

May 1965

# THE KNOCK OFF



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Delmar, N.Y.



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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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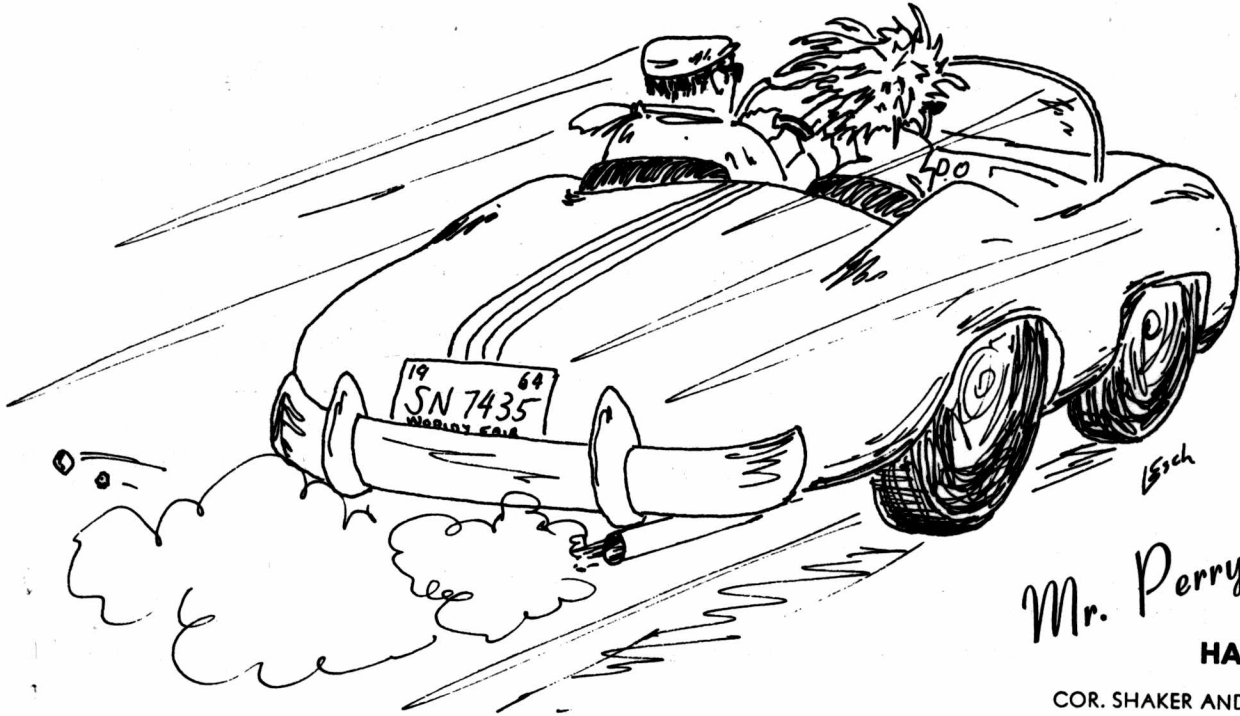
#### MOHAWK-HUDSON REGION MEETINGS

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.

AFTER THE RALLY-- YOU'D BETTER SEE VINCE!



Mr. Perry

HAIR FASHIONS

COR. SHAKER AND OSBORNE ROADS

UN 9-7333

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## THE KNOCK OFF

CALANDER OF EVENTS

JUNE 6 South of the border rallye INEC Lodge on the green Motel  
Junction routes 15 & 17  
at Painted Post exit  
Painted Post, N.Y.

June 6 PCA GYMKHANA ALMART, Colonie N.Y.

June 9 EMSC EVENING RALLYE Wednesday evening registration at 7pm  
GEX PARKING LOT  
route 7, Latham, N.Y.

June 12 KEENE 16th Annual HILLCLIMB  
Limited to 75 cars Mail to R.L. Hartson  
Keene Fire Dept.  
Keene, N.Y.

June 13 BMSC GYMKHANA

JULY 11 INEC GYMKHANA

JULY 11 Auto Rodeo Mohawk Valley Sports Car Club  
10am General Electric light arms div., French Rd., Utica N.Y.

July 30  
Aug. 1 LAND O LINCOLN NATIONAL RALLYE  
MRS. JOHN KELLOGG  
331 Sunset Ridge Rd.  
NORTHFIELD, ILL. 60094

THE KNOCK OFF

CLASSIFIED SECTION

DKW parts, wheels generators, frames, body shells etc.

CHUCK SCHONGAR after 6 785 7241

For sale

1959 Austin Healey Roadster. Any reasonable price will be considered

Theodore H. Kline  
7 Bayley Blvd.  
Hudson N.Y.

Hudson N.Y. TA 8 1059

MG 1100 parts all.

MG 1100 Engine and transmission 1964 less than 10,000 miles

CHUCK SCHONGAR after 6 785-7241

MK 2 sprite work shop manual, new walnut gear shift knob for AH Sprite  
other auto accessories.

Howard Hayes  
355-8498

NGK SPARK PLUGS FOR STREET AND COMPETITION

CHUCK SCHONGAR 785 7241

NEMITH OF LATHAM PARTS DEPT SPECIALS

tonneau covers new and used some just newly used

work shop manuals same as above

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Austin 850 Engine and transmission 1963

CHUCK SCHONGAR 785 7241

1963 Sunbeam Alpine Series 2  
Michelin X tires.

Black with red interior, wire wheels

Carleton Foster

AS-2-0681

M.M.M. (Mac's Motor Musings) - Mac McClumpha

Where was your V.W. built? Could be at the Auto Union Plant in Ingolstadt. VW and Mercedes control Auto Union. The former is obviously using the A.U. facilities and, will produce at least 200 per day. Other VW plants at Wolfsburg and Emden produce approximately 6,000 cars per day.

Could I sell you a "Urmobile" or a "Century Cruiser"? Cornell Aeronautical Lab in Buffalo is studying mass transportation problems and has come up with the afore mentioned vehicles. The former would be an electrically powdered Minicar that one would drive to the control station, hook on to an automated transit system and travel right to your parking lot in town. The latter, a 100 m.p.h. vehicle, you would use on a semi-automated expressway between cities. It would have the latest in steering, handling, stability, instrumentation, etc.

A Humble Oil Co. V.P. says there are now 38 million women drivers. Watch out.

You with the low profile, low pressure tires, get the pressure up. Low pressure, even the factory recommended pressures may be too low and can lead to increased tire wear.

Saw a picture of a tractor-trailer, in a Detroit Diesel ad, with 20 tires on rear trailer, 16 tires on forward trailer and 14 tires on the tractor. Total 50 tires. Owned by H. Buskirk, Southfield, Michigan, hauls 125,000 lb hayloads, at 169,000 gross, throughout Michigan. It is powered by a D.D. 12V71 - Hendrickson BD 420-F6. Whatever all that means.

In March, this year, the automotive industry produced 963,000 cars.

In 1966 Ford will market a 4 wheel drive utility vehicle called the "Bronco".

Remember to purchase a copy of the 1965 Mobil Travel Guide. Most essential to a voyager of the roads and some day they will be collectors items.

Germany's NSU is producing, at last, a sports roadster using the Wankel engine. It has a rating of 64 HP at 5,000 r.p.m.

I am in possession of the New York State Thruway annual report for 1964. It's a most interesting pamphlet and is well worth reading. From time to time I'll pass along some of the statistics, i.e. in 1964 there were 559 miles in operation. Daily average miles - 8,212,616. Total toll transactions - \$104,974,428.

BRAKES by Mac Townsend

Gather around, ye who live in peril. I am about to describe your salvation. Insofar as automobiles are concerned the most important safety device ever invented is the brake. Without a means of stopping, driving would be interesting, sometimes, but dangerous, always.

A brake is a mechanical device utilizing friction as a means of energy transference. First I will describe energy. Energy is the capacity for doing work. There are seven kinds of energy. These, and a simple example of each, are:

- 1) Potential - a weight hanging motionless in mid air. Don't sleep under it.
- 2) Kinetic - superman at speed
- 3) Electrical - what you discover when you touch a plug lead with wet hands
- 4) Heat - exhaust manifold's revenge
- 5) Chemical - Booze and its effects on you
- 6) Atomic - A bomb
- 7) Radiant - light

Ignoring Einstein, energy is - it just is. By use of proper means energy may be changed from one form to any other form without loss. - or damn close to it.

Now let us explore friction. If we push a book along a table and all of a sudden we stop pushing it, it will stop. Being shrewd, we ask why? It means that a resisting force existed which took over when you stopped pushing. This is frictional force. This resisting force ( $F$ ) increases with the weight of the Book ( $N$ ). As a matter of fact  $F=MN$  where  $M$  is the coefficient of friction, hereafter referred to as friction. Please do not ask what friction is in terms of what happens at the table-book contact area. It is hairy and therefore forbidden knowledge. Believe me: friction is  $M$ .

Friction has four general characteristics. It is:

- 1) Directly related to loading (the force which holds the surfaces together)
- 2) Dependent on the contacting materials
- 3) Not related to contact area
- 4) Not related to relative speeds of the contacting materials



BRAKES - page 2

The above paragraphs may seem asinine. They are, however, the reason that a brake works, the whole reason.

A brake is a mechanical device which is designed to convert kinetic energy to heat. It does this by utilizing friction. Each of the four characteristics can be connected to brakes. Number one: if we stomp on the pedal hard the car stops fast, the less pressure we apply the less the friction and the longer it takes to stop. Number two: this is the reason for brake linings - metal to metal friction is usually not enough to stop a car. Number three: this is tricky, but increased lining area does not increase friction; it increases heat dissipation only. Number four: assuming that our brakes are in A-1 shape, 100 pounds on the pedal will provide the same amount of friction at the end of Mulsanne as at the traffic light at State and Broadway in Albany - the difference in distance is accounted for solely in terms of the quantity of energy requiring transference.

A brake consists of three basic components: two contacting surfaces and a means of force application. In the coming months I shall attempt to consider each of these components. The topics will include lining, both organic and metallic, drum brake systems, disc brakes, and means of application.

## THE KNOCK OFF

MAY 1965

RESULTS - Eight Ball Gymkhana, GEX Shopping Center

## CLASS A - Small Sports (0-1750cc)

<u>Position</u>	<u>Car No.</u>	<u>Driver/CAR</u>	<u>Club</u>	<u>Best Time</u>
1	45	Ray Gaul/MGA	SCCA	57.55 F.T.D.
2	9	Bill Turner/Sprite	SCCA	58.35
3	20	James Hawley/Sprite	BMSC	59.3
4	18	Howard Hayes/Sprite	SCCA	59.4
5	26	Wayne Fitzgerald/Sprite	SCCA	59.7
6	29	R. Heacox/MG Midget	SCCA	59.85
7	3	Don Bennett/Sprite	SCCA	60.3
8	24	Allan Jacobson/Alfa Guilietta	SCCA	60.35
9	16	Ray Schlitzer/Porsche	PCA	60.6
10	15	Jerry Zink/Sprite		61.45
11	25	Bernie Burns/Porsche	SCCA	65.25

## CLASS B - Large Sports (1750 and up)

1	1	David Akin/Healey 3000	BMSC	59.7
2	4	Fred Lunn/MGB	SCCA	60.15
3	10	John Weber/Tiger	AMEC	60.2
4	2	Gene Birdsey/TR-4	SCCA	60.65
5	6	Joe Corbett/MGB		61.35
6	7	Colin Campbell/TR-3a	SCCA	62.3
7	8	D.P. Weiss/TR-3		62.85
8	12	Louis Van Dyke/MGB	SCCA	63.65
9	21	Charles Barbera	EMSC	71.9

## CLASS C - Foreign Touring

1	11	Bob Volans/VW	EMSC	65.7
2	28	Dick McCaughin/KG(VW)	SCCA	63.55
3	13	Hanns Flebbe/Saab	SCCA	66.1
4	23	Douglas Allen/Volvo	SCCA	66.4
5	5	Donald Hill, Jr/VW-KG		67.55

## CLASS D - American Touring

1	27	Charles Long/Mustang	EMSC	65.7
2	17	Harry Palmer/Mustang	SCCA	68.5
3	30	Tom Joy/Ford F-100 Pickup		68.5

## CLASS E - Ladies

1	22	Marge Corbett/MGB		62.35
2	19	Betty Cleiss/MGB	EMSC	64.4
3	14	Barbara Leonard/VW-KG		70.7

WORKERS FOR EIGHT BALL GYNKHANA as follows:

Dave Gaul - Gymkhanamaster  
Ray Gaul  
Gladys Gaul  
Gene Birdsey  
Irma McClumpha  
Mac McClumpha  
Dave McClumpha  
Dick Leonard  
Sharon Leonard  
Mac Townsend  
Al Jacobson

## THE KNOCK OFF

## MANLEY STRIKES BACK

Well, after the long winter lay-off it was good to be back at the track in this case near-by Lime Rock Park on the 17 of April (too bad the lodge was closed though). Even though it was an early race date some real class cars and drivers showed up for this N.Y. Regional event.

Race one-The first of the day was the walk-away of the day for M-H Regions Phil Groggins in his new Lotus Elan. Fresh from winning CP at the VIR Nationals and turning 1:06s and 1:07s on the  $1\frac{1}{2}$  mile track during practice, Phil jumped out to a big first lap lead and increased it throughout the 15 laps. Lotus dealer Pete Pulver brought his Elan in some 45 seconds behind- draw your own conclusions. Same race, FP was taken nicely by the Sunbeam of Al Costner (Staten Island) -where were you, Ray, it was trophy time and George Oulton waltzed off with the sedan class with his new Mini Cooper. By the way P.Gs race average was the second fastest of the day, beating the big mods.

Race two - HM, HP, & GP-John Iglehart and his Bobsy Osca won this one but not without some early lap skirmishes with the Saab special of Steve Dunn and the new BMW special of George Powers. Ron Catalano's Fiat Abarth led the way in HP and Don Goodrich of Rhinebeck captured the GP divisions in his Datsun.

Race three- DP & EP- Enter & exit, the rest of M-H hopes for glory. Bob Bailey's Porsche and Gene Birdseys Fairthorpe were entered in this one. Gene's problem started in practice with a slipping clutch and they continued throughout the day. But - ta ta -he finished- fourth from last but he finished and that's a step in the right direction. Bob Bailey's story was a little different First in class and third overall for five laps- then up oil temp and back off - second in class and third overall for five more- then up oil temp and out of the race. Reason: lack of breathers for the newly set up engine caused a loss of oil through the dipstick holes. This problem will be remedied and you can look for some fine finishes from Mr. Bailey in the future. The overall winner was the DP TVR of Gerald Sagerman; second and first in EP was the Elva Courier of Peter Claydon.

Race four- CM thru GM - Let's watch Sherm go was the cry. Not for long was what he got. A broken A- frame, left front, put Sherm out after a few laps in the lead (and after unofficially breaking the lap record the day before). The rest was duck soup for Newt Davis and Lotus 30 Ford. Second overall and first in AP was Walt Luftman and Ferrari GTO. Third overall and second in CM was the late surprise entry of Dave Greenblatt and the Duval Corvette Gran Sport (ex Mecom). Down from Montreal Canada Dave didn't run too well and was pushed around the course by the Davis - Buick Special of Ed Davis EM was won by Walter Mann, Porsche RS and Phil Seitz of Toronto Canada took GM in an Elva Mk6.

Race five- open wheeled cars- Last and fastest average of the day was posted by Sy Kaback in his formula B Lotus 20 at 81.2MPH. Bill Stevenson was the sole entry and winner in formula C and Roger Barr brought his Autodynamics V in first in that class.

It was cool weather wise but a beer party for those who was welcomed afterward, the crowd was fair, and the races good. Will be back for more of the same on May 1. How about you all?

h. Manley IV

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THE KNOCK OFF

MAY 1965

BACK YARD RALLY

A day of reckoning is what it really is.....It's bound to arrive every two or three years.....This is the time of year we have to do some painting, work on the lawn .....re-seeding....running a gymkhana with a spreader laid out by Mr. "SCOTT'S" the turfbuilder.

Then comes the basement.....Oh, my lord, I don't know what I kept that for....and this old Sprite.....and these funny little things called Loti. (Lotus'sss) (or Elan's)??? Or forget it....Out they go. Hey isn't it about time to go to that rally???? Oh, that was yesterday already. Back to the paint bucket. Anybody for a thousand copies of Road and Track, Car and Driver, MI, etc. I will not throw them away. OK, leave me then. I needed a new navigator anyway. Hey, STOP that truck. It's no use, I guess I will just have to start saving them all over again. Back to painting again. Maybe, I'll paint the trim British Racing Green or maybe Ferrari Red, which do you prefer????? You might know.... Alfa Red...

Hope you don't catch this same disease

Signed Unhappy home owner with Jolly Green Midget

P.S. I now have an excuse to get off next weekend as I have promised Charlie Brown I would start laying out the now June 9<sup>th</sup> event for EMSC which will be an evening event starting at GEX on Rt 7 in Latham at 7:00PM. First car off at 8:00PM. Hope that you can make it. This will be about 2 or 2½ hours long with no serious troubles involved. I assure you. Be sure and bring your watches as there will be an average speed to keep on this rally. Not many changes....maybe none.

EVEN MORE MANLEY by H. Manley iv

Well, the reports are in from another Lime Rock bash, reported by yours truly, and this time the M-H region didn't come on too strong. These events were the New England Region's races of May 1, 1965. The weather was great but it still only brought out two of our drivers - Gene Birdsey and Martin LeVan. Gene's day really never got started as he didn't get beyond tech inspection. He was turned down on some minor point or other that we won't go into at this time (what is a Fairthorpe? people were heard mumbling). Martin, on the other hand, was entered in his recently acquired old Sprite (ex-Jim Verpoten car for all of you who must know). Looking much more at ease than he used to in the yellow squirrel, he came in fifth in HP - not bad for his first race in the car.

Overall, the crowd that turned out was not too large for the beautiful day that was, and for that matter the races they were rewarded with weren't overly exciting. Other race highlights, winners, and an occasional average are as follows:

Race Seven - Save the best for last was the case as AP (including one BP car), CM (including one EM car), and GM took to the grid. Michael Goth, Ford-Cobra, of Greenwich, Conn. got the lead with his opening drag and only lost it once, to Newton Davis and his Lotus 30<sup>1</sup>/Ford, during the fifteen lap event. Mike kept on course (he had sand-banked the car two weeks earlier) and his smooth driving paid off with the overall and AP win at a 78.04 mph average. Davis spent his race trying to catch Goth, doing it once, spinning 360 degrees, going down the escape road once, blowing oil, making a pit stop to check his oil, and finishing up by catching fire (engine, not him) at the finish line just after taking the checkered flag. Other class winners in this race besides Goth were: CM - Bill Wilbourne of Westport, Conn., in a Porsche RS-61 and GM - Sam Gilliland of Fairfield, Conn. in an Elva Mk VI.

Race One - HP and Sedans - OA and Sedan - George Oulton - Hingham, Mass - Mini Cooper. HP - George Beckwith - Waltham, Mass - AH Sprite.

Race Two - GP and HM - GP Frank Bernstein - ? - MG Midget - 74.42mph  
HM - George Power - Wappinger Falls, NY - BMW Spl.

Race Three - FP - Tom Flaherty - Manchester, Conn. - Alfa Romeo - 73.25 mph

Race Four - CP and DP - OA and CP - Pete Pulver - Millerton, NY - Lotus Elan - DP - John Howe - Easthampton, Mass - Jaguar XK 120

Race Five - All Formula - F.B - Jordan King - Poughkeepsie, NY - Lotus - 79.98mph  
F.C - Bob Fuller - Manchester, Conn. - Cooper - 79.04mph  
F.V Charles Havenor - ? - Formcar - 73.38mph

Race Six - EP - Peter Claydon - NYC - Elva Courier - 74.79mph





OWENS-CORNING FIBERGLAS CORPORATION

NEW YORK OFFICE: 717 Fifth Avenue  
PLaza 9-3810

Press Contact: Dorothy Collins  
(212) 557-8562

GLASS SUITS FOR SAFETY TO BE WORN  
BY DRIVERS AT INDIANAPOLIS 500.

Drivers in the Indianapolis 500 Classic on Memorial Day (May 31) will wear glass suits for safety. This paradox was made possible by the development at Owens-Corning Fiberglas of its Beta fiber, out of which the fabric for the suits has been woven. The material is inherently fireproof, and in addition it has been coated with a finish resistant to high temperature.

To date, nearly every driver in the race has adopted the Fiberglas costume, which was tested in action last month at the Trans-Canada Grand Rallye by a Ferarri team, and also by drivers at the Limerock, Conn., track.

The suits were designed for comfort as well as safety. According to the manufacturers, they are lighter in weight than conventional fire-resistant material, and permit freer air circulation. They come with fully enclosed zippers on the jackets and trouser fronts, and are fastened at the neck and at the wrists and cuffs with elastic, or special fasteners, again as a safety measure.

The washability of the glass fabric has also appealed to the drivers, who accumulate more than a fair amount of oil and grease spots in the course of the gruelling drive.

###

Owens-Corning Fiberglas contact:  
Susan Jonas  
(212) PL 9-3810

News from...



Mohawk-Hudson Region SCCA

OWENS-CORNING FIBERGLAS CORPORATION

NEW YORK OFFICE: 717 Fifth Avenue  
PLaza 9-3810

Press Contact: Dorothy Collins  
(212) 557-8562

FACT SHEET

ON THE

FIRST FIBERGLAS BETA RACING DRIVERS SUIT

Glass fabric will climb into the driver's seat at the famed Indianapolis 500 Race, Memorial Day (May 31, 1965). Most of the thirty-three drivers in the classic racing event will wear suits made from Fiberglas Beta fabrics especially woven and finished for this use by Hess, Goldsmith and Co., division of Burlington Industries. It marks the first time such suits will be worn by drivers in the race.

Construction

Owens-Corning Fiberglas, producers of the fine filament Beta yarn, report that the inherent fire safety of glass yarns coupled with the high temperature-resistant finish developed by Hess, Goldsmith should make possible a significant degree of fire safety at a previously unobtainable comfort level. Suits normally used are made with flame resistant fabrics which, with chemical treatment, are thicker and allow less air circulation. For example, the Fiberglas Beta fabric is

.....

only 7 mils thick versus 15 mils for standard cottons. The Fiberglas Beta fabric is 5 ounces per square yard in weight, and is constructed in a twill weave using Beta continuous filament yarns.

### Style

Racing suits come with fully enclosed zippers on jacket and trouser fronts with Velcro fastenings at neck and either Velcro or elastic at wrists and cuffs.

### Ease-of-Care Factors

The suit will not shrink and resists dirt and wrinkles. The suit is hand or machine washable in lukewarm water and soap or mild detergent. Oil and grease stains can be removed with solvent before washing. It never needs ironing. Never loses its fire-safe quality through repeated cleanings.

### Testing

The pending introduction at Indianapolis follows many months of fabric and finish development and laboratory and field testing of the product. Field tests included their use by a Ferrari team last month at the Trans-Canada Grand Rallye, and by drivers at the Limerock, Connecticut, track.

### Manufacturers

Suits are manufactured by Racing Safety Equipment, Inc. of Bellerose, Long Island, New York, and The Wilco Division of Willsea Works, Rochester, New York.

###

Owens-Corning Fiberglas contact:  
Susan Jonas  
(212) PL 9-3810

REGULAR MEMBERSHIP MEETING - Latham, N.Y.

Meeting called to order at 9:00p.m. Secretary read highlights of previous regular membership meeting. The treasurer's report was given

Previous balance \$614.00  
Current balance 501.20

A list of participants for INEC event on July 10 and 11 was requested. Activities report by Dick Leonard.

May 9 - Eight ball gymkhana

Report by Gymkhana master, Dave Gaul.

May 15 and 16 - S. N.Y. Region INEC Gymkhana - Greene Airport

May 16 - EMSC Gimmick Rallye

June 12 - Keene Hillclimb

June 6 - South of the Border Rallye - Elmira, N. Y.

June 19 Night Rallye to Lime Rock was dropped and a tour to Lime Rock was put in its place.

VW Club - Sat - October 16 - Rallye TSD announced by Mac Townsend.  
PCA - Gymkhana - Almart - June 6.

A note of commendation was given to Phil Groggins for his outstanding performance in his new Elan.

Knock Off report given by Editor. Help is requested. New ads will begin in May for the coming year. Membership was requested to scout for ads. Mary Schongar requested help for typing the Knock Off.

Report on Whiteface Mt Hillclimb. When we hear from the American Legion, a decision will be made.

If the Hillclimb is dropped, we are discussing a driver's school and a race at Lime Rock. R.E. is checking further into details.

Competition Board report given by Phil Groggins.

Old Business; Postage for Knock-Off. Chuck Schongar reported on what happened at a request for permit. Limits are at least 200 copies but mailing is slow. Lou Van Dyck reported on variation of this permit. If we can bring Knock-Off into meeting it will save 70% postage. A motion was made by Lou Van Dyck that the Knock Offs be distributed at meeting and signed for and absentees shall be mailed to him by 4<sup>th</sup> class. Motion seconded by Art Frederick. Vote - on floor. Motion carried.

Region's emblem has been submitted for prices. We are awaiting information. Gene Birdsey requested authorization to spend \$120. for this emblem in order that we may order the emblem subject to review by Exec. Board. When information and sample is received a special meeting of the Board to review the matter.

REGULAR MEMBERSHIP MEETING - page 2

Ray Gaul stated that a number of people who were past members of sports car clubs have taken trophies when they are no longer members of any club. He objects to their receiving all benefits of membership in any club and no longer contributing anything to the sport - but taking all the benefits. It is thought that we might issue a pass card which would be controlled at registration and not renewable after a specified time. In order to do this it will be necessary to secure information and complete cooperation of all area clubs.

A motion made by Gene Birdsey that a membership card be required at registration or the non-member fee be paid.

Phil Groggins requested that this be included in our publicity for events as part of the above motion.

Ray Gaul stated that if the above resolution is adopted it does not correct his complaint on drop outs.

Motion was rephrased to say; A person must be required to show current membership credentials of recognized club or be required to pay non-member fee and this be publicized in our event publicity.

Al Jacob motioned that this motion be held until Exec. Board has a chance to review the matter with other clubs.

Seconded, voted on and carried.

Guests introduced. Motion for adjournment.

Respectfully submitted,

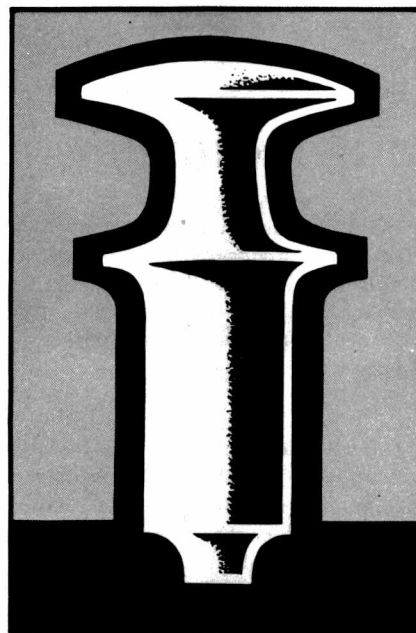
Sharon Leonard

□ Some of the 1964 Winter Rallyists may remember a VW Station Bus charging along the icy back roads at rally speeds. A few expressed honest amazement at the sight of such a normally docile vehicle cornering on the twisty sections in a fast and stable manner. This was no Fangio or Carlsson at the wheel, just the editor (with a few year's rally experience) taking advantage of the fabulous studded tires. When a VW van can be drifted on ice, you know those studs have got to be good!

Our vehicle had a 1500 engine, which helped, but the major credit goes to a set of studded tires provided by Fagersta Steels, manufacturers of Seco studs. And if the rantings of a writer are not conclusive, we should point out that the top fourteen cars were all wearing studs from Seco; every driver we talked to had nothing but praise for the studded tires. Of course, this means that a major rally in the winter can no longer be won by cars without studded tires, but on the other hand it reduces the factor of winning or losing because of extreme weather conditions. Average speeds can now be set higher and maintained through driving skill, which is necessary in an International event.

In addition to covering portions of the rally route, we also had a stud-equipped car for several days. Unfortunately the weather was clear and clean but it did demonstrate that the tires are quite tolerable on normal roads if they need to be used in the city. There is some noise, yet even this is not severe and we became accustomed to it before long. Handling in the dry is affected only to the extent that fast cornering should not be attempted.

On icy surfaces the studs literally transform the roadholding of an automobile. Driving can then be compared to handling on a dirt road



# STUDS the rally revolution

By PHIL MURRAY

surfaced with loose gravel. Naturally you won't get dry road performance but cornering can certainly be controlled, while braking is far superior to that of normal tires on ice. On snow-covered roads, unless packed

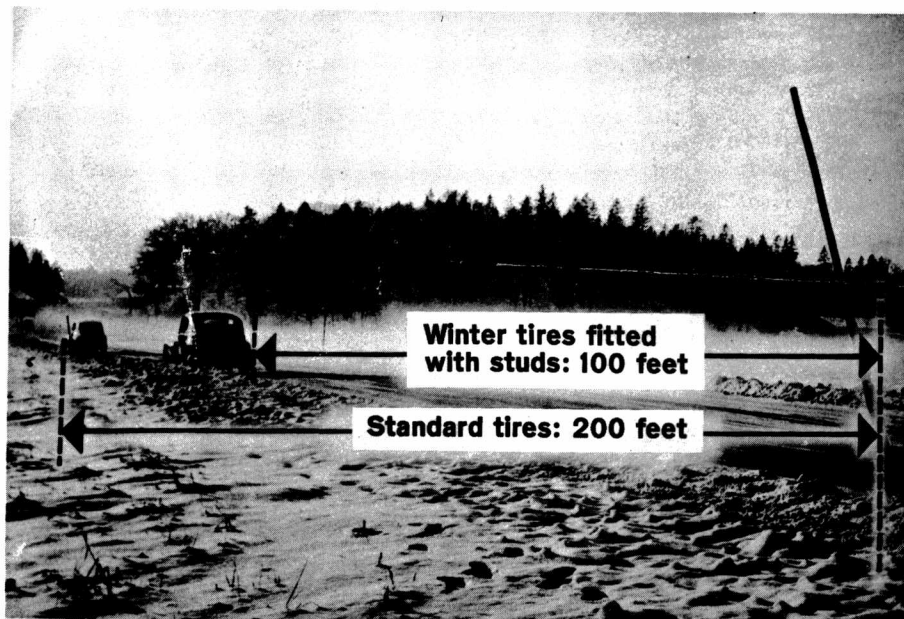
down and polished to an extent where the snow is almost as firm as ice, the grip of the studs is less significant, but the winter treads on which they are mounted then compensate. The combination provides security in all sorts of winter weather and those who drive primarily on snow and ice during the season will find the investment worthwhile.

Wear is less of a problem than might be expected. In this vehicle we covered about 900 miles, with quite a few hundred of those on dry pavement, and we were using the same tires that had already seen service on a VW 1200 press car for some 500 miles. Amazingly, there was no visible wear, and the Seco people tell us that several thousand miles can easily be obtained on studs over dry roads if treated sensibly. Thus they become a reasonable investment, for their cost can be amortized over two or three winter seasons of driving. The studs are made of cemented tungsten carbide, which is said to be 100 times as hard as steel, and the manufacturers claim that studded tires have a wear life similar to normal snow tires, provided they are not driven at excessive speeds or otherwise abused, that is about ten to fifteen thousand miles of non-competitive winter driving.

A suitable type of snow tire must be used, featuring solid tread blocks at least  $\frac{1}{2}$ " square, preferably siped but otherwise having sipes which are not more than  $\frac{1}{8}$ " deep. Seco have made arrangements with several Canadian manufacturers to produce such tires, and it is worth noting that three out of the first five cars in the 1964 Winter Rally were using Dunlop snow tires, made in Canada. The number of studs per tire varies according to the weight of car, and the driver's requirements; an average of 80 per tire for a small car or 250 for a large one. Rally cars may take from 250-600 studs per tire. Our test vehicle was equipped with 168 on tires narrower than that normally used for the VW van.

Cost is ten cents per stud, so an average car with 150 per tire will cost \$60.00 per car plus the cost of tires. It is necessary that all four wheels be studded, otherwise control is difficult. Installation can only be done by authorized dealers, who use an automatic studder. Studs are  $\frac{1}{2}$ " and  $\frac{5}{8}$ " long with  $\frac{1}{16}$ " left protruding. There is no chance of the studs working loose from the tire, and they will wear down at approximately the same rate as the rubber, so the amount showing is always constant. Complete information can be obtained by writing Fagersta Steels Limited at 30 Jutland Rd., Toronto 18, Ontario.

We can only add that experience combined with the obvious results of the Winter Rally proves the worth of studded tires in any situation where a car may be used on snow or ice. We'd never want to be without them again!



Two identical cars braking from 40 mph on icy road

## NGK WIDE RANGE SPARK PLUGS

A wide heat range means a more flexible spark plug under motorway and town conditions.

It is commonly known that different types of spark plugs are required to meet the needs of various engines, because some engines run hotter than others and require colder type plugs, while colder engines require hotter plugs. It is true that NGK WIDE RANGE SPARK PLUGS remain in this theory of heat range, too. The difference only lies in the fact that NGK Spark Plugs, when compared with those of conventional design of equal pre-ignition rating, are more resistant to fouling. Or, vice versa, NGK Spark Plugs which rank equal with conventional ones in regard to fouling resistance have a higher pre-ignition rating than others.

A copper wire used in place of iron of conventional plugs for the upper portion of the center electrode, largely contributed to make this improvement possible. Better heat conductiveness of copper plays the role to cool the electrode tip as well as the insulator tip and prevents overheating of the firing end which may otherwise produces a hot spot and causes pre-ignition. This raised heat resistance is fortunately attained without much sacrificing the anti-fouling properties which is mainly governed by the insulator's nose length. As is well known, the longer the nose, the more heat susceptible it is, and is free from fouling. So, if we are successful in raising the pre-ignition rating without shortening the insulator nose, we can obtain a plug which can meet the more extensive thermal requirement of engines, and we have named this "NGK WIDE RANGE".

### Technical data

The following test data will supplement the above general information on NGK WIDE RANGE SPARK PLUGS.

#### 1) The effect of copper center electrode—effect on heat value.

If we replace the center electrode of NGK Spark Plugs with nickel-iron conventional electrode, the pre-ignition rating sharply drops as shown in the following table.

NGK TYPE NO.	NOSE LENGTH	HEAT VALUE		REMARKS
		Ni-Copper	Ni-Iron	
B-4	20 mm	175 PSI	125 PSI	14 mm, 3/8" Plug
B-6	16 mm	240 PSI	165 PSI	14 mm, 3/8" Plug
B-7	10 mm	328 PSI	245 PSI	14 mm, 3/8" Plug
B-6E	14 mm	284 PSI	190 PSI	14 mm, 3/4" Plug
B-7E	10 mm	350 PSI	248 PSI	14 mm, 3/4" Plug

Even with ni-iron electrode, pre-ignition rating is comparatively high when we make comparison with the existing conventional plugs of similar nose length. This is due to the thicker electrode and the difference in the inside diameter of the shell which also contribute in raising the heat value.

#### 2) Comparison of anti-fouling properties—comparison of heat range.

Anti-fouling properties of spark plugs can be measured with a test engine modified for the specific purpose, and checking the advancement of fouling under a sustained light load.

Thus it was possible to make two plugs of an equal anti-fouling properties, one our standard ni-copper cored and the other with ni-iron. With the latter samples, the thickness of the electrode wire, inside diameter of shells and other dimensions were copied from existing conventional plugs. Then the heat value of these plugs was compared as shown in the following table.

NGK TYPE NO.	NOSE LENGTH	HEAT VALUE	EQUIVALENT CONVENTIONAL PLUG	
			NOSE LENGTH	HEAT VALUE
B-4	20 mm	175 PSI	18 mm	122
B-6	16 mm	240 PSI	14 mm	149

From this test, it is clear that NGK Spark Plugs with copper core have higher pre-ignition ratings than conventional plugs having equal fouling properties. The fact that NGK Spark Plugs have anti-fouling properties equal to conventional ones whose pre-ignition ratings are 30-40% lower shows the WIDE RANGE of NGK SPARK PLUGS.

As it is a common practice with conventional plugs to set a type at every 20% difference in heat value, one type NGK well covers the range of two or three conventional plugs combined.



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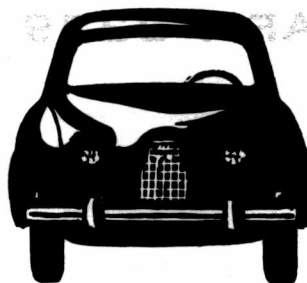
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## THE KNOCK OFF

## THE TALE OF THE ROMAN PYLONS

Well, what can you do with three gross of surplus World War II land mines? You can't give them to the kids (except maybe the neighbors' kids), and fireworks are illegal, so that rules out the Fourth of July. The juvenile gangs don't need them because those who are still alive have much better weapons; and freight to Viet Nam is too fearsome to mention. So what's a mother to do?

Of course, you can plant pylons on the mines and call it a gymkhana. Being careful to tell no-one of this little subterfuge and making the pylons so skinny that they almost tip by themselves should make the illusion quite realistic.

So ran the diabolical thoughts through the delightfully feindish mind of Chuck Marsh, otherwise known as the meanest man of the Central New York Region. But, pondered he, how do I get to use all three gross? Aha! That's it. I'll make it an INEC Gymkhana, then lots of people will come in lots of little cars and a Chevy pickup and a Ford Econovan, and they'll hit lots of mines and demolish lots of pylons if I don't leave them much room, and I can just write penalties all day, and it'll be such fun. And I'll run them close to all the willow trees at Hancock Field outside Syracuse, and then I can call it the "Willow Run Gymkhana" Yeah!

Hark unto me, my children, for now you have seen enlightenment. The word of truth has been revealed unto you, and your infantile fears are for naught. Yea unto you all, Mickey Gene, Karl, yea even unto you, Jack-of-the-willow-tree, I say that you may rejoice. Your fogged roving through the vale of ten-second penalties are hereinafter known to be a ruse of Satan, and the innocence of babes is upon you all. Nor shall you be held accountable for these mistakes when you meet the great gymkhanamaster above.

Actually, friends, it wasn't really quite that way. There were no land mines at all - a guy named Bosch who lives on some island down south made such a good offer that Chuck couldn't resist. So the observers had to be equipped with fine wires to pull the pylons over. Unfortunate though it may seem, however, Gene Birdsy passed near a pylon that still had a mine under it, and the little rascal (the pylon) flew eighty or ninety feet into the ozone. Gee, a man just can't trust anybody with his land mines anymore.

The Willow Run was the first INEC gymkhana that Mohawk Hudson attended in strength this year. Luckily, the weather was good, so the trip out and back was no trouble. Unluckily, there was no rain to give us excuses for hitting pylons. The only ones who really needed no excuse were Betty Cleiss and Connie LeVan and the results show it.

Although this was an airport gymkhana, the area used was somewhat restricted necessitating a layout that was tighter than one might have believed. My only personal complaint was that the gates were too narrow, but it was possible to get through without penalties, so it's not a very legitimate gripe. I'll still swear that an ant knocked over one of those pylons, though. And he just missed the one on the other side too.

Legitimate gripe or not, it does seem that the pylons were waving around like bodies at a fireman's clambake. Must be that long winter layover.

In truth, the course turned out to be an enjoyable drive, with an adhesive albeit tire wearing surface underfoot, the constant switchbacks could be handled smoothly. A difficult but promising layout, we made it break its promise. Shame.

Features of the day included Gene's aforementioned altitude record (but no trophy for that), the protest of Dick McCaughin's Karmin Ghia by other VW owners who thought he was running a Porsche engine (he wasn't), and Mickey's realization that P-1800 Volvo's are pretty big. And we simply can't miss telling you about Jack the tree-trimmer. The Porsche got trimmed instead. But it was just a small tree.

Karl Scharl was there trying out his latest acquisition, a Porsche Cabriolet. He found out (as did I) (again) that Porsches are much wider than sprites. Much!

continued

## THE KNOCK OFF

THE TALE OF THE ROMAN PYLONS  
CONTINUED

Having found out to his chagrin that not all mathematicians are navigators, Hanns was much brighter and bushy tailed than we had expected. But it does seem a shame drive to Utica and back for an hour of rallying.

Smooth award of the day goes to Betty Cleiss. Driving an unfamiliar car, she looked at ease as she threaded through the gates and gained a very creditable second. Guess who was first again. And again. And again...

The one thing we did well that day showed itself in the team competition. Having entered three of the four teams, we M-Hers were justifiably proud as it was announced that we had scored a perfect second, third, and fourth. Doesn't that kind of consistency count for something.

The days festivities were capped by a demonstration of Frederick's Unsurpassed Rust Preventer (FURP). Ask Connie, it's really quite simple to operate.. Just follow it down the Thruway at 65 or so, and it deposits a thin film of hot motor oil on every conceivable surface of the car, glass included. The only problem still to be solved in the FURP is that the client may have to follow it home to be sure that it doesn't blow up. But isn't that better than rust?

I understand that the pylons at Greene Airport will be at least twenty feet apart. Now there's a group that knows about hospitality...

ART FREDERICK

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KING LEAR

## LOTUS 30's

"...The poor mechanic"

Henry V

"Our enemies have bent us to the pit"

JULIUS CAESAR

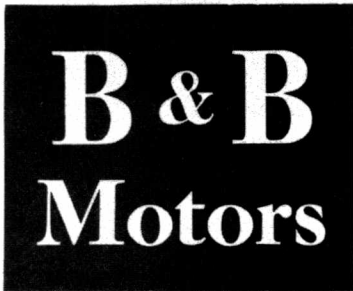
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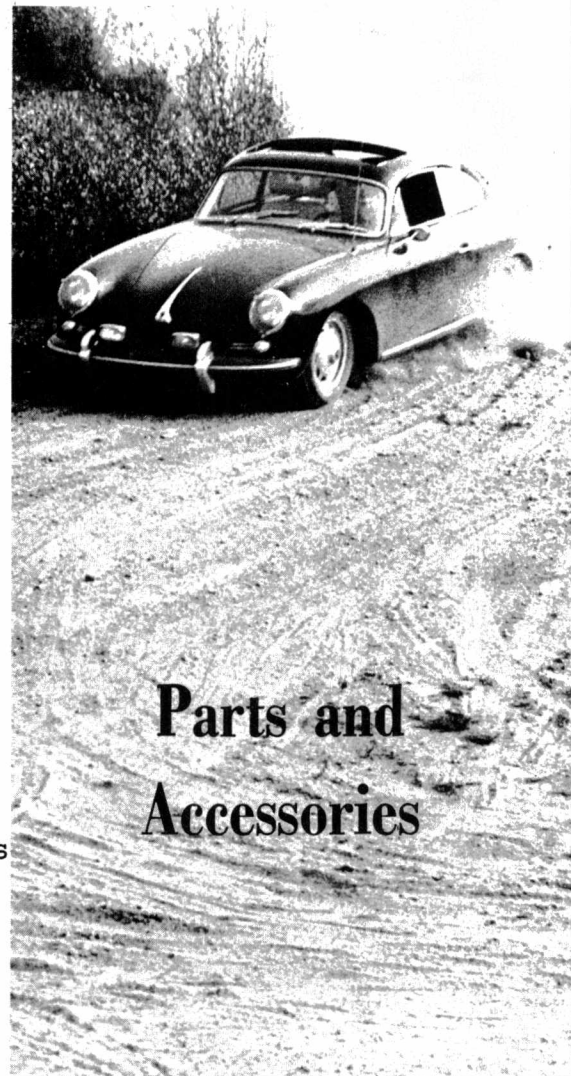
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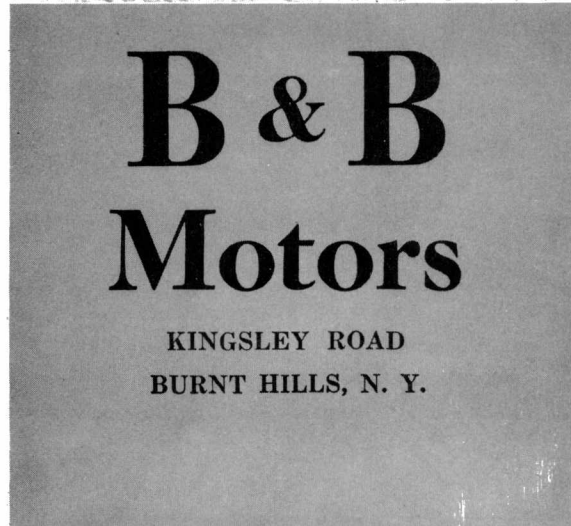


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## THE KNOCK OFF

## MOUNTED HORSEPOWER

A good police car, like a good sports car, should be agile in traffic and faster than anything else on the road. In recognition of this principal, Europe has begun to develop a new law enforcement breed, the sports car police.

In Germany, for instance, the routine highway patrol car still is the Volkswagen but, for more sophisticated game that the VW could not hope to catch, there is now the sleek, fleet Porsche 356, with a top speed of 113 MPH. The Porsche also casts its shadow of Justice over the roads of Holland, Belgium and Finland.

The worlds fastest police car is a lone Ferrari 3000 belonging to the Questura (public security) police of Rome. A 150 MPH ace in the hole, it is considered too precious for ordinary use and is reserved for emergencies at night, when there is less traffic and less chance that it might be scratched or have a fender crumpled. Common daytime duty is assigned to the baby Fiat, which is handy but is not hot. The open road in Italy is wide open, with practically no speed limits, and there the Alfa Romeo's run rampant, chased when necessary, by 120 MPH police in Alfa Romeo's. In such situations it pretty much depends on who runs out of gas first.

On the country lanes of England, where the Sterling Mosses grow, policemen have a happier lot than most driving the 125MPH Jaguar 3.8 Mark 2 or a Daimler SP. But Colin Chapman whose Lotus Climax won the Grand Prix Championship in 1963, and whose sports car, the Lotus Elan S2, is unbeaten, has now created an Elan police special, with large-throat carburetors and special camshafts. It can reach 250MPH in seven seconds and a top of 117MPH in about 18 seconds. An open two seater, only three feet 9½ inches high, it nevertheless can accommodate two large bobbies and their radio. With superlative road holding abilities, it corners at speed and can make a U turn in thirty feet. It can even do 36MPH in reverse. James Bond would love it.

The first British company to cater to cops was Ford, with it's special 100 MPH Zephyr. Ford has also produced a 90MPH Cortina GT station wagon for Kenya's rough-riding police.

France is somewhat behind in the race. The flics ride to work on bicycles then putter from one traffic jam to the next in tiny Renaults. In emergencies they dash off at 80MPH in the good old Peugeot 403, which is a fine, sound automobile but never would cause a fleeing crook to exclaim "Diable! We are undone!"

## MOHAWK-HUDSON MEMBERS STANDINGS, WILLOW RUN GYMKHANA

CLASS 8	2 Betty Cleiss	MGB	
	1 Connie Levan	TR4	
Class 5	9 Hanns Flebbe	Saab	
	5 Dick McCaughin	VW	
Class 4	3 Chuck Schongar	XKE Jaguar	
Class 3	7 Gene Birdsey	TR4	
Class 2	10 Karl Scharl	Porsche	Reporter
	9 Lou Van Dyke	MGB	Art Frederick
	6 Jack Collins	Porsche	
	5 Mickey Le Van	Volvo	
	4 Art Frederick	Porsche	



## THE KNOCK OFF

## RESULTS MGCC MONTGOMERY WARD GYMKHANA

## CLASS A

Bob Volans	MG Midget	EMSC	67.1	63.5
Jim Hawley	Sprite	EMSC	64.45	64.3
H. Hayes	Sprite	SCCA	64.5	64.5
R. Heacox	MG Midget	SCCA	65.3	63.55
Ed Hopkins	MG Midget	EMSC	65.3	93.2
Don Bennett	Sprite	EMSC	66.85	66.2
Jerry Zink	Sprite		66.75	66.6
James Hansett	Sprite	SCCA	78.15	67.8

## CLASS B

Ray Schlitzer	Porsche SC	PCA	64.35	63.2	BTD
Mickey Levan	Sunbeam Tiger	SCCA	68.85	64.6	
John Weber	Sunbeam Tiger	AMEC	66.10	67.5	
Art Needham	Porsche	BMSC	66.55	78.1	
Robert fern	Sunbeam Tiger	BMSC	71.0	66.75	
John Collind	Porsche	BMSC	67.5	67.2	
Bernie Burns	Porsche	SCCA	74.7	71.0	

## CLASS C

David Akin	AH 3000	BMSC	66.0	64.5
Fred Lunn	MGB	SCCA	67.75	65.05
Joe Corbett	MGB		67.5	65.3
H VanDerLinden	MGB	EMSC	64.5	65.5
Dwight Winter	MGA	BMSC	66.35	66.55
Ray Kilmer	TR-3	BMSC	67.35	66.75
Colin Campbell	TR-3	SCCA	71.2	66.8
D.P. Weiss	TR-3		70.7	67.2
Chas Barbaro	TR-3	EMSC	68.6	67.3
Gene Birdsey	TR-4	SCCA	72.45	67.45
Al Nash	MGB	BMSC	65.15	69.0
Dick Randles	TR-3	GMAC	71.8	
Geo Weaver	TR-3		80.45	67.20

## CLASS D

Bob Claffie	Corvette	BMSC	77.8	66.75
Chuck Schongar	XKE Jaguar	SCCA	67.5	69.5
Gordon Nichols	Sting Ray	MGCC	73.7	79.15

## CLASS E

Ronnie Bedard	Saab	BMSC	68.55	69.0
Bill Smith	BMW	AMEC	72.2	68.85
Hanns Flebbe	Saab	SCCA	69.9	68.2
Ben La Rosa	VW		72.6	
Leo Blanke	Kar Ghia	AMEC	69.5	74.3
Mac Townsend	Morris	SCCZ	80.1	81.85
Phil Schatz	VW		73.35	

## CLASS G

Chuck Long	Mustang	EMSC	75.0	72.4
Richard Yelle	Mustang		79.0	74.4
Harry Palmer	Mustang		76.0	74.6

## CLASS H

Joe Hoffman	Ford XL		76.7	73.3
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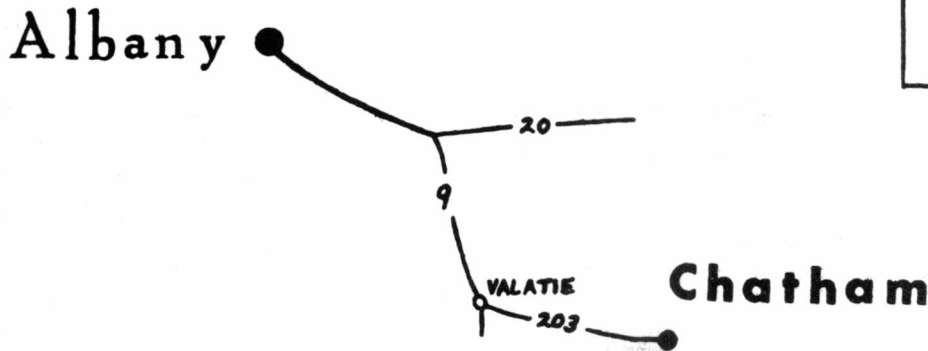
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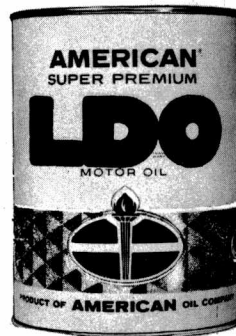
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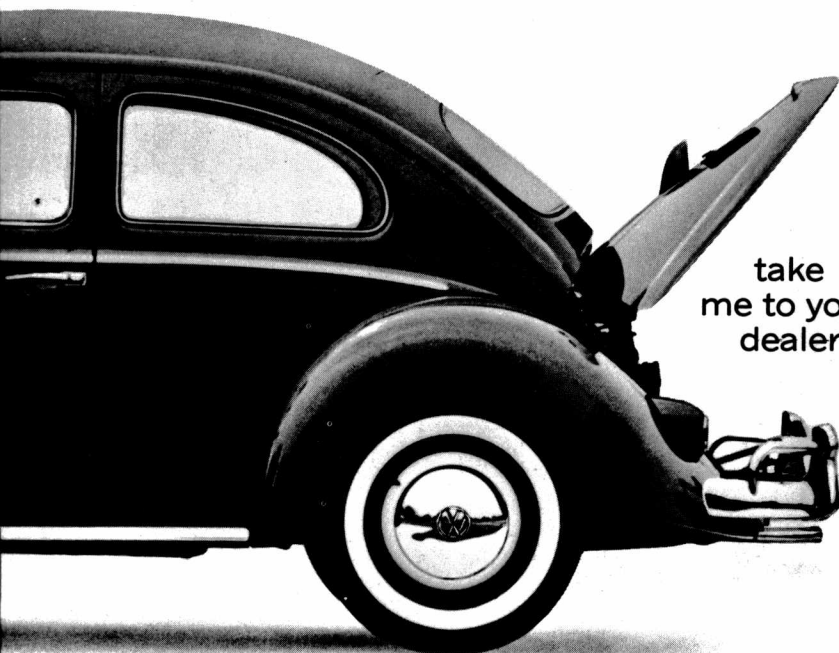


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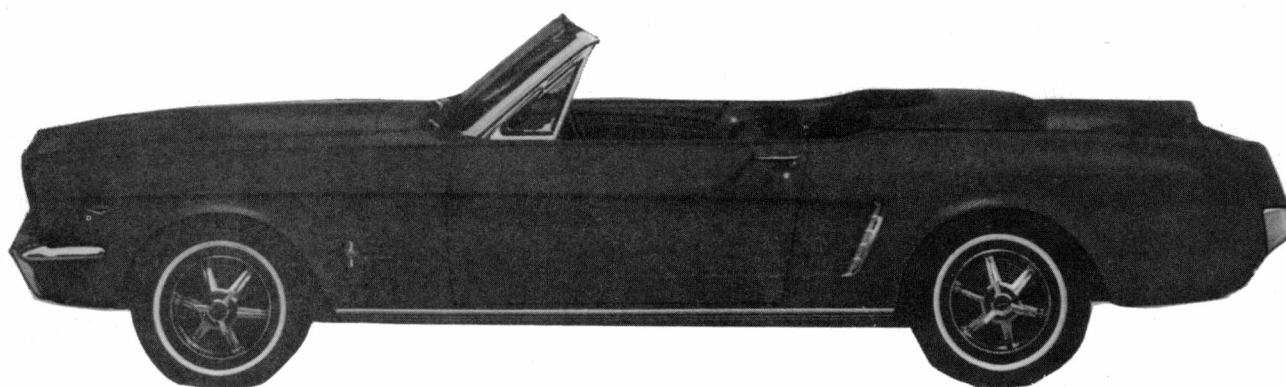
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## THE KNOCK OFF

RESULTS MGCC MONTGOMERY WARD GYMKHANA CONTINUED

## CLASS LADIES

Connie Fern	Sunbeam Tiger	BMSC	72.8	69.75
Connie LeVan	TR4	SCCA	73.8	70.65
Jean Hopkins	MG Midget	EMSC	74.8	70.95
Mary Lou Sykes	MGA	BMSC	74.5	72.6
Marge Corbett	MGB		74.5	72.7
Marilyn Nash	Sunbeam Tiger	BMSC	74.1	78.55
Betty Bennett	Sprite	EMSC	78.0	75.0
Joan Flanders	MGB	EMSC	80.6	81.95
Marcia Schatz	VW		90.7	
Camille Baniak	Morris		94.1	99.4

## FLASH

A new racing team was announced today that will compete for the Sports Car Club of America National Championship and the USRRC Manufacturers Championship. The Stoddard Racing Team will consist of the well known Alfa TZ which won it's class at Sebring for the last two years, and the new Alfa Veloce. Chuck Stoddard of Willoughby, Ohio will pilot the Alfa TZ in quest of the class 'C' Production Championship and Harry Killian, also of Willoughby, will campaign the class 'D' Alfa Gulia.

Both cars will be prepared and maintained by Stoddard Imported Cars of Willoughby, just outside of Cleveland, where Chuck Stoddard, president is one of the outstanding authorities on Alfa Romeo preparation for both street and track use. Chuck has previously won SCCA National Championships in 1959 and 1961 in Alfa Romeo's. Harry Killian has successfully competed in Alfas for the past several seasons with an impressive list of victories in the mid-west.

Alfa Romeo of Italy has the oldest history in racing (since 1911) and is known for it's exciting designs and technical developments for road and track use.

Meadowdale, in Carpentersville, Illinois, will be the first race for the bright red cars from Milano on May 29 and 30. This is the first of many SCCA Nationals and USRRC races that will include: Mid-Ohio in Mansfield, Ohio; Elkhart Lake, Wisconsin; Watkins Glen, N.Y.; IRP at Indianapolis Indiana.

## CAUTION

YOU ARE ABOUT TO ENTER  
THE MOST DANGEROUS AREA  
ON EARTH.  
A PUBLIC HIGHWAY

The above taken from a sign at the exit of the BORDEN MILK CO. MENANDS, N.Y.



# simca 1000

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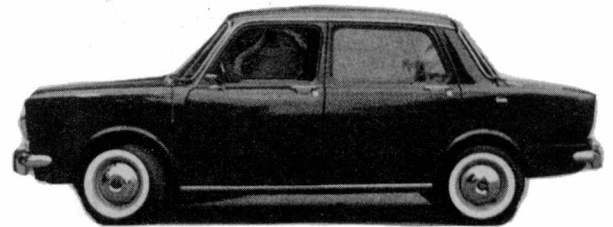
FRANCHISED DEALER  
PRINZ AND D. A. F.

## AUTOMOBILE SERVICE CENTER

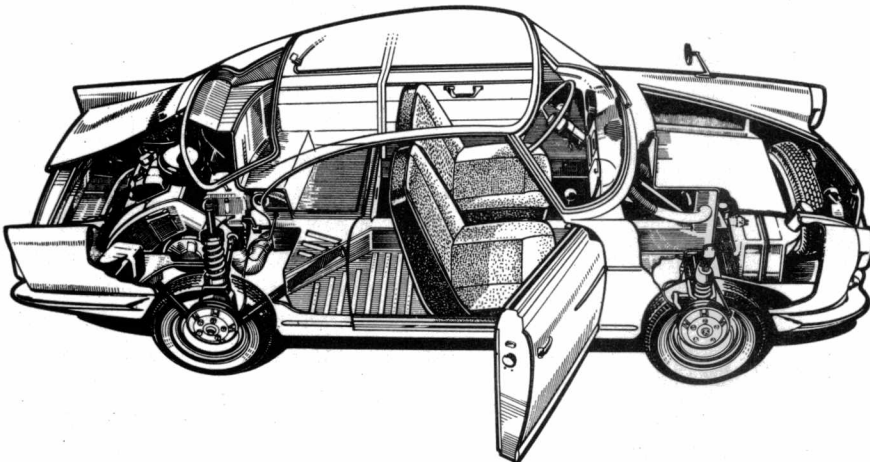
WHOLESALE SERVICE *Volkswagon* REPAIRING RETAIL  
GENERAL REPAIRING--ALL MAKES  
COMPLETE LINE OF PARTS

RICHARD LIESE

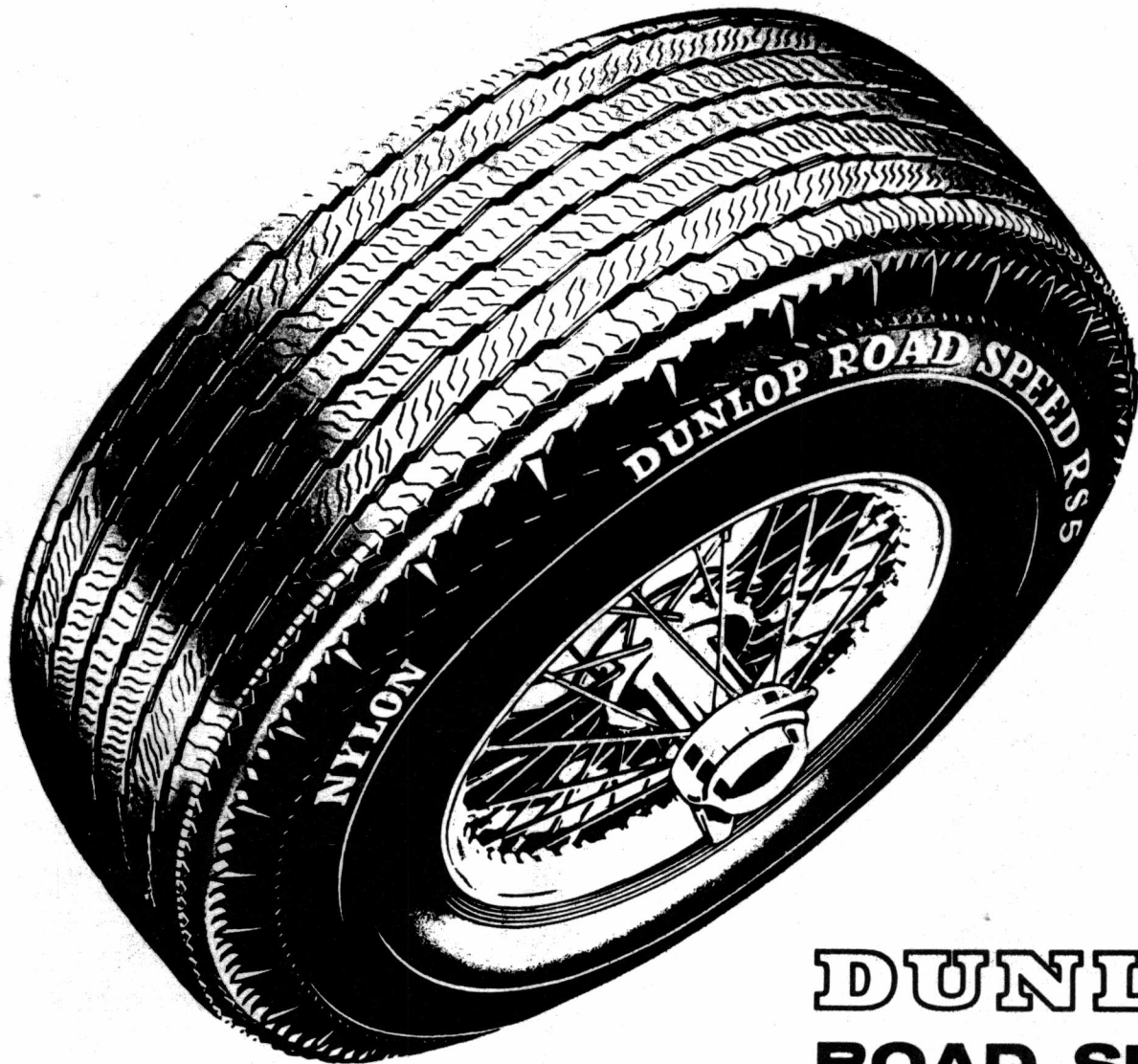
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Dunlop tires are specified as original equipment by the manufacturers of 67 leading makes of imported cars. These manufacturers rely heavily on Dunlop's know-how in designing and building tires to match the performance profile of specific car models.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

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