
This newsletter is the official SCCA publication for the Mohawk-Hudson Region. Published once each month, it is dedicated to the 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 10th of each month. Send information to the Editor, Mary Schongar, 4029 River Rd, Niskayuna, NY

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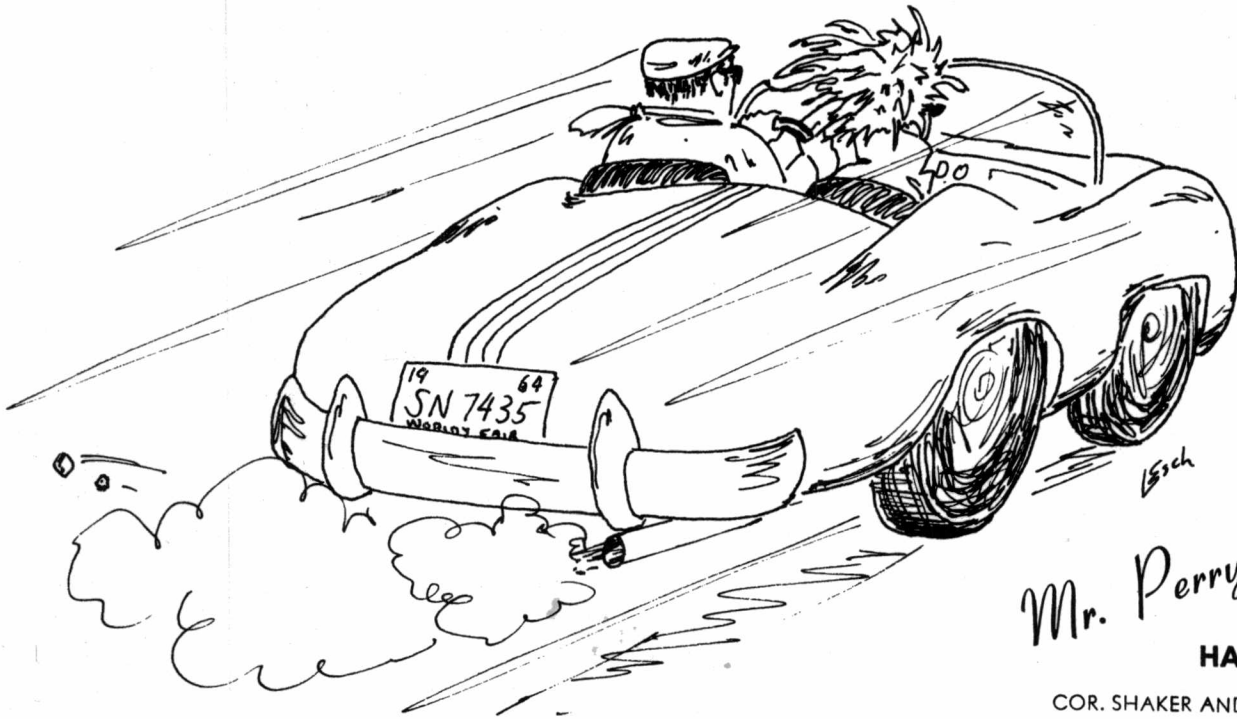
Louis Esch 3 Woodcrest Drive, Scotia, NY FR 2-4579

MOHAWK-HUDSON REGION MEETINGS

Regular meetings are held on the first Wednesday of each month at the Circle Inn, south of US9, Latham, NY. Information regarding the region and its activities can be obtained from any of the club officers.

SCCA MEMBERSHIP - Membership in the SCCA is open to all persons of good character who are sympathetic to the purpose of SCCA. The procedure for joining is as follows: 1) Obtain an official application form from any of the Club Officers. 2) Present it to a Club Officer with one year's dues.

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THE KNOCK OFF

MARCH 1965

MINUTES OF MEETING - Circle Inn, 3-3-65

Meeting called to order at 9:00 p.m. R.E. gave report on National Meeting in Philadelphia.

Knock-Off placed in the 3 best national newsletters.

Treasurer's report given:

February balance \$338.45

March Balance 580.05

Activities Report given

March 7 MGCC Ice Gymkhana

March 7 KSCC Ice Trials

March 28 SCCA Gimmick Rallye

March 21 BMSC TSD Rallye

March 20 Driver's School - Thompson

March 4 Third Annual Drivers Clinic and Gymkhana

Flag and Communications Report. Flag and Communications Session at 8:00 p.m. on 3-13 in Springfield, Mass.

Stan Bubar gave a report on the Canadian Rallye.

Membership Report given by Joe Schmeider.

Lake George Ice Race Report given by Gene Birdsey.

New Business - Motion made by G. Birdsey that our emblem be submitted to a jacket patch company for price quotations. If prices are compatible with our budget, we adopt the emblem as our official club regional emblem.

Motion Seconded by Ray Gaul. A vote was taken and motion carried by the membership.

Guests introduced to membership.

A vote of thanks to Hanns Flebbe and Gene Birdsey for Snow Rallye.

A motion for adjournment was made and carried. Meeting adjourned.

Respectfully submitted,

Sharon A. Leonard, Secretary

REgional Ramblings - Mickey LeVan

Perhaps some of our members noticed a lack of this column in the last issue of the KNOCK-OFF. Unfortunately, this is the time of the year when travel commitments are the greatest for yours truly, and this precludes the column.

Many of you know our KNOCK-OFF was singled out for honors at the National SCCA convention last month in Philly. We ran a close second along with the SNARLING EXHAUST of Central NY region. The Finger Lakes Region took the award. Since we are right near the top, a concerted effort from our membership will help greatly in perhaps future honors. I have passed on the other earth shaking news from the convention to our columnist "Hy Liftcam" for his impressions.

The efforts for a separate Hillclimb license were made and the answer is locked somewhere in the unfathomable minds of the National Powers. Meanwhile we have been told that a NY Hillclimb Association similar to that to the Pa H C A, is possible and effort will be made to make this reality.

Our last regional meeting was very well attended. Most folks seemed to enjoy the fun, and films. Keep up the fine attendance.

Our last two events - the Ice Gymkhana at Crooked Lake and the Snow Rallye were successful and my thanks go to Dick Leonard and Hanns Flebbe for their efforts.

Don't forget next month is the March Rallye conducted by the ladies. Since we support them domestically, lets support their rallye, too.

MONTHLY NOOZ by HY LIFTCAM

Recent expose of average SCCA members at National Convention. A pilot study showed average member income \$13,000 per year, owns 2.25 automobiles, 85% had attended or completed college. Ha! they failed to mention average member: 1) lies about income, 2) drives the .25 car while wife drives the other two, 3) flunked out of four colleges.

ACCUS-FIA (AUTOMOBILE COMPETITION COMMITTEE, UNITED STATES, FEDERATION AUTOMOBILE INTERNATIONAL) is composed of representatives of the following: SCCA, USAC, NASCAR, NAHRA - in other words, and alphabet cocktail?

Seems in the Northeast Division, the first four cars will be impounded after each race. While this is supposedly a Gentlemen's sport it is getting harder to find legal cars that win.

Vignettes.....Black TR-4 in snow bank.....(Making withdrawal) at LG ICE RACE initials of driver karl scharl.....Stan and Chuck entered demolition derby by mistake.....Barney Oldfield Galinsky with reshaped Mustang.....Berkshire Gang joining local group in many ways.....



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LOOKING BACK by Mac Townsend

The first official automobile race was held in France during early June, 1895. The course was 732 miles around-the-houses from Paris to Bordeaux and return. A few of the marques represented are familiar names today, most are long gone; Panhard, Bollee, DeDion, Daimler (Germany) and Puegot being a few of them.

At any rate, the "formula" for this race was that the cars should seat four. Cars falling outside of this formula were allowed to run, however. The overall winner was Emile Levassor driving his Panhard et Lavassor. Second place was filled by a Puegot, while 3rd and the 1st 4 seater, was also a Puegot. M. Levassor averaged 15 mph for 48 hours and 48 min. to take the trophy. The main reason that he did so well was that his car ran, most of the other 19 starters DNF'd.

This car had its vertical twin engine located up front while drive was applied to the rear. The power train was made up of a conical clutch, the world's first all enclosed 3 cog crashbox, countershafts and a Beuel gear to the differential and chain drive from the differential to the wheels, the chassis was wooden, as were the wheels, tires were solid rubber with two rear wheels considerably larger than the two front ones.

Steering was by means of a fully reversible tiller which depended solely upon the brute strength of the driver to keep the whole car in the proper "line". Eventually Levassor was killed by this mechanism. The car had both hand and foot operated braking systems. The hand brake caused a block to be pressed against the tires while the service brake operated via a contracting band on the counter shaft.

The engine was 80mmx 120mm giving a displacement of 1200cc. In common with other engines of the time, it was essentially a constant speed device. Compression was 3:1 in a perfectly hemispherical combustion chamber. Ignition was by means of a hot tube kept hot by a blowlamp located in the valve chest alongside of the engine. Valves were quaint, the intake valve was "automatic", not mechanically actuated. It was kept closed by a weak spring during compression and power strokes. The suction of the intake stroke opened it to admit a fresh fuel charge. It is this type of arrangement which causes the slurping sound of some early engines while they are being cranked over. The exhaust valve, shaped much like a mushroom, was connected to acentrifugal governor. This device enabled the engine to stay below 800 rpm-if revs exceeded this level, the exhaust valve wouldn't open. Very simple, really. A rather sinister little lever under the facia allowed the operator to bypass this regulation control and allow the engine to rev..."to its terminal velocity", 1200 rpm. M. Levassor used this on occasion to enable him to climb hills.

Carburation was by a constant level, float controlled, tank device which squirted the fuel onto a cone located in the choke tube. This was contrary to then current practice. Contemporary carburetors bubbled air through the fuel and drew it off at the top for charging the cylinders. No throttle was used as an effective butterfly valve which could control fuel flow without upsetting the mixture had not been invented yet.

LOOKING BACK - page 2

From 1200cc this machine developed 4 BHP @ 800 rpm. Gearing allowed maximum speeds of $5\frac{1}{2}$, $12\frac{1}{2}$, and $18\frac{1}{2}$ mph in first through top respectively.

Of the twenty starters (13 gasoline, 6 steam, 1 electric) only 9 finished (8 gasoline, 1 steam). Andre Michelin entered a Peugeot to test his new pneumatic tire but he DNF'd because of tire problems.

COMING EVENTS

April	4	Driver Clinic and Gymkhana	SCCA
	9-10-11	Swamp Fox National Rallye Bob Jonte P.O. Box 176 Greelyville, S.C. - Phone 803-426-2333	
	24-25	Weekend Rallye	EMSC
	24-25	Starlight 250 Rallye (night rallye)	MVSC
	25	Economy Run	BMSC
May	2	Gymkhana	MGCC
	2	Regional Race - Lime Rock	

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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-down draught 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—Independent 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 overrides. 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.

Specifications and colors subject to change without notice.

Performance data: Speed through the gears 0-30 mph, 4.6 sec.; 0-60 mph, 15.5 sec. Maximum speed 90 plus mph. Fuel economy 30 plus mpg.



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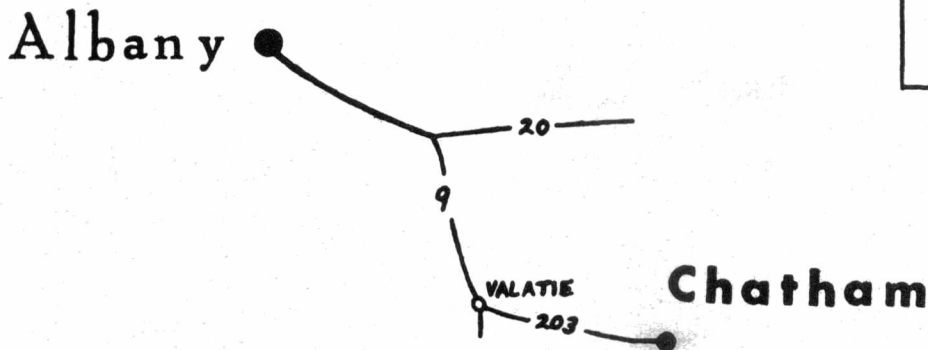
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THE KNOCK OFF

MARCH 1965

RESULTS - RALLYE OF THE SNOWFLAKE

<u>Car No.</u>	<u>Position</u>	<u>Driver-Navigator</u>	<u>Club</u>	<u>Car</u>	<u>Total Points</u>
1	3	Art Frederick Mac Townsend	SCCA SCCA	Valiant	377
2	27	Charles Schongar Ronald Schongar	SCCA	Volvo	1800
3	DNF	Robert Brown John Collins	SCCA SCCA	Porsche	
4	22	R. Harry Barnes Fred Garner		Plymouth Fury III	1533
5	15	Dick McCaughin Howard Hayes	SCCA SCCA	V.W.Ghia	977
6	27	Robert Volans Allen Castle		V.W.	1800
7	10	William Knowlton Sarah Knowlton	SCCA	Volvo	650
8	24	Butch Sciarra Al Nash		Saab	1552
9	20	Ronald Bedard John Lazarczyk		Saab	1450
10	18	Robert Bennink Bonnie Bennink		Kharman Ghia	1230
11	14	Roly Heacox W. Fitzgerald	SCCA	Sprite	923
12	DNS	Jack MacDonald Joan MacDonald		Lark	
13	1	Frank Gottschalk Earle Genge	SCCA SCCA	Mercedes Benz	237
14	2	Ruth Aldrich Dick Aldrich	SCCA	Rambler	291
15	6	William Clinton John Campbell		Corvair	594
16	7	David Ashton Chalres Ballou		Corvair	608
17	13	Frederick Carl George Mack		Saab	863
18	26	Jerry Zink Marlene Zink		Sprite	1716
19	9	Doug Crossman Jim Bradt		Corvette	644
20	16	Donald Bennett Ed Hopkins		Sprite	990
21	4	Bishop Hines Jack Bleich	SCCA	V.W.	426
22	5	Jack Ladd Joyce Ladd	SCCA	Corvette	568
23	25	Charles Schongar Mary Schongar	SCCA SCCA	D.K.W.	1654

RESULTS - RALLYE OF THE SNOWFLAKE - page 2

<u>Car No.</u>	<u>Position</u>	<u>Driver-Navigator</u>	<u>Club</u>	<u>Car</u>	<u>Total Point</u>
24	12	Phil Henderson Harry Hammel	SCCA	Comet	815
25	19	Wh. Sabrin T.C. Mead	SCCA	Corvette	1385
26	23	Leonard Renko James Ferrell		Falcon	1550
27	17	John Kingsley W. Riemenschneider		Mercedes	1133
28	21	Cookie Osterhout W. Osterhout		MG	1483
29	6	Jim Langenback Robert Claffie		Alpine	594
30	11	Jack Packer Dick Posenauer	SCCA	Austin- Cooper	808
31	8	Richard Crouse Ted Swanson		MG	626

From the Rallyemaster -

I want to express my appreciation to everyone who, with time and effort helped to make this rallye possible - especially Gene Birdsey for his help in laying the rallye out and Jean Hopkins who did a splendid job as Rallye Secretary. Furthermore, I want to thank the girls at Registration, the check point personnel, the fellows with the sweep car, technical inspection personnel and the people who helped with the scoring (workers and entrants alike) Last but not least, I want to thank all entrants - especially those from far away places, Robert Pump for his donation (used for dash plaques) and Mr. Bowman of the Hotel Van Curler for use of the lobby and James Leader for the facilities at Van Curler Motors.

Should the Rallye of the Snowflake be put on again next year, I am sure improvements will be made where necessary and possibly even a blizzard can be arranged. Hope to see you all again.

Hanns Flebbe, Rallyemaster

THE RALLYE OF THE SNOWFLAKE by Harry Barnes (B.M.S.C.)

On arriving at the Van Curler Hotel in Schenectady, N.Y. - the shoving off spot for the Rallye - more B.M.S.C. members were evident - Pat Collins, Lil Sciarra and Marilyn Nash were working on the committee. They and the other Ladies assisted in giving out directions and instructions, and soon we were officially entered in the Rallye and ready for safety inspection. The safety check of the competing cars and checking of equipment (special) each car had to have to participate in the Rallye was really something. This inspection was done indoors at the Van Curler Garage across the street from the Hotel - the inspection was thorough and how nice to have it indoors out of the cold.

Soon it was time for us to pick up our instructions for the first leg of the Rallye, and this we did from two of our lovely ladies, Lil and Pat, and with their well wishes we were ready. The No. 1 car took off and the remaining cars, 50 in number, left at one minute intervals. Starting time was 10 P.M. and as our car was No. 4, we left at 10:04.

This was the start of a 250 mile, all-night drive--and Fred and I wondered what the night had in store for us. We thought we were well prepared. We had our gassed up Chrysler, and she was ready to run with snow tires, 3 spares, tire chains, sand, shovel, spare battery, tow chain, first aid kit, road flares, spare gasoline, tools, hot tea and coffee and most delicious sandwiches made by Pat Garner, stop watches, T.S.D tables, paper, pens, pencils, clipboards, candy bars, fruit, and assorted flash-lights. With the above we hoped to be ready for any emergency.

It was a clear and very cold night and as we left the parking lot on our journey, I was reminded of Jackie Gleason when he says "And away we go". I really had the feeling of starting out on an adventure, and I think Fred did also. Neither he nor I have done much rallying, and to compete in a long event like this at night gave one that feeling. It did not take long to prove that we were real novices in the art of rallying, for at the very first place where a decision had to be made, we made the gosh awful mistake of following another competitor. We got squared away and on course, and with no other incident were soon up in the snow country. The roads were slippery in places, but generally the going was good. We were in the Adirondack State Forest, and we just imagined how great the scenery must have been last summer. It started to snow, and this was welcomed by us for what is a Snowflake Rally without snow? After one of the many bends in the road we came upon a Tavern in the woods aptly called SNOWFLAKE LODGE. Here we had a 20 minute layover and the opportunity for rest and refreshment and to discuss trials and tribulations with the other night riders. We were soon to find out much to our sorrow that Bob Brown and Jack Collins were out of contention in the Porsche due to a broken speedometer cable. Approximately 70 miles of the Rallye had been covered when we left the Lodge and we were really in the mountains - the roads were narrow steep, rutted, more curvy than a chorus girl, and slippery. Fred and I were of one mind when we made the following observations: that this was real rugged country and that during a good storm (winter) or just afterwards these roads would be a

THE RALLYE OF THE SNOWFLAKE - page 2

real chore, and to negotiate them successfully would be a real test for a driver. This we know, the boys in charge laid out a real testy course, and if the weatherman had cooperated with them with some foul weather, we are sure that all kinds of trouble would have been encountered by the contestants, and no doubt the sweep truck that the sponsoring club provided would have had lots to do. We only heard of one incident of trouble, and this was when Ronnie was slid into by we know not who, when they made that turn to the left for Benson, and incidentally there were a couple of blowouts that we heard about. Back to the Rallye. We got on one of the better roads. It was snowing, and the cars began to bunch up, bumper to tail-light, and as we were tooling along at a good clip, and everyone was throwing up a cloud of snow, and we were all looking for a sign that said Norway, and nobody did. So we kept on, I was beginning to believe that we were in Europe because we soon were in Poland, but then everything was all right - we were on the outskirts of Ohio. We stayed on Rt. 28 looking for Norway, until we found a policeman in the City of Utica who informed us that Norway was way back whence we came. One of the prettiest sights on the Rallye were the lights in Utica from Rt. 28 from the top of the hill. We thought we were well prepared, but along about this time a road map would have come in handy, but alas we did not have one. From now on, Fred and I say, when we go on a rallye even though it is just around the corner there will be a check-list, and on top will be a road map. We reversed our direction on Rt. 28, and finally arrived at the Mobil Gas Station in Newport, N.Y. and the end of the first leg of the Rallye. We turned out score card in, and after a while got the green light for the second leg of the trip. After topping off the gas tank, we took off. We had that goofy feeling that we were not doing so well, but at least we were still on course, and with this fresh start, we would try to make no mistakes on this leg of the Rallye. We tried friends--and how we tried. We really thought we were doing fine--and this we do not understand---all of a sudden we had a string of 5 or 6 cars in back of us once more, and due to road conditions, etc., this situation remained for a good 30 miles or more. Why these drivers chose us for a leader we will never know, and we know that these poor misguided drivers will not do it again. Lo and behold upon leaving the city of Ilion, N.Y. we were all pulled over to the side by an officer of the Ilion Police Dept. He was concerned about our activities at this time of night, and also a wee bit concerned about the leader especially doing approximately 40-45 mph in a 30 mph zone. The leader was concerned also, and handed over his license to be looked over, and answered all questions in the best manner possible. After what seemed to be an endless time, my license was returned to me with the admonition to always obey the speed laws in the city of Ilion. So we all said farewell to the Policeman in Ilion, and slowly moved out of his baliwick, even a stranger in a Chevy Station Wagon who got mixed up in that line of cars.

We proceeded to the Thruway, and head east towards Albany, and soon we turned right into the Indian Castle Service Area which marked the end of the second leg of the Rallye. Once more we turned in our score card,



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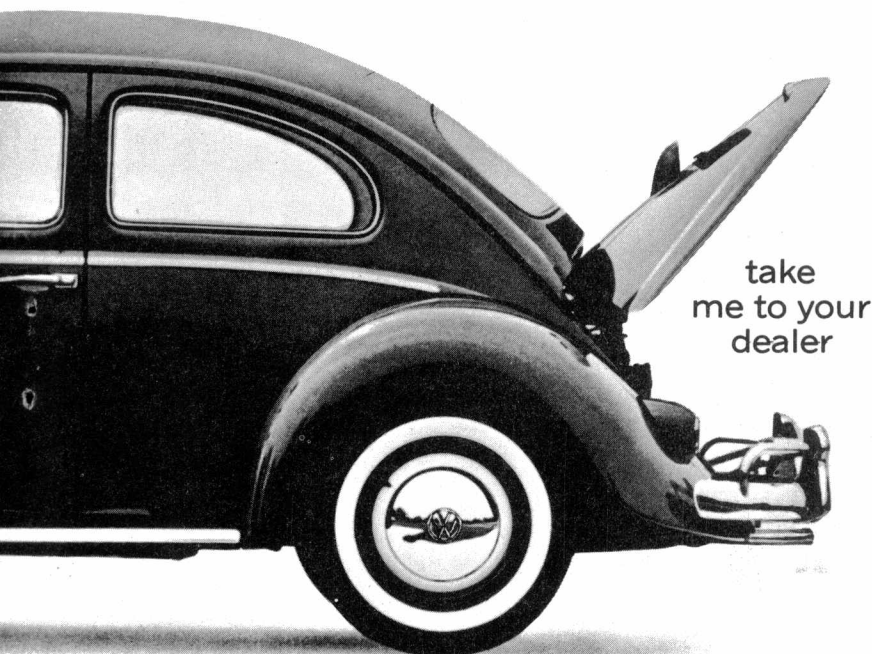


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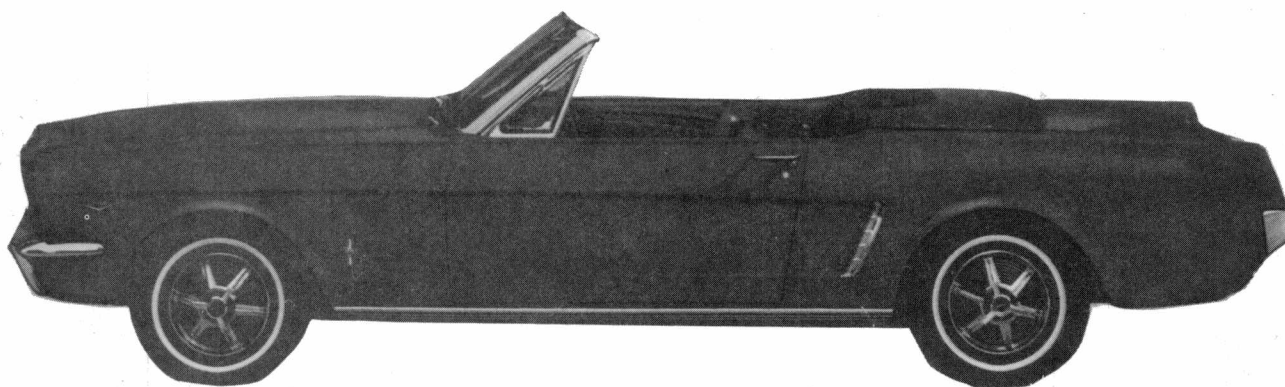
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