept. 13. This task group was comprised of Chuck and Mary Schongar and their intrepid E type Jag, Roly Heacox in blue Mk III Sprite, Art Frederick in his venerable and willing Porsche Carrera, Super duper 160000 HP. Gene Birdsey in his New TR-4, and Connie LeVan as well as yours truly. Collectively we took two firsts, a second and a third. This INEC gymkhana was a duplicate of Sebring and very fast. Entries numbered 92!!! This proves the value of the INEC gymkhana program. The next gymkhana in this series is to be held at Rome AFB in November. Currently Connie LeVan leads everyone in the state in points with four first places and a total of 36 points. Trophies will be awarded this winter - probably in Syracuse.

Along the nature of further good news....the 1965 GRAND PRIX OF US to be held at WATKINS GLEN INSTEAD OF INDY PARK.....decision just reached last month.

See you at the next meeting.....don't forget our Four Club Rally this month. Let's show Hanns Flebbe our support for interclub cooperation.

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SOME SUBJECTS TO BE COVERED:

1. A stronger voice for the drivers in how races are run.
2. Shouldn't stewards be elected by drivers on a yearly basis?
3. How can drivers themselves make the official's job easier?
4. Medics - Are the drivers for or against your recommendations?
5. Tech inspection - Facts and Fallacies.
6. Communication - any complaints?

This affair is sponsored by a group of Drivers and Officials interested in furthering the sport amid a gay social atmosphere.

PLACE: Western New York Area

TIME: Start Friday P.M. - October 30, 1964
Sunday, November 1, 1964.

ACCOMMODATIONS: Special rates for the weekend in a luxurious motel.

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ON MODIFYING A SPRIDGET - or, WHAT TO DO TILL THE
STING RAY COMES (AND GOES) - Phil Raeder

Back in the spring of this year I bought a 1964 MG midget and then engaged in a program of modifications aimed at improving the handling and performance of the car. I thought I might set down what was done, and some comments on same, as this might prove instructive to those contemplating a similar adventure.

First, the car. I bought a 1964 MG midget, with the standard options (heater and all that jazz) and also with hardtop and wire wheels. The car was one of the last down the line, before the Mk III (wind-up windows) was introduced, which was a fortunate thing for me. More on this anon.

I'll try to go through the mods done more or less by functional divisions, with comments as they occur. Wherever possible I tried to use factory parts, unless independently made items were clearly better and cheaper.

Suspension - let me say from the outset that I think all mods to a car ought to start here. (Anyone remember John Thornley's article "Soup is Not the First Course"?). This is not to say that all cars need handling mods, but you ought to look into it anyway. At the rear, in my car, the factory spring pad was installed in the left side, primarily to level the car - you have no doubt seen that many Spridgets lean to the driver's side. Otherwise the rear is stock. At the front, the right side was lowered, by shimming down the lower spring plate, again primarily to level the car. An anti-roll bar was fitted (from Speedwell: their unit is better and cheaper than the works unit, and also gives better clearance). I obtained a pair of the works heavy duty shock valves, and fit them for events only. Tires are Pirelli Stelvio with Pirelli tubes. And that's it on suspension.

Comments - leveling equalizes handling behaviour on both left and right corners; you aren't driving two cars in one. The shock valves are not that stiff, definitely help the handling, and could be used full time. Fitting takes only minutes. The anti-roll bar is, I think, a must. But, it has its drawbacks. Understeer is increased, but well worth it in terms of general handling. For gymkhanas I'm not convinced that there is any benefit. The inside rear wheel does stay down on the pavement, but this may do little more than give you the power to understeer right thru the pylons on the other side. I would like to try it with the bar off, and the stiff shock valves, for gymkhanas only. For circuit racing, and the like, the anti-roll bar is a must, to the point that I think it ought to be a safety requirement. The Pirelli tires do give better grip on dry pavement than the original equipment, but they are a real handful in the wet, and are not as good as a full house type racing tire. They are a nice cheap compromise, and very durable. I doubt that stiffer springs in the rear would be a good idea, as it puts the rear wheel up in the air more on right hand bends. I tried the stiffer front springs on a previous car, and the flat, and I mean flat, cornering is a joy to behold, but the understeer they cause is a real bear.

Engine - I said earlier that mine was one of the last side curtain Midgets to go down the line. As you may know, the Mk III has a stronger engine, with 2 inch mains on the crankshaft, and a different cylinder head, with larger inlet valves. Well, it seems that my car turned out to be a transitional model, and I have the Mk III engine; this in the side curtain car (about 80 lbs lighter) is an advantages in itself. For those of you who have 1100 cc side curtain cars, check the color of the cylinder head inside the rocker box. If it is turquoise colored, you have the Mk III engine; if it is green, with a red spot near the front, better luck next time. On to the mods.

(continued)

ON MODIFYING A SPRIDGET (continued) - *page 3*

Results of all this? In terms of performance it is quite good. I assume my speed is high, so, to an indicated 65 takes 13 seconds. Top speed I don't know - I can see 90 on the speedo, but from 85 on the progress is very slow, and, as said, I doubt the instrument, especially at higher speeds. Competitively, I have had time to run the car only at the Keene climbs, in its present state of development. There I ran the car in standard strip - no windscreen or bumpers, and managed a time of 1:44:9. This was about 12 seconds faster than the next 1100 cc Spridget. By way of comparison, the class winning MGB did 1:43, the class winning MGA did 1:44, class winning Morgran 2 litre 1:45, fastest Volvo coupe 1:52, fastest Mini-Cooper 970cc 1:56, fastest TR 4 1:49. Before the end of the season I hope to make time to go to the South Glens Falls strip, and subject the car to the merciless scrutiny of the standing quarter mile.

Would I do it again? Certainly. Should everyone do it? Beats me. Cost? Not too much, on a do-it-yourself basis, though I hasten to add that cost is relative, and everyone has to make his own peace with his wallet. (I might observe in passing that this latter leather object is the only real speed secret I have ever seen). My car, with everything, including the spoke wheels, hardtop, etc, is less than the price of, say, a basic MGB, though I'm not at all sure that there is anything instructive in such comparisons.

Things I would do differently - I mentioned the camshaft. The 2A948 is great, cheap, and it works, but I think a bit more can be tolerated. I probably would not use the two branch exhaust again; it is a bear to fit, not any great problems, just a lot of frustrating fiddling to cram all the pipes into the limited space. No sweat in the engine room, but the tailpipes are a caution. The option single pipe system is probably just as effective. I doubt that I would buy the spoke wheel option, however pretty. They are expensive and heavy. Replacement wheels are costly, including mags, and broad base rims are very difficult to find - indeed, I haven't found any.

Odds and ends to do - fit an electric petrol pump, with a shut off switch. When fitting the exhaust system, convert the head to cap screw fitting of the manifolds, rather than the stud-and-nut-system; otherwise you will have to partially dismantle the plumbing every time you remove the cylinder head. I have found that fitting an engine steady brace at the back of the cylinder head seems to reduce drive line wrap up when coming off the line. For details see your nearest Morris Minor; you can get the bits and pieces from there, as well as the design.

Living with it - I use my car for daily driving. It is not fussy, nor does it present any problems. Oil use is about a quart in 500 miles, due to extra piston clearance. In line with this, when starting from cold you must allow a bit of warm-up time, to get the pistons warm, and get the oil flowing. With the added clearance they are on the clunky side when cold, and 5000 revs on a dead cold engine will get you scuffed pistons. The engine has some full throttle harshness, and is definitely fuel fussy - use only the best premium.

In summary, this sort of project can be jolly good fun, and the results gratifying. The project can be time consuming, and it is best to have all the bits and pieces in stock before you start. An hour of thinking and note-taking will pay well. The car will be out of action for longer than you plan, so it is nice to have an alternative transportation car. If you don't, plan carefully, even if it is only the purchase of adequate bus tokens. If anyone is interested in grubby technical details I have glossed over, buy me a beer at the next meeting. Incidentally, don't think that this sort of modification program buys you an automatic winner. I have been beaten in gymkhanas by stock 1100cc Spridgets, tho the results at Keene were better. However, modifications properly and sensibly done will certainly give you an edge.

ON MODIFYING A SPRIDGET (continued) - page 2

Any of you ever read these magazine articles on "project cars"? They always start out with "the engine was removed, and stripped". Infuriating, when you may be, as I am, operating mostly on a do-it-yourself basis. I'm almost afraid to say it, but that's what I did. The engine was pulled and stripped. The pistons were honed to a clearance of .004, a lightened flywheel fitted (Speedwell again), the clutch strengthened by putting washers under the springs, and the bottom end bolted up again. A factory camshaft was put in (2A948), and the engine put back. One of the two fan blades was removed, and the car was then run for about 1000 miles before I attacked the engine again.

The second phase of the engine included fitting the factory two-branch exhaust system, a valve grind, port polish, and .050 off the head, for a CR of about 9.6:1. Carbs were air flowed, manifold polished, and all that, and the stiffer float bowl rubbers fitted, along with the factory rec AN needles. As to the head, these Mk III heads have very large ports and the manifolds are fitted with snap ring locators. Valve throats couldn't be better, and the whole head polish only took me a few hours. Over the years I have worked on several of these engines, in 950cc form, and take it from me, the earlier heads cannot be ground as big in the ports. On my engine I think the exhaust valves are small, but larger ones are not listed. I use stock valve springs and push rods and rocker arms; the latter are not polished.

Comments - While it may sound like the engine has been much worked, it is really quite docile. A little flat below 2500, very strong in the mid range, and surprisingly little improvement in top speed. I don't mind, however, because mid-range is where you use it most. I change up at 6000, though it will run to 6500 without complaint, and I once pegged the tach on a down change (Keene hill) but nothing broke or bent. Gas mileage is down to 28mpg, from about 32. I am using the stock distributor, set at TDC. This, by the way, was checked with a dial indicator when the engine was out, and the factory mark found to be about two degrees off. I am set at true TDC.

I am going to try a camshaft with a bit more lift and overlap. The 2A948 cam is great, but I'm willing to take a little lump in the idle. I am presently using pancake aircleaners, as fitted to the Mini-Cooper, with the factory rec V2 needles, but these latter are not satisfactory. Very rich, lots of black smoke, lump, lump, and like that, but, it doesn't go any better, in fact, the engine is definitely fluffy at over 5000.

Let me mentioned something important - if you should over-rev one of these engines, be sure to check the static setting of the ignition timing. After I had buzzed mine, as I mentioned above, I removed the push rods (this can be done without major stripping) and checked them, and found none were bent, indeed, the rocker clearance had not changed. I checked ignition setting and found it about 6 degrees late, which will knock the edge off the tune. I then snatched out the timing chain (this is not easy) and found it to be stretched, not to the point that it required replacing, but enough to affect timing quite a bit.

As to these engines, especially the 1100cc units, I feel that anyone who wants to modify one should start with one of the factory option exhaust systems. The stock line is just too small - it was too small on the 950cc units. I think the limit on maximum power from the 1100 unit is the size of the stock carbs. They are pretty small. I might mention that a 45DCOE Weber, with manifold and all the bits and pieces, can be had for less than the price of a set of larger SU units. Too bad the Weber isn't listed. Balance? No, I didn't, for the simple reason that I don't know of a good and reliable balance shop. There must be some, but I don't know of any.

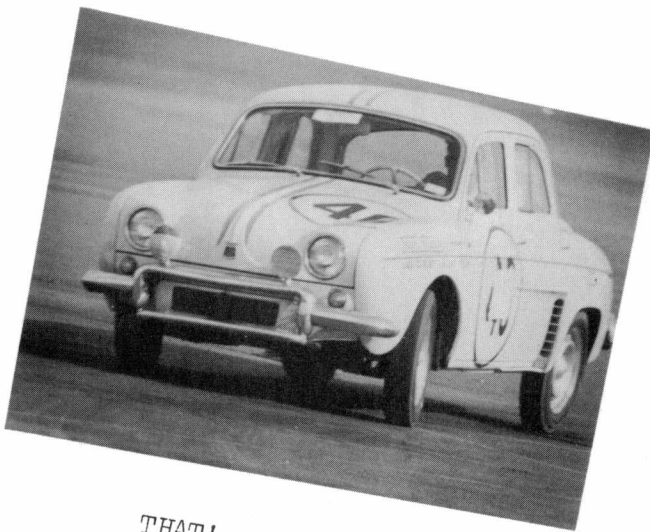
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HI-HO



LOOK MA - A LOTUS



THAT'S A RENAULT??

THE KNOCK OFF

SEPTEMBER 1964

RESULTS MOHAWK-HUDSON INEC GYMKHANA - August 9, 1964Class A - 0-1500 cc Sports

<u>Position</u>	<u>Name</u>	<u>Car</u>	<u>Club</u>	<u>Run 1</u>	<u>Run 2</u>
1	Robert A. Volans	Sprite	EMSC	94.8	92.3
2	Roly Heacox	Sprite	SCCA-MHR	97.3	93.7
3	Capt. C. Marsh	Lotus Elite	SCCA-CNYR	99.6	95.6
4	William Turner	Sprite	SCCA-MHR	100.4	95.6
5	Mickey LeVan	Midget	SCCA-MHR	DNF	95.7
6	Jules Williams	MGA	SCCA-NER	96.1	96.5
7	Lonnie Granito	Sprite		108.9	96.1
8	Stan Bubar	Spitfire	EMSC	96.1	121.0
9	Dick Surine	Alfa Romeo	SCCA-SNYR	97.7	98.0
10	Leslie Foster	Sprite	SCCA-CNY	101.9	100.6
11	Jerome Zink	Sprite		DNF	103.2
12	Robert Coonrad	Sprite	SCCA-MH	112.4	104.2
13	E. P. Hopkins	Midget	EMSC	106.0	114.9
14	Roger Yetzir	Sprite		106.8	
15	Wayne Fitzgerald	Lotus 7		DNF	108.2
16	Ralph Thompson	Alpine		113.8	DNF

Class B - 1500-3000cc Sports

1	Don Valente	Porsche	SCCA-NER	90.2	87.1
2	Art Frederick	Porsche	SCCA-MHR	105.2	89.9
3	Barney Galinski	MGA	SCCA-MHR	95.1	91.1
4	Harold Cameron	Alfa Romeo	SCCA-MHR	92.4	92.0
5	Robert Peterson	Austin Healey		95.7	92.1

(continued)

THE KNOCK OFF

SEPTEMBER 1964

INEC GYMKHANA RESULTS - page 2

<u>Position</u>	<u>Name</u>	<u>Car</u>	<u>Club</u>	<u>Run 1</u>	<u>Run 2</u>
6	R. J. Schlitzer	Porsche		97.8	92.5
7	Ray Gaul	MGA	SCCA-MHR	114.7	92.9
8	Jerry King	Alfa Romeo	SCCA-SNY	128.3	94.6
9	Peter Fullam	TR-2	TSCC	98.1	96.4
10	Dwight Winter	MGA	EMSC	97.1	97.1
11	Joe Markulsky	Porsche	SCCA-CNYR	98.5	97.3
12	Carleton Foster	Alpine	GMASC	101.5	100.7
13	Dick Randles	TR-3	GMASC	195.7	101.8
14	Ray Herrington	MGA		140.3	102.6
15	Norman Chaffee	TR-3		DNF	102.7
16	John Weber	MGB	AMEC	104.1	102.3
17	Joel Solomon	Lotus Elan	SCCA-MHR	103.3	103.0
18	Robert Condon	Alpine	GMASC	147.7	103.0
19	Patrick Gray	TR-3	GMASC	104.5	109.4
20	Gene Birdsey	TR-4	SCCA-MHR	117.9	106.5
21	Robert Wagner	AC Bristol	GMASC	116.5	107.9
22	H. VanDerLinden	MGA	EMSC	97.7	110.5
23	Art Paulis	Alpine	GMASC	DNF	111.0
24	Ray Herrington	MGA	EMSC	141.7	134.1
25	Bernie Burns	Porsche	SCCA-MHR	221.5	141.6
26	John Evans	TR-3		DNF	170.2
27	John Pfeffer	MGB	SCCA-MHR	177.7	--
28	James K. Condon	TR-3		DNF	

Class C - over 3000 cc Sports

1	Chuck Schongar	Jaguar XKE	SCCA-MHR	100.0	92.6
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THE KNOCK OFF

SEPTEMBER 1964

INEC GYMKHANA RESULTS - page 3

<u>Position</u>	<u>Name</u>	<u>Car</u>	<u>Club</u>	<u>Run 1</u>	<u>Run 2</u>
2	Bernie Hyde	Sting Ray		111.4	103.7
3	Mike Brennan	Sting Ray		125.3	108.9

Class D - Touring

1	Dick McCoughin	Ghia		95.7	94.2
2	Bill Kane	Renault	SCCA-MHR	102.2	96.3
3	Tom Klotz	Cortina	SCCA-MHR	106.0	102.7
4	Dave Gaul	Chevy	SCCA-MHR	104.2	103.3
5	Campfield	Mustang	SCCA-SNYR	125.8	105.3
6	Al Jacobson	Corvair	SCCA-MHR	121.2	105.4
7	Kendrick Cooper	Chevy II		117.1	108.5
8	John Collins	Corvair		108.9	123.3
9	Michael Meyer	Hillman		107.4	
10	Lauren Thompson	Volvo	AMEC	109.8	144.9
11	Ralph LaBar	V.W.		113.8	
12	Frederick Sterner	VolvoPV-544		114.4	
13	John Granito	Chevy		119.9	
14	Howard Hayes	Pontiac		223.0	122.0
15	Gerald Greenwood	Nova SS		143.7	123.3
16	Leo Blanke	Ghia	AMEC	DNF	

Class E

1	Butch Sciarra	Saab	BMSC	116.1	93.2
2	Bob Henderson	Austin Cooper S	SCCA-FLR	117.4	102.9

Class F

1	Connie LeVan	Midget	SCCA-MHR	99.5	94.4
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THE KNOCK OFF

SEPTEMBER 1964

INEC GYMKHANA RESULTS - page 4

<u>Position</u>	<u>Name</u>	<u>Car</u>	<u>Club</u>	<u>Run 1</u>	<u>Run 2</u>
2	Delores Granito	Sprite		100.2	99.0
3	Jean Hopkins	Midget		104.2	100.5
4	P. O. Marsh	Lotus Elite	SCCA-SNYR	101.2	102.7
5	Terry Van Dyck	Sprite	SCCA-MHR	137.7	102.7
6	Judy Bubar	Spitfire	EMSC	105.8	103.1
7	Alita Cameron	Alfa Romeo	EMSC	112.8	130.7
8	Sylvia Williams	MGA	GMASC	117.0	113.7
9	Cynthia Donachie	Sprite		120.8	158.6

Class Modified

1	Dale Campfield	Elva Formula Jr.	SCCA-SNYR	106.3	95.8
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TEAMS

Pastrami I	R. Heacox D. Granito R. Henderson
Pastrami II	C. Schongar L. Granito H. Cameron
Team Suds A	C. LeVan M. LeVan J. Solomon
Jackers	S. Bubar H. Hayes R. Volans
Team Suds B	A. Frederick J. Pfeffer E. Hopkins



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B.M.S.C. ICE TRIALS

The Berkshire Motor Sports Club will hold its annual Ice Trials on Poontusuc Lake in Pittsfield on January 9 and 10, 1965 at the Lakeview Restaurant on Route 7. The weekend will include practice on Saturday and the official timed runs to be held on Sunday. For more information write:

Mrs. Marilyn Nash
P. O. Box 664
Pittsfield, Massachusetts

The event will be limited to one hundred cars so advance registration will be necessary.

FROM THE NEW YORK TRIBUNE, AUGUST 23rd

.....If they've heard about it at Avis they're probably laughing. Shortly before the start of last week's race for sedans at Marlboro, Maryland, it was discovered that a class was one short of the minimum number of entries. One of the contestants thereupon took the Rent-a-Car he had in the parking lot, got a number painted on the side and went through the rest of the formalities, and when the starter's flag dropped, there was one of Mr. Hertz's vehicles earning its 10-cents-per-mile in a manner to which it was definitely not accustomed.

How did the steed from the scuderia Hertz make out? It was withdrawn after two or three laps, the leasee's sense of humor having departed when visions of lawsuits arose.

Your turn, Avis!

COMING EVENTS

October	4	Hare and Hound Rallye	Berkshire Motor Sports
	11	Spectrum Rallye	EMSC
	11	Fall Foliage Rallye	Greenmountain Auto Sports
	17	Lime Rock Regionals	
	18	Fun Gymkhana	Berkshire Motor Sports
	17-18	Killington Auto Cross & Hillclimb	
	24	Lime Rock Regionals	
	31	Lime Rock Regionals	
	31	Annual Hallowe'en Rallye & Party	Berkshire Motor Sports
Nov.	1	Thompson Regionals	
	15	Hare and Hound Rallye	EMSC

THOMPSON RACES - NATIONAL by H. Manney XL

Good weather. Good number of entries - the largest ever. Good fast track. Good fellowship, etc. That was the weekend that was. Labor Day weekend with practice on Sat., Regionals on Sun., Nationals on Mon at Thompson, Conn.

After a short practice for drivers who had come many miles and drivers wringing out their cars after repairs, the national races got underway. The class and overall winners and some seconds and thirds follow. Irma & Mac on station 11, a busy one, supplied me with information.

Race 1 - Class H Production

1st Carl Truitt, Sprite, Glassboro, N. J.
2nd Earl Sylvia, Sprite, Attleboro, Mass.

Race 2 - Class G Production & H Modified

1st in class H modified and 1st overall - J. Iglehart, Bosca,
Greenwich, Conn.
1st in class G modified - Bob Sharp, Datsun, Wilton, Conn.

Also seen, in this race, was our illustrious leader in his speedy yellow spitfire, no. 44. Mickey "Fireball" LeVan of the tri-city area. Sharp made the Datsun really move. He zeroed in on the course allright. The duel between Bob Evelyn in Morgan 2 and Allan Wylie in Datsun 16 was a dandy until Bob went four wheels off at station 11, on the outside, bounced back on the track and wack-o into the side of Wylie's car. Both cars were carried to the inside and off the track and remained perched on a four foot sand bank for the rest of the race. Drivers came out O.K.

Gladys Gaul aided the timers and scorers this weekend. Ole Buddy Nancy Carrigan did likewise.

Race 3 - E Production

1st Lake Underwood, South Orange, N.J. - Porsche
2nd Hans Zeireis

Add Ron Grable, Bruce Jennings, Rudi Campbell and still more and it made for an exciting race. Underwood led all the way with a heated battle for second, third and fourth.

Race 4 - F Production

1st Bob Tullius in a TR-3
2nd Ray Pickles, Lincoln RI, Lotus 7
3rd Jim Shellington, W. Hartford, Conn. Lotus 7

This was the race for our veteran campaigner and Ted Baran, too. Ray had head gasket trouble so couldn't compete. Ted in his MGA gave his all and gained much valuable experience at the tricky Thompson course. Earlier, Dick Stolz had taken out Rays Black Beauty in the practice session. Then, after a board of directors meeting of Ray Gaul, Dick Stolz, Dick

THOMPSON RACES - NATIONAL - page 2

Leonard, ace mechanic; Dave Gaul, ace mechanic; Sharon Leonard, lovely ace, and others, it was decided the "A" would stay. We missed you, Ray! In the Regionals you two went great.

Race 5 C & D Production and G Modified

1st overall and 1st in GM - Charles Gibson, Cambridge, Mass, Lotus
 1st class D - Jim Ladd, Lebanon, Pa - Austin Healy
 1st class C - Bruce Jennings, Townsen, Md. - Porsche
 2nd class C - Phil Groggins, Schdy, NY - Lotus S-7

Furiously fast, Phil went like a lotus petal in hurricane Donna but couldn't quite catch Bruce Jennings. He was well ahead of many others in the race. He collected a beautiful trophy for his labors to add to the trophy he got the previous day in the Regionals. He's trophy heavy, that fellow.

Race 6 A & B Production and C thru F Modified

1st overall and 1st in FM - Peter Sachs, Boston, Mass - Brabham
 1st in class A - Harold Keck, Hellerton, Pa. - Cobra
 2nd in class - Mike Gamino, Providence, R.I. - Ferrari GTO
 1st in class B - Frank Dominiani, Valley Stream, L.I. - Corvette

Sachs showed the way with his sleek Brabham - the posterior of which was adorned with a unique sign "Bury Goldwater". Could be he is not a Republican. In Sat. regionals Sachs has broken a half shaft, and, Sherm Decker in the Cooper Ford lost his ignition, all at the fall of the green flag. The start on Sat. was really something. Back to Sun., Sherm broke the track record with a 1 min 36 sec flat. Keck in the Cobra sounded like gangbusters, went quickly, won his class. Gamino sounded Ferrarish and put up a real battle.

Race 7 F Libre and F Jr

1st in Libre - Candido DaMonta, Floral Park, N. Y. - Lotus 20
 3rd overall and 2nd Libre - McLane Tilton, New Canaan, Conn. - Lotus Alfa
 2nd overall and 1st in F Jr - Bob Fuller, Manchester, Conn. - Lotus 18

Phil Cade, grand old man of the race, held first slot for a while but DaMota took over and stayed well out in front. Fuller worked his way into the front ranks with a going Junior.

Race 8 F Vee

1st - Roger Barr, Glastonburg, Conn. - FV Autodynamics
 2nd - Jack Crusoe - FV Autodynamics
 3rd - John Timken - FV Formcar

Approximately 15 of these racing VW's took to the track and it was a good race.. Positions changed from time to time, and this isn't easy with this type car. Roger Barr was the quickest. He won.

Race 9 Sedans

Mini-Coopers, Saabs, Volvos, a VW Sedan were some of the cars in this last race. We thought they might have to use lights, but, made it before daylight ceased. A Volvo sedan came in first,

THE KNOCK OFF

SEPTEMBER 1964

RESULTS OF SHADES OF SEBRINGClass I

<u>Driver</u>	<u>Car</u>	<u>Penalty</u>	<u>Total Time</u>	<u>Overall Finish</u>
Mickey LeVan	Spitfire		3:07.23	7
Chuck Marsh	Lotus Elite		3:07.32	8
Roly Heacox	Sprite		3:08.02	12
Robert Volans	Sprite		3:09.82	14
Robert Allen	Sprite		3:13.26	16
Dick Surine	Alfa Romeo	0:10	3:28.21	28
Les Foster	Sprite		3:31.72	32
Gary Backus	Sprite		3:32.80	33
Dale Fisher	MG Midget		3:37.66	36
Rex Franklin	MG Midget	0:30	3:49.24	45
Jim Brooks	Sprite	3:00	6:33.74	80
Larry Snover	Sprite	3:10	7:33.69	84

Class II

Curt Wood	Porsche		3:01.78	2
Robert Allen	MGA		3:03.71	4
Arthur Frederick	Porsche		3:04.31	5
Jim Ball	Porsche		3:07.84	11
Jerry King	Alfa Romeo		3:13.13	15
Irvin Blakeslee	Porsche		3:17.37	19
Gene Birdsey	TR-4	0.10	3:20.19	20
Jim Gallagher	TR-3		3:22.01	23
Harlet Wage	Sunbeam		3:29.80	30
David Hanson	Sunbeam	0.10	3:34.97	35
John Maslousky	MGA		3:57.78	50
Fran Larkin	Daimler	0.40	4:04.46	53
Thomas Taylor	TR-4	1.00	4:12.93	54
Charles Gladle	Porsche	0.40	4:13.35	55
Les Foster	MGA	1:30	4:16.81	56
Ken Doolittle	MGA	1:00	4:37.74	63
Mickey LeVan	Volvo	1:30	5:09.47	71
John Young	TR-4	1:40	5:15.82	74
Skip Cobb	MGB	2:10	5:50.39	77
G. Saxenmeyer	Porsche	3:00	6:37.39	81
Richard Blake	TR-4	4:00	7:06.40	83
Gary Wilcox	TR-3	7:00	10:24.53	86
Dave Nicholas	MGA	11:50	15:34.17	88
Bob Ferno	Sunbeam			DNF

Class III

Tom Kasmer	Sting Ray		3:05.73	6
Chuck Schongar	Jaguar XKE		3:07.53	9



S P E C I F I C A T I O N S

ENGINE: In-line 4 cylinder, O.H.V., water-cooled, three-bearing counterbalanced crankshaft. Bore 2.543 in. (64.58 mm). Stroke 3.296 in. (83.72 mm). Cubic capacity 67 cu. in. (1098 cc). Maximum BHP 59 at 5,750 RPM. Maximum torque 62 lb.-ft. at 3250 RPM. Compression ratio 9:1.

FUEL SYSTEM: Twin HS2 semi-downdraught S. U. carburetors. 12 V. electric fuel pump. Twin air filters with paper elements and cold air intake. Fuel tank capacity 7¼ U.S. gallons.

LUBRICATION SYSTEM: Full pressure feed, wet sump. Oil pump of concentric type mounted on rear of block, driven from camshaft. External full-flow oil filter with replaceable element. Sump capacity 7¼ U.S. pints plus 1 pint for filter.

IGNITION SYSTEM: Coil and distributor with automatic vacuum control.

COOLING SYSTEM: Pressurized radiator with pump, fan and thermostat. Radiator capacity 12 U.S. pints.

CLUTCH: Single dry plate 7¼ in. diameter. Hydraulically operated by pendant pedal.

GEARBOX: Close-ratio four-speed with baulk-ring synchromesh on second, third and fourth gears. Internal gear ratios — fourth 1.00:1; third 1.357:1; second 1.916:1; first 3.200:1; reverse 4.114:1. Over-all gear ratios—fourth 4.22:1; third 5.72:1; second 8.08:1; first 13.5:1; reverse 17.395:1. Remote controlled gear change lever centrally positioned on floor. Gearbox housing and clutch housing of aluminum. Oil capacity 2¾ U.S. pints.

PROPELLER SHAFT: Open, with needle roller bearing universal joints. Sliding splines in gearbox extension.

REAR AXLE: Hypoid, three quarter floating. Ratio 4.22:1. Oil capacity 2 U.S. pints.

STEERING: Rack and pinion—2½ turns of steering wheel, lock to lock. Spring steel spoked, 16 in. diameter steering wheel. Turning circle approximately 32 ft.

SUSPENSION: Front—dependent with wishbones, coil springs and lever type shock-absorbers. Rear—semi-elliptic leaf springs with double acting lever type shock-absorbers and radius arms.

BRAKES: Hydraulically operated brakes from pendant pedal. 8¼ in. diameter disc brakes on front wheels; Two-leading shoe drums (7 in. x 1¼ in.) on rear wheels.

ROAD WHEELS: 13 in. x 3½ in. pressed steel ventilated disc, with four-nut fixing, fitted with 5.20 x 13 four-ply tires.

ELECTRICAL: 12 volts, 38 amp./hr. capacity battery at 10 hour rate. Sealed beam headlights with foot-operated dip switch. Sidelights combined with front flashers. Twin stop-tail lights combined with red reflectors. Rear number plate light and self-canceling flashing direction indicators mounted on steering column. Twin self-parking windshield wipers. Single horn.

INSTRUMENTS: Speedometer with trip and total mileage recorder. Tachometer. Fuel gauge. Warning lights to indicate no generator charge and headlight high beam position. Warning lights to show flashers working. Combined thermometer and oil pressure gauge. Concealed instrument illumination.

BODYWORK: Two-door, two-seater sports car of all-steel unitized construction. Hood hinged at rear and unlocked from driver's seat. Lockable trunk of 11½ cubic foot capacity. Spare wheel lies flat in trunk. Soft top with collapsible frame can be completely removed. Roll-up windows with hinged front vents. Curved laminated windshield held in rigid chrome frame. Each door is opened by interior or exterior door handles. Key operated door locks. Both bucket seats are adjustable fore and aft and have foam rubber cushions. Seats covered in leather cloth. Cockpit surround foam-padded. A large carpeted area behind seats accommodates excess baggage. Wrap-around bumpers front and rear are fitted with overriders. Seat belt anchorages provided as standard equipment.

COLORS: Tartan Red, Riviera Blue, Old English White, Dove Grey, Black, British Racing Green.

OPTIONAL EXTRAS: Heater, tonneau cover, road speed tires, whitewall tires.

DIMENSIONS: Overall length 11 ft. 4 in.; width 4 ft. 5 in.; overall height (top up) 4 ft. 1½ in.; wheelbase 6 ft. 8 in.; track (front) 3 ft. 9¾ in.; track (rear) 3 ft. 8¾ in.; weight (unladen) approximately 1456 lbs.

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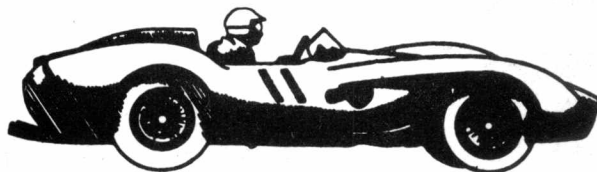
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THE KNOCK OFF

SEPTEMBER 1964

RESULTS OF SHADES OF SEBRING - page 2Class III - continued

<u>Driver</u>	<u>Car</u>	<u>Penalty</u>	<u>Total Time</u>	<u>Overall Finish</u>
Dewey Brownback	Corvette		3:14.08	18
Ed Rogers	Corvette	0:10	3:42.02	24
Dale Englehart	Corvette		3:34.70	34
Jack Paveline	Corvette	0:30	3:42.03	42
Frank Kovarick	Corvette	0:40	4:19.76	57
John Tocco	Jaguar	1:30	4:59.62	70
Don Hubbard	Corvette	1:10	5:18.46	75
Robert Miner	Corvette	3:10	7:01.05	82
Bill Harris	Jaguar			DNF

Class IV

Michael Schaugensy	Saab		3:21.28	21
William Lawson	Saab		3:28.38	29
Don Serip	Mini		3:49.46	46
Gordon Ruston	MG1100	0:50	4:22.78	60
Roy Bishara	MG 1100	1:50	5:21.64	76

Class V

Lynn Matthews	Volvo		3:09.10	13
George Boss	Corvair		3:13.55	17
Millard Ripley	VW		3:24.68	25
John Braithwaite	Mustang		3:27.09	26
Tom Smith	Corvair		3:28.13	27
Bob Hojaboom	Sunbeam Imp		3:31.50	31
Woody Johnson	Corvair	0:10	3:39.36	37
Larry Long	Eng Ford	0:10	3:40.37	38
Richard Molyneaux	Volvo		3:40.47	39
Donald Serg	VW		3:40.47	39
Jerry King	Jaguar	0:10	3:40.90	41
William Franklin	Corvair	0:20	3:48.35	43
John Sadler	Volvo	0:30	3:48.90	44
Bill Foster	Falcon	0:10	3:55.80	47
Dale Englehart	Mustang		3:56.47	49
Dick Surine	VW	0:10	4:00.87	52
Bill Braithwaite	Mustang	0:50	4:22.34	58
Arthur Roote	Mercedes	0:30	4:37.62	62
James Mosher	Corvair	1:10	4:40.85	65
Joe Mooney	VW	1:10	4:43.19	66
Ed Shantz	VW	1:30	4:51.08	67
Harry Duekworth	VW	1:40	5:10.54	72
Doyle Englehart	Mustang	1:30	6:11.31	78
Jon Nielson	Volvo	2:30	6:31.62	79
Bill Van Steenburg	Volvo	5:40	9:05.63	85
Tom Debnar	Volvo	7:30	10:56.20	87

RESULTS OF SHADES OF SEBRING - page 3

Class V - continued

<u>Driver</u>	<u>Car</u>	<u>Penalty</u>	<u>Total Time</u>	<u>Overall Finish</u>
Arnold Romaldini	Volvo			DNF
Roy Long	Eng Ford			DNF

Class VI

Connie LeVan	Sprite		3:21.91	22
Grace Surine	Alfa Romeo		3:55.95	48
Nancy King	Daimler	0:20	3:59.54	51
Judith Hobert	Daimler	0:10	4:24.44	61
Joann Blakeslee	Porsche	1:30	5:14.30	73

Class VII

Dave Nicholas	FV	0:10	2:57.97	1
Millard Ripley	FV	0:10	3:03.54	3
Ed Shantz	FV		3:07.83	10
Dale Campfield	F Jr	1:40	4:39.19	64
Bud Paquin	FV	2:00	4:54.90	68
Herbet Scherz	FV	2:00	4:59.30	69

