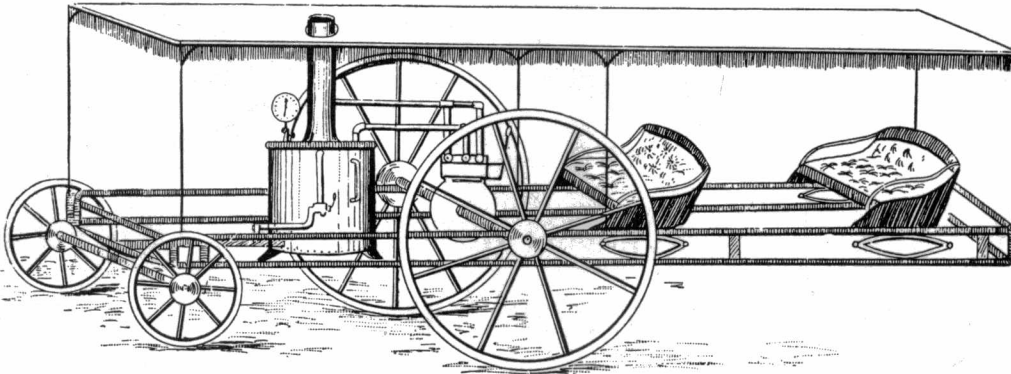
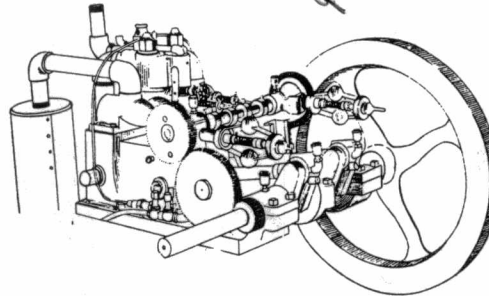
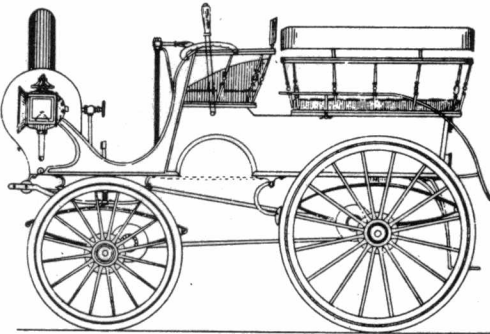
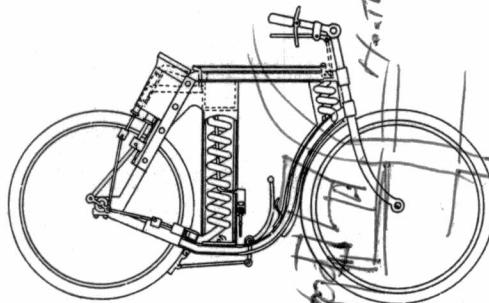
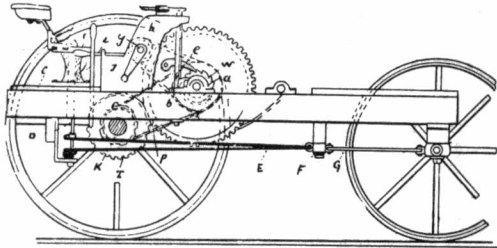


# THE KNOCK OFF



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MOHAWK-HUDSON REGION

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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

### 1965 OFFICERS

#### REGIONAL EXECUTIVE

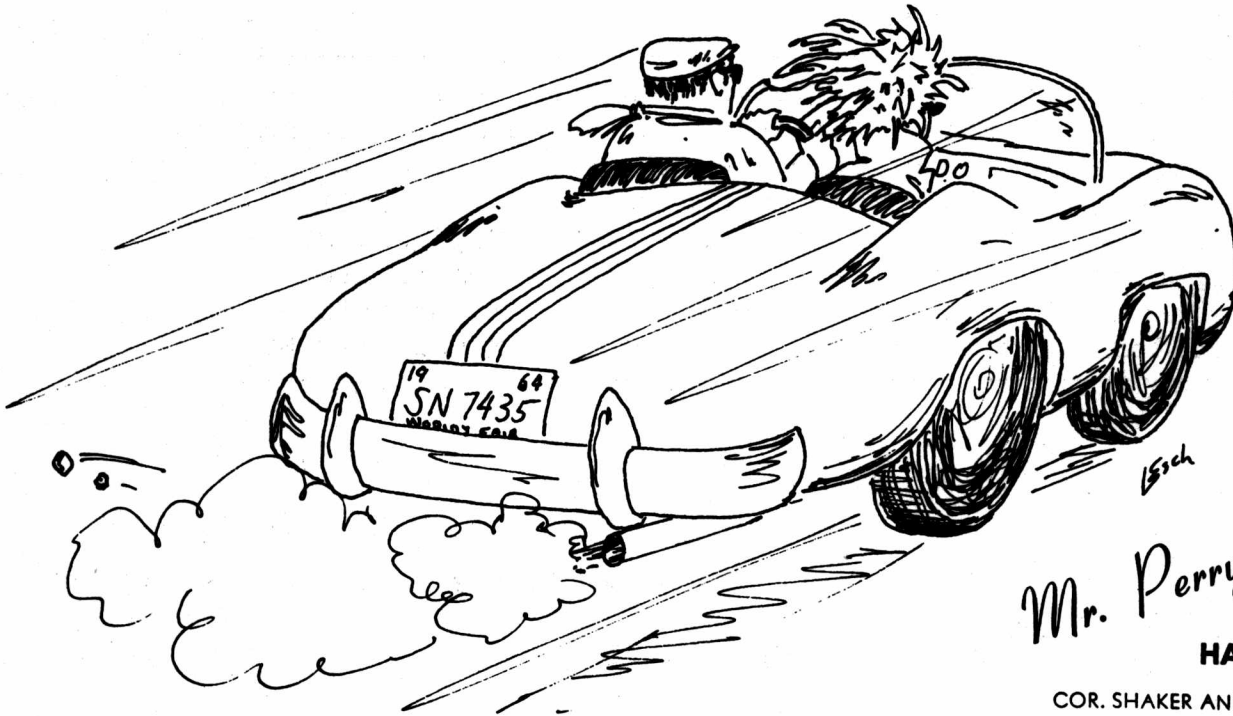
Mickey LeVan	65 Southgate Road, Loudonville, NY	ST 5-7980
<u>ASSISTANT REGIONAL EXECUTIVE</u>		
Mac McClumpha	54 Adams Place, Delmar, NY	HE 9-9656
<u>TREASURER</u>		
Bernie Burns	197 Hoosick St., Troy, NY	AS 6-5845
<u>SECRETARY</u>		
Sharon Leonard	Van Dyke Rd, Delmar, NY	439-5005
<u>ACTIVITIES DIRECTOR</u>		
Dick Leonard	Van Dyke Rd, Delmar, NY	439-5005
<u>MEMBERSHIP CHAIRMAN</u>		
Joe Schmeider	874 Northcumberland Dr., Schdy, NY	374-3590
<u>BUSINESS MANAGER</u>		
Chuck Schongar	4029 River Road, Niskayuna, NY	785-7241
<u>DIRECTOR</u>		
Irma McClumpha	54 Adams Place, Delmar, NY	HE 9-9656
<u>DIRECTOR</u>		
Hank Van Deusen	2 Mill Creek Lane, Cobleskill, NY	AF 4-2082
<u>KNOCK OFF EDITOR</u>		
Mary E. Schongar	4029 River Road, Niskayuna, NY	785-7241
<u>ART EDITOR</u>		
Louis Esch	3 Woodcrest Drive, Scotia, 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.

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



Mr. Perry

HAIR FASHIONS

COR. SHAKER AND OSBORNE ROADS

UN 9-7333

---

RAY GAUL AND SON

AUTOMOTIVE TOOLS AND GARAGE EQUIPMENT

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(METRIC TOOLS IN STOCK AT ALL TIMES)

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## THE KNOCK OFF

## CALANDER OF AVENTS

- JULY 2-3-4 Nova Scotia Highland Rallye Halifax, N.S.
- JULY 3-4 Bridgehamton Races
- JULY 334 Lime Rock Races
- JULY 4 F.L. SCCA Challenge Rally
- JULY 11 Auto Rodeo Mohawk Valley Sports Car Club  
10 am General Electric Light Arms Div.  
French Road, Utica N.Y.
- JULY 17-18 Night Navex St. Catherines Ontario
- JULY 17 Bikini Rally Night TSD Rally 6pm  
Foreigh sports Car Center  
Lyman St., Pittsfield, Mass.  
bring swim suits-----free beer  
Connie Fern 413-698-2673
- JULY 18 Griffiss AFB Autocross GAFB, Rome N.Y.
- JULY 18 AVSCA Rally Salamanaca, N.Y.
- JULY 24-25 Malboro Races
- JULY 25 CNY Autocross
- JULY 25 FL SCCA Rally
- JULY 25 Lend A Kid A Hand Rally By Seneca SCC at Auburn N.Y.
- JULY 30-31 The Parkway 555 Rallyw Toronto, Ontario
- JULY 30  
AUGUST 1 Land O Lincoln National Rally  
Mrs. John Kellogg  
331 Sunset Ridge Rd.  
Northfield, Ill. 60094
- AUGUST 1 INEE Gymkhana Mohawk Hudson Region  
Almart Parking Lot  
Central Ave. Colonie, N.Y.
- AUGUST 1 TTCR GRAND PRIX RALLYE Rochester, N.Y.
- AUGUST 8 PCA Gymkhana Big N Pittsfield, N.Y.
- AUGUST 20-21 Watkins Glen National races
- AUGUST 22 Glen 500 Watkins Glen, N.Y.
- AUGUST 22 GranH Prix Rallye Corvairs owners club of Rochester
- AUGUST 28 Presidents rallye to the Alleganies Oakville, Ontario

## THE KNOCK OFF

## OFFICIAL RESULTS

## "L' ESPIRIT DE LE MANS"

## SOUTHERN NEW YORK REGION, SCCA

May 15-16, 1965

## CLASS I

Chuck Marsh	Lotus Elite	CNY
Bob Allen	A.H. Sprite	CNY
Tom Roberts	M.G. Midget	
Boyd Franklin	M.G. MIDGET	CNY
Bob Hojaboom	Lotus Elite	SNY
Dick Surine	Alfa Romeo	SNY
Warren Vail	A.H. Sprite	
Gene Arnold	A.H. Sprite	SNY
Bill Bethke	A.H. Sprite	
Les Foster	A.H. Sprite	CNY
Cliff Davies	A.H. Sprite	CNY
Jack Klein	A.H. Sprite	SNY
John Braitwaite	MG TF	
Ed Geer	T. Spitfire	
Carl Flint	T. Spitfire	
Bill Braithwaite	MG TF	SNY
Stan Bubar	T. Spitfire	

## CLASS II

Harry Duckworth	Porsche S	
Art Frederick	Porsche S	M-H
Jerry King	Alfa Romeo	SNY
Curt Wood	Porsche	
Keith Walter	Porsche S90	SNY
John Callahan	MGB	CNY
Jack Hope	MGB	
Chuck Gladle	Porsche	
Paul Nielsen	MGB	SNY
H. Van Buskerk	Porsche	CNY
James Olsen	Porsche	SNY
John Maslousky	MGA	SNY
Jim Ball	Porsche	CNY
Carlo Noche	MGA	
Skipp Cobb	MGB	SNY

## CLASS III

Paul Schulte	Austin Healey	
Robert Price	Austin Healey	
Leroy Longnecker	TR 4	CNY
Jim Gallagher	TR 3A	SNY
Wm. Church Smith	TR 3	
Pete Church Smith	TR 3	
Rick Severson	TR 4	SNY
Fran Larkin	Daimler	SNY
Ronald Farkas	TR 4	
Earle Genge	Daimler	CNY
Marshall Kaplin	Austin Healey	SNY
Hiram Gilbert	TR 3	SNY

## - - THE KNOCK OFF

"L' ESPIRIT DE LE MANS"  
continued

## CLASS IV

Bob Allen	Griffith	CNY
Ron Zimmerman	Sunbeam Tiger	WNY
Chuck Schongar	Jaguar XKE	M-H
Dale Englehart	Corvette	SNY
Tom Lynch	Corvette Stingray	CNY
Dewey Brownback	Corvette	SNY
Robert Miner	Corvette Stingray	CNY

## CLASS VI

Jeff Davies	Austin Cooper S	CNY
Don Scrip	Austin Cooper	SNY
Jack Parker	Austin Cooper	
Jim Hutchinson	MG 1100	

## CLASS VII

Bill Grabowski	Mustang	
Lynn Matthews	Volvo	SNY
Tom Roberts	Mustang	
John Sadler Volvo	Volvo	
Boyd Franklin	Mustang	CNY
Stan Koprowski	Eng. Ford	
Bill Swingle	Volvo	
John Melfi	Mustang	SNY
Eugene Orr	Mustang	
Tom Smith	Volvo	SNY
Jack Cartino M	Mustang	
Arnold Romaldini	Volvo	SNY
Ken Smith	Volvo	
Woody Johnson	Corvair	
Dick Studer	Falcon	J
Jack Armstrong Jr	Pontiac GTO	
Dave Ashton	Corvair	
Harry Palmer	Mustang	M-H
Bernie Bixby	Mustang	SNY
Dick Molyneaux	Volvo	
Bud Hall	Corvair	
George Boss	Corvair	
Art Boots	Mercedes Benz	SNY
Marc Tupper	Chevelle	SNY
Don Hayes	Barracuda	
Lee Dean	Corvair	SNY
Noble Dean	Corvair	
Palmer Dante	Chevelle	

## THE KNOCK OFF

**"L' ESPIRIT DE LE MANS"**  
Continued

## Class VIII

Nancy King	Lotus Elan	CNY
Shirley Marsh	Lotus Elite	CNY
Margory Zimmerman	Sunbeam Tiger	WNY
Kathi Miller	TR 3	
Grace Surine	Alfa Romeo	SNY
Ginger Johnson	A.H Sprite	SNY
Connie Scrip	Austin Cooper	SNY
Joyce Gladle	Porche	
April Sprague	VW	
Judith Bubar	T. Spitfire	
Peggy Ashton	Corvair	
Marilyn Roberts	Austin Cooper	

## Class IX

John Sullivan	Porsche	CNY
William Watkins	Cooper MK 9	
Doug March	Formula Vee	
Gordon Rustin	Formula Vee	SNY
Harley Wage	Jabro	SNY

## Class V

Wayne Mullineaux	Volkswagon	SNY
Robert Sarg	Volkswagon	
Mike Schaughency	Saab	SNY
Earl Sephton	Saab	SnY
Harley Wage	Sunbeam Imp	SNY
Arnold Romaldini	Saab	SNY
Hanns Flebbe	Saab	M-H <sup>th</sup>
Bob Hojaboom	Sunbeam Imp	SNY
Larry Long	Renault	
George Sprague	Volkswagon	
Doug Berle	Saab	

Saab has a new slogan "Made in Trollhatten by trolls". The millionth Mini rolled off British assembly lines last month. Opel the fastest growing European, up 20% during the year. VW is worried, and so is testing a 6 cylinder mill. Ford having Mustang troubles ---in the front end. As soon as they begin to drive like a truck, they replace tie rods, ball joints, etc.

How clever of mother nature to know what a bug was supposed to look like centuries before the first Volkswagon was produced.

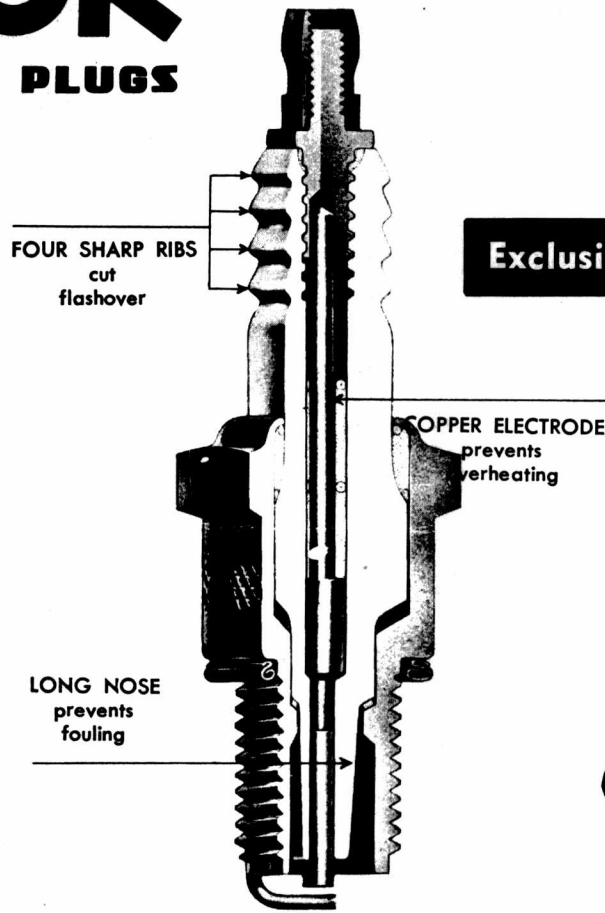
The way traffic lanes on the Albany - Schenectady road are jammed  
He who hesitates is rammed.



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**Exclusive Wide Range**



**SPARK BOY**

now offer one plug designed for stop and start city driving as well as high speed touring. The new NGK spark plug, with copper center electrode delivers more power and superior heat transfer. The improved design of sparking area eliminates fouling under normal conditions. You will get better performance, easier starting, greater fuel economy and longer plug life. Try a set of advanced design NGK spark plugs for the best performance you've ever had.

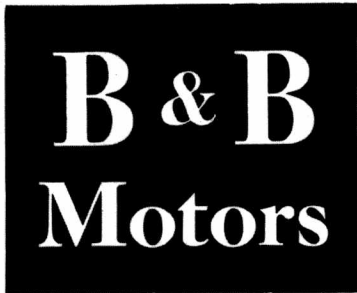
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# NEWSLETTER

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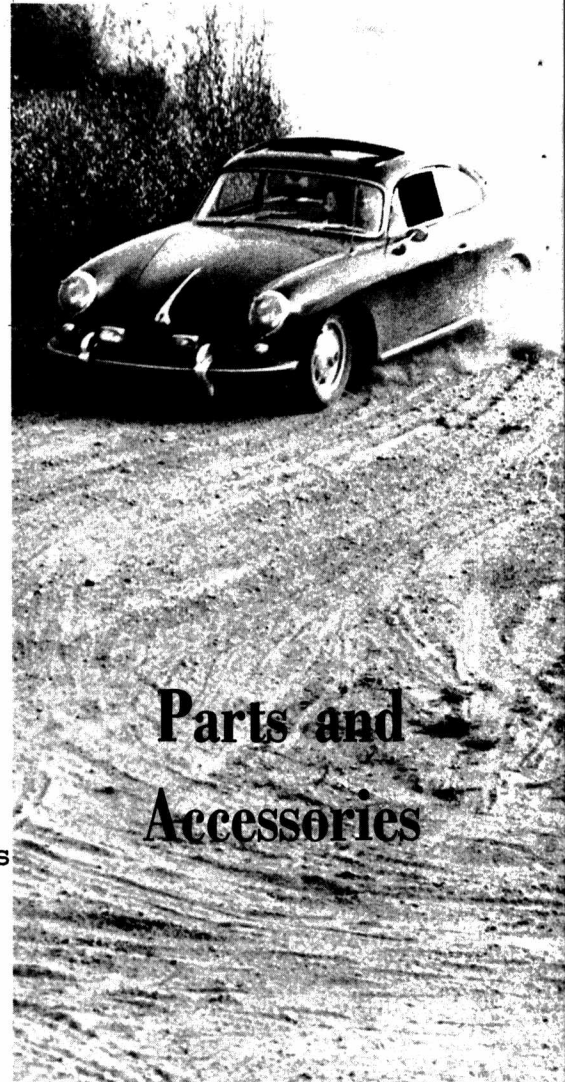
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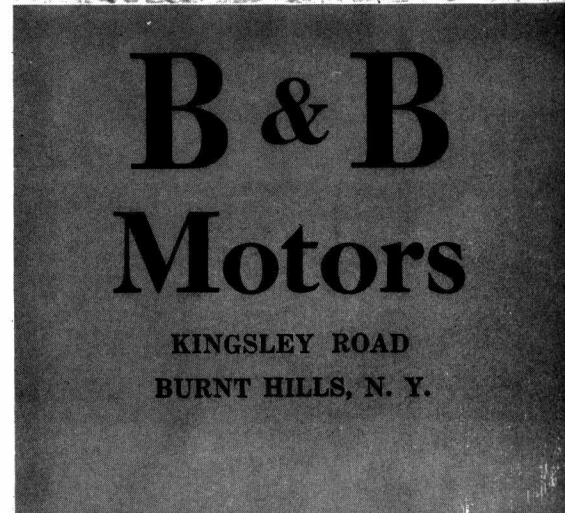
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## THE KNOCK OFF

## TIPS ON HOW TO PLUG IT BETTER

One of the fringe benefits that came with your favorite four banger, as a no cost option, was the question of exactly what heat range spark plug you should use in that particular engine for your particular type of driving.

When your engine came off the production line, it was plugged for the average driver in the average situation. It's the best any engine manufacturer can do unless, of course, he has a first hand knowledge of the individual driving habits of the prospective buyer. He doesn't usually, so he installs a spark plug of a compromise heat range. Such a plug would not be too hot nor would it be too cold; for the wide range of typical driving for the engine in question, it would be about right.

But maybe you want to tailor plug selections so that it fits you and your engine exactly, or maybe you're informed enough to know that spark plug requirements change as engine mileage increases. The recommended spark plug heat range for a new engine probably won't be the correct heat range for an engine that has clocked up thousands of miles of service.

Whatever the case, be it time for periodic plug change, ignition problems that point to using plugs of the wrong heat range, or a desire to get better overall performance from your engine, a few minutes spent in determining the best spark plug heat range for your engine is a wise investment.

Tests for correct spark plug heat range can be made, with reasonable accuracy, through visual inspection. When operating just right, a spark plug will have a flaky, tan or greyish-color deposit on its firing end. These colors can vary somewhat depending upon the specific compounding and blending of the fuel being used.

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A burned, white insulator, which is completely free of deposits, indicates the plug is too "hot".

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By Herb Carrier for Champion  
Spark Plug Co.

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THOMPSON REGIONALS  
May 30 & 31, 1965

Well, the regional circuit in the Northeast this year seems to be Mike Goth's personal snake pit. At the above Memorial Day and Monday races Mike slithered off with two big firsts in the big mod. and prod. race- second fastest race average for the Sunday 10 lappers and fastest race average for the Monday 15 lappers. He easily beat the Lotus 30 of Jerry Crawford (who cain't drive the squirley beast too well) and the rest of the field. Some hairy driving was turned in by Dean Gregson, in his street version Shelby Mustang 350 GT. With a competoon suspension this car could really go but Gregson, a Tasca Ford man from R.I. cain't get any dealer support from his boss.

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Class winners on the week-end were as follows (most of them double winners by the way):

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 GM-Gordon Heald-Babson Park Mass.-Elva VII- Both days  
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 EP-Sheldon Shoff-Wilton,Conn.-Lotus 7A-Both days  
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Next report - USRRC at the Glen.

h. Manley IV

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Distributor for  
CASTROL Racing and Industrial Oils  
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Mohawk-Harrison on SCCA



Mohawk-Hudson Region SCCA





THE KNOCK OFF

WATCH BLACK BOX BLUES

After a long, hot and dusty run, a sports car buff can rally round the keg for a refreshing pull of the foamy stuff. Great, isn't it? Sort of puts the fun back in driving.

But what about that little black box under your hood? It gets thirsty too. In fact, battery experts say that many batteries literally die of thirst during the hot months of driving.

The service Engineers at Champion spark plug company say that batteries often die of summertime heat prostration because of the normally increased driving time and the corresponding extra usage to which the battery is subjected. And, they point out, a dying battery will cause just as many ignition problems in the summer as it will in the winter.

A battery usually requires more replacement water in the summer months because water evaporates more quickly at higher temperatures. Then, too, charging system voltage regulators are temperature-sensitive, and they can do a real good job of keeping a battery in a full state of charge during the warm weather, and full charge can cause battery gassing to further accelerate water loss.

If you want to get technical about it, warm-weather damage to a battery is caused primarily by an accelerated rate of oxidation (corrosion) of the positive grids (which support the active material) and possible deterioration of the negative action material.

Simply stated, it means that your battery will conk out if it is not given a drink of water at frequent intervals during the hot summer months.

What is a frequent interval? Well, once every two or three weeks is considered normal. If you have to add water more frequently, say once a week, either your voltage regulator needs attention or the battery needs replacement.

Herb Carrier for Champion Spark  
Plugs.

Monthly Nooz by Hy Liftcam.....

TERRY VAN DYKE wined & Dined by the Sports car Magazine Publishers....GENE BIRDSEY (screaming eagle-----shows his indian type vision, only guy to spot Mickey Le Van off course at the PCA Gymkhana), BUTCH SCIARRA from Pittsfield has a skate board bolted to the roof of his Saab....MAC TOWNSEND needs a rollbar on his motorbike. Yes Hanns Flebbe smiles sometimes, so does Howard Hayes.

Production car "strictly showroom class" delayed until 1967....seems that it will take the factory a year longer to build "cheaters" than it takes the owners.

Hello again STEVE DONACHIE, missed you CHUCK & MARY.....

Motto of the month: ITS NOT THE COUGH THAT CARRIES YOU OFF; ITS THE COFFIN THEY CARRY YOU OFF IN.

## THE KNOCK OFF

KEENE 1965

June 12 is the day, the day some of us have been waiting for one long year, a day full of mixed emotions, for Keene is apprehension, excitement, frustration, anger and above all the pure joy of driving. Only somebody very blasé will not admit having experienced all of these feelings.

After quite a bit of preparation, I think I tried about 3 or 4 different plugs, tried to find the right tire pressure etc., Doug and Joan Berle, Ursula and I started out Friday evening. We had made motel reservations just outside Keene because we did not want to miss the party at the Elm Tree Inn and, so I thought, a good nights sleep without having to drive up early in the morning would help. But of course I was wrong. What a party! I know one thing, next year I'm staying at the motel across the street, its much closer. But enough of this....

Next morning 6:30 I was up and ready to go. Breakfast did not taste like breakfast should, especially since I did not get my oatmeal. We went through tech inspection Friday night, so drivers meeting was the next step. Those of you who have been there know that this, conducted by good old Bruce Peckham, is something to remember. I made sure this year and brought a tape recorder. This time he took a swipe at the Saab drivers and then suprised everybody with the announcement that this year even the drivers were insured. After the meeting something new had been added, a parade of all the cars up the hill. Quite unnecessary in my opinion and much time consuming, but this way I had a chance to do some recording while driving. Carleton Foster with his Saab GT had joined us and we drove up together, so the recording is strongly Saab dominated, in fact you cannot hear anything else. Another surprise was the freshly painted bridge in gleaming white. Maybe they were afraid somebody might miss it! Then the official runs. Three again everything went like clockwork. Since we didn't have to start according to numbers, I tried to get my first 2 runs in early. So soon enough I was sitting at the starting line, hard hat on, shoulder harness on tight and good old Bruce pointing his finger at me. Three, two, one, go..... First gear 6000 rpm, second gear..... pretty quick 6000rpm O.K. keep it there. (Since I have only three, the third is not much good on this hill) First turn second, third.....and there comes the bridge in sight. Don't take your foot off now, dammed! It wants to lift itself off the accelerator, But no, this time it stays down. An so we sail over the bridge, nice and easy. Up in the air we go for a couple seconds, back down on all four wheels, drift a few feet toward the rocks and then the tires grab and up we go. The rest is sheer frustration, why doesn't the dammed thing go faster? Hell, you want to get out and push. On the other hand, if you think about it, this way you can't get into trouble, which has certain advantages. There's the finish line. First thing, the hat comes off and we start the long drive back to the starting line, thinking that you can do better the next run.

During the day we had only two minor accidents. The Saab special tried his ability as a bulldozer but got the short end of it and a flipped Corvette. Only thing wrong with this event, you never know who you run or ran against and some class switching after the event. Happened to me too this time, found at the end 2 much faster cars in my class, a Mini Cooper S and a really hot MG1100. Well, c'est la vie. But I shall not let that keep me from going again.

What could be the reason for the suprisingly small representation from this area? Could it be the mustang rally? But where did I hear that rallies are on the way out! But he chance on a Mustang, a television set or a trip to the fair attract probably more people than I thought. Well to each his own. See you next year at Keene.

Hanns Flebbe

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## THE KNOCK OFF

## SCCA MEMBERS OLD AND NEW

GENE BIRDSEY.....A member of SCCA since 1955, is probably one of the most experienced novice drivers on record anywhere. With 14 or 15 races behind him and his 1959 Fairthorpe, he's still on his novice license and the car has only approximately 4,000 miles on it. 'course those are mighty interesting miles. He just took third at the Watkins Glen 100. A 1964 TR-4 is his second car. A safety engineer, Gene told us that in the last six years this same Fairthorpe has raced in E, F, G, and H production. Some of those registrations/tech inspections must have been pretty strange? Under the bonnet there's a full house Spitfire engine. Gene credits this and T-8 Bluestreaks for the finish at the Glen. Next the races, which he likes because "there's no distraction out there, you forget everything but the job at hand", he likes gymkhanas.

DICK RANGLES.....Drives a TR-3, '57 vintage. It's stock but he's putting a 4:11 rear end to go with his new transmission so the torque out put should really jump. Dick's single (he wanted that added) and lives at 2 Eastern Avenue in Watervliet. Although a new member of SCCA he's still a active member of the Green Mountain Autosport Club in Vermont. Presently working for Sterling Winthrop Research, Dick is a student and likes gymkhanas and autocrosses for his green TR33.

BILL TURNER.....Has been seen at many events with his '59 MK1 Sprite which is colored shocking nude and rejoices in the name of "The Fleshpot". It's not generally known that he drives a race prepared Ford Econoline Van. We understand it's the terror of the traffic light circuit. Bill's had his regional racing license since 1961 and campaigns the naked Sprite in H, finishing third last year in both the Whiteface and Equinok Hillclimbs. He's also a member of the Green Mountain Autosport Club out of Bennington, Vermont and when not working at Old Bennington Woodcrafters, runs the Autosports Shop in Bennington. Besides racing Bill says "I like sex and gymkhanas as fun events."

## SAD

Recently a Rome police Ferrari 3000 gave a Jaguar a head start on a toll road and caught it at the first toll station. It wasn't all the Jags fault however, for it was carrying \$160,000 worth of stolen paintings and the driver didn't have the correct change.....

## PROBLEMS

A theft-prevention device on the market now may drive auto thieves crazy from frustration. When the unit is installed, any tampering with the ignition wires locks the brakes. If the brakes are released, the fuel supply is cut off. If the fuel system is adjusted, the brake lock again and the ignition system is grounded. In a recent test, an experienced mechanic was unable to get the car started in thirty minutes.

## WAVING GUIDE FOR SPORTS CAR OWNERS (revised 1965)

In recent years there has been a steady increase in sports cars and pseudo sports cars, which has caused a great deal of alarming confusion among the addicted arm wavers.

It has become necessary to revise and update the standards of behavior among the arm wavers to preserve proper protocol and decorum.

Effective this date the following order of precedence is disseminated and must be adhered to under all circumstances.

- |                               |   |
|-------------------------------|---|
| Sprite (pre '62)              | must initiate waving action whenever encountering any bonafide sports cars. Must not wave to Mustangs (except Shelby-america Mustangs), Marlins, Barracudas or any car with a name of fish or animal.   |
| Two Sprites meeting (pre '62) | whichever Sprite has a roll bar, racing stripes or Michelin tires may await initial waving action of other car.   |
| Sprites (post '62)            | Same as above except frog-eyed (sometimes properly called "sprogged eyed fright") spright which is more of a collector's item may await greeting by newer car.  |
| Spitfires                     | Same as post '62 Sprites. When two Spitfires meet, car with suspension decambered and from bumper to bumper has seniority.  |
| MGA's                         | SAME AS ABOVE, except in winter, when side curtains prevent vigorous waving, in which case headlights may be flashed only once.   |
| MGB's                         | SAME AS MGB, (delete side curtain provision - delete roll-up windows). All MGB's must wave first to other MGB's. When two MGB's meet car with disc wheels must wave first to car having wire wheels.  |
| TR-3                          | SAME AS MGA, INCLUDING SIDE CURTAIN PROVISION - when two TR-3's meet during a curve, neither may wave since it is considerably difficult to negotiate a corner in a TR-3.   |
| TR-4                          | SAME AS TR-3, delete side curtain provision, wheel precedence is to be observed,  |
| Alpines & Tigers              | SUNBEAM TIGERS MUST WAVE TO ALPINES FIRST - since they are not completely continental products.   |
| Jaguars                       | All cars mentioned above must wave first to Jaguar. 120XK Jaguars have precedence over all others except the SS100, which is not required to wave to anyone. E Type Jags must return all waves except from 3.8 sedans which is optional unless the 3.8 sedan has wire wheels. |



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 MK III

This spirited baby brother of the famed Austin Healey sports roll-up windows — plus lockable doors and trunk, redesigned fascia with a parcel shelf and angled instrument dials, and improved manifolding, exhaust system and rear suspension. A winner on — or off — the track. Economical. Fast. Fun.



# 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— 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 tubeless 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, 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.*

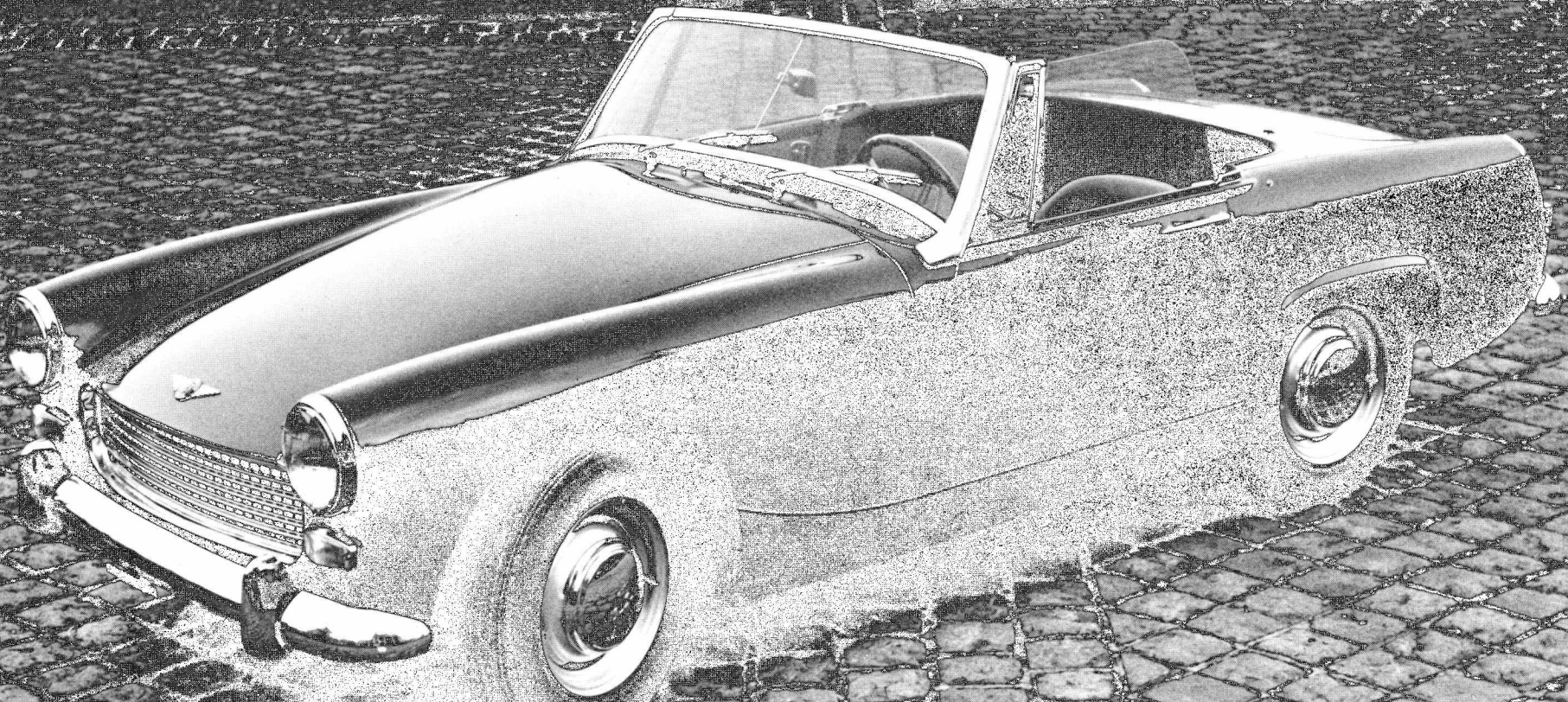
**Performance data:** Speed through the gears 0-30 mph, 4.6 sec.; 0-60 mph, 15.5 sec. Maximum speed 90 plus mph. Fuel economy 30 plus mpg.



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AUSTIN HEALEY SPRITE



1965 WAVING GUIDE (Cont'd)

Cars following each other. Waving optional.

Right hand drive cars may wave with their left if there is no danger of striking the passenger.

by Mickey LeVan

A theft-prevention device on the market now may drive auto thieves crazy from frustration. When the unit is installed, any tampering with the ignition wires locks the brakes. If the brakes are released, the fuel supply is cut off. If the fuel system is adjusted, the brakes lock again and the ignition system is grounded. In a recent test, an experienced mechanic was unable to get the car started in thirty minutes.

POETRY TO REMEMBER .....

The way the traffic lanes are jammed,  
He who hesitates is rammed.

\*\*\*\*\*

There's a new gas that puts a rabbit in your tank ....  
it's for short hops!!!

\*\*\*\*\*

How clever of Mother Nature to know what a bug  
was supposed to look like centuries before the  
first Volkswagen was produced.

\*\*\*\*\*

After nearly three years of watching from the sidelines, Stirling Moss is back in sport ... navigating a works-entered Saab for his brother-in-law, Erik Carlsson in the forthcoming Safari Rally (April 15-19). Moss and Carlsson are going out to East Africa next month for practice ... Erik doing the majority of the driving.

Stirling is an old hand at rallies, although he has not driven in one for years. In the days when he was with Sunbeam, he won a coveted Coupe d'Or in 1954, after three consecutive Alpine cups, one of only two people to achieve this.

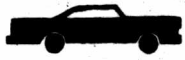
Incidentally, it is going to be difficult on the organizers to have Moss and Carlsson in one car and a Moss-Carlsson in another.

from AUTOCAR

## 1965 WAVING GUIDE (Cont'd)

- Porsche**
- 1300 Porsches wave to all other Porsches.  
 1500 normals wave first to all other Porsches except 1300.  
 1500 supers wave to all but the above first.  
 1600 normals wave to all but the above first.  
 1600 supers wave to all but the above first.  
 356 c same as above.  
 356 sc same as above.  
 Porsche-Carreras - Don't wave - They are going fast!  
 Porsche 912 must carry out same procedure as 356 - over which they take precedence.  
 Porsche 911 will carry seniority to all Porsche except the 904 who won't have time to wave since is a race car and shouldn't be on the road in the first place.
- Mini Cooper**
- Senior to all cars except the Mini Cooper S and Mini Cooper 1300 S, as well as the Porsche 904, SS100 Jag, TC MG (unblown), Mercedes 540 SSK (L) and the Ferrari 275 LM.
- Ferrari**
- It is unnecessary for Ferraris to wave, however desired, greetings may be acknowledged by a nod the head or blink of the eye.
- Austin Healey's**
- Same as TR-4, side curtain models have seniority over toll-up window models. 100 Le Mans Healey senior to all other models.
- Morgans**
- Same As Porsche 356 SC (unless plus four model is ranked somewhat lower with the Jaguar 140 MC
- Sting Rays**
- Ranked between the Frof Eye Sprite and the post '62 Sprite. With Mag wheels and NAHRA stickers car must be ignored.
- Corvettes**
- Same as above. Except Grand Sport GT Sting Ray ranked same as Cobra.
- Cobras 289 and 427**
- Same as Corvette Grand Sport Sting Rays.
- Optional Rules
- It is considered good form for passengers to wave also with the same arm as the driver (to be pre-determined). Rear seat passengers need not wave especially in two set roadsters. At no time is waving to appear vigorous unless a radar trap is indicated, in which case cars might slow somewhat.
- If two cars meet more than once on the same day is not necessary to wave again, unless the other is driven by another driver.

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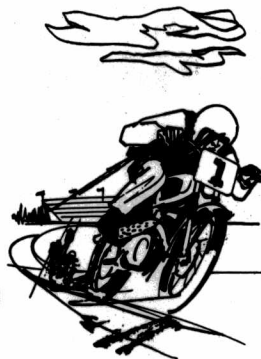
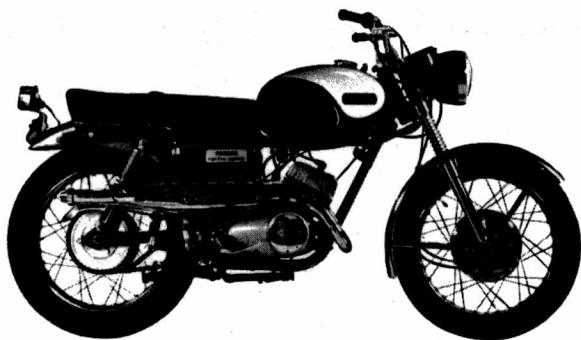
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## THE KNOCK OFF

## Regional Ramblings

Hearty Congratulations to Phil Groggins for his four consecutive first places in his Lotus Elan...Nice work Phil.

Welcome new members to the region--We seem to be growing rapidly. The officers of this club will welcome your suggestions and help. Please contact any of us if there is anything we can do to help you.

Next month is the I.N.E.C. Drivers school at Watkins Glen. Last year we had about four workers participating in this event. This year we have almost twenty. Not only is this a fun weekend for everyone, but it will help qualify many of our members to work on our own drivers school that we hope to conduct next spring at Lime Rock. The next best thing to driving is to work the races and be part of the sport. Make sure that you get your log books signed at the Glen by the official of your department of the school.

Best wishes to Gladys Gaul, hope she is recuperating well. And the same to Karl Sharl from all of us.

Next month is our INEC Gymkhana, to be held at Almart shopping center, August 1. Bob Peterson will be the event Chairman. The last INEC Gymkhana at Southern New York had over a hundred and ten cars competing. Lets show the other regions how well we support our own events, and turn out in everything that can run. Bob plans a lot of new innovations, such as refreshment stands, public address and scoring board for the spectators and a lot of beautiful trophies.

Please submit articles for the KNOCK OFF to Mary Schongar 4029 River Rd. Niskayuna N.Y.....remember the K.O. awards at the annual banquet are usually in the form of Scotch.....well worth the few minutes effort of writing.

## PCA GYMKHANA JUNE 6

Some guys have all the luck...others dont. The weather was perfect and our region loaned the pylons to PCA for the event, so we figured we ought to go and see what it was like. As we piled the kids in the Sting Ray, Connie remarked that if Chuck Schongar or Bob Claffie show up, I might as well forget about any trophies.....

Although only forty cars ran, this was the first time I have ever seen a turn out like this in large sport car classes. There were sting rays, Corvettes, Two Tigers, a Daimler, two big Healeys...and lots of competing. As it was on the first run four cars in the class tied for first overall. It may seem strange that the big iron can run for first overall, but brother this was one fast course. Long, fast and tight turns, no backing or stopping and Two laps around.

Connie was having trouble with Bene Birdseys TR-4, which sounded like a homesick camel with the hiccups. Still she managed a second place to her amazement.

Jack Collins gathered a clean sweep in the middle size sports cars class, and HOWARD Hayes took a second in small sports.

John Weber cleaned house for a first overall and first in large bore sports in his very rapid Tiger.

SCCA MHR POINT STANDING 1/2 yr 1965

<u>Name</u>	<u>Meeting</u>	<u>Events</u>	<u>Total</u>
Allen, Doug	10	0	10
Allen, Monty	0	0	0
Almy, R.	0	0	0
Bailey, R.	10	0	10
Bennet, D.	40	50	90
Birdsey, G.	60	220	280
Breazzano, J.	0	0	0
Brown, R.	10	0	10
Burns, B.	50	100	150
Beddoe, R.	0	0	0
Burnett, W.	0	0	0
Cameron, H.	40	110	150
Campbell, C.	20	60	80
Cargill, B.	30	0	30
Collins, J.	30	70	100
Coonrad, R.	0	0	0
Desormeau, H.	0	0	0
De St. Croix, R.	0	0	0
Domizi, D.	0	0	0
Dolgolevich, J.	0	0	0
Donachie, S.	10	10	20
Doran, P.	0	60	60
Dutton, T.	0	0	0
Duval, J.	0	0	0
Flebbe, H.	60	140	200
Foster, C.	40	0	40
Frederick, A.	40	80	120
Fullam, P.	0	0	0
Fitzgerald, W.	10	60	70
Galinsky, B.	30	0	30
Gaul, G.	40	50	90
Gaul, R.	40	230	270
Groggins, P.	20	0	20
Gypson, K.	0	0	0
Hineman, H.	0	0	0
Hayes, H.	20	70	90
Hall, Vernon	0	0	0
Jacobson, A.	50	30	80
Jacsonson, S.	10	0	10
Kane, W.	30	10	40
Kruesi, W.	0	0	0
LaFountain, M.	0	0	0
Larrabee, W.	10	10	20
Leonard, R.	60	150	210
LeVan, M.	50	0	50
Lind, H.	0	0	0

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We can take the Mustang you have, breed it to a Cobra, feed it a few wild oats and turn it back to you with a new personality. We recently made a Shetland pony think it was Man O'War.

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SCCA MHR POINT STANDING 1/2 yr 1965 - page 2

<u>Name</u>	<u>Meeting</u>	<u>Events</u>	<u>Total</u>
Leonardi, A.	0	0	0
Lunn, R.	20	90	110
Martin, B.	0	0	0
McClumpha, D.	50	100	150
McClumpha, I.	60	40	100
McClumpha, F.	50	40	90
Morris, N.	30	70	100
McCaughin, R.	20	90	110
Nemith, F.	0	0	0
O'Hara, P.	30	0	30
O'Dea, J.	0	0	0
Peterson, R.	50	0	50
Palmer, H.	10	0	10
Raeder, P.	10	0	10
Raymond, R.	30	0	30
Skolnik, B.	0	0	0
Sharl, K.	0	30	30
Schneider, J.	40	20	60
Schongar, C.	40	0	40
Schongar, R.	20	20	40
Scullen, S.	0	0	0
Sellers, K.	0	0	0
Semerad, R.	0	0	0
Sterner, F.	30	0	30
Strauss, W.	0	0	0
Sabatini, E.	0	0	0
Townsend, M.	50	140	190
Trotsky, H.	0	0	0
Turner, W.	60	90	150
Van Alstine, W.	30	0	30
Van Deusen, H.	10	0	10
VanDyck, T.	50	0	50
Van Dyck, L.	60	0	60
Wever, J.	0	0	0
Walker, V.	0	0	0
Witter, K.	0	0	0
Wright, B.	0	0	0
Zalinger, J.	0	0	0
Hacker, L.	20	0	20
Hansett, J.	0	0	0
Heacox, R.	20	50	70
Ash, W.	0	0	0

SCCA MHR POINT STANDING 1/2 yr 1965 - page 3Associate Members

<u>Name</u>	<u>Meeting</u>	<u>Events</u>	<u>Total</u>
Brown, S.	0	0	0
Burns, M.	40	10	50
Collins, P.	0	0	0
Fegraus, C.	0	0	0
Leonardi, E.	0	0	0
Leonard, S.	40	60	100
LeVan, C.	60	210	270
Gaul, D	40	120	160
Groggins, M.	0	0	0
Morris, N.	10	70	80
Schongar, M.	40	0	40
Scullen, M.	0	0	0
Hineman, V.	0	0	0

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Thanks to Marilyn Nash for her help  
in typing this issue of the Knock-Off



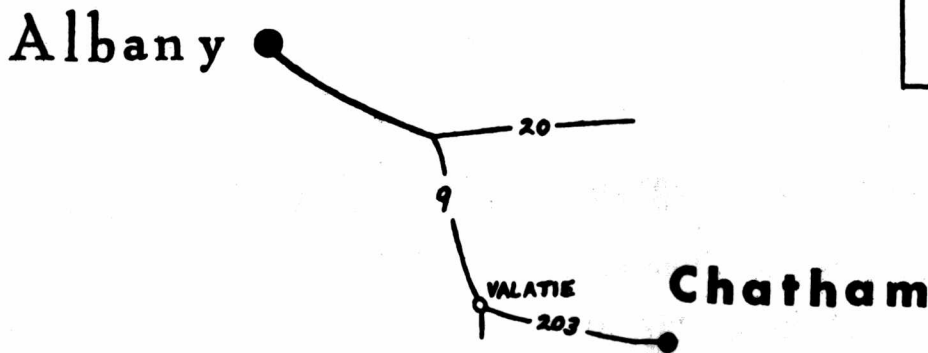
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Robert V lans	Sprite
Howard Hayes	Sprite
Stan Bubar	Spitfire
Carl Barbagelata	Spitfire

## Class B Sports &amp; GT 1500 cc to 2500 cc

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Ray Schlitzer	Porsche 1600 SC
Al Nash	MGB
Bruce Hollander	Porsche 1600N
Fred Lunn	MGB
Frank Granger	Porsche 1600 S
Bob Leather	Porsche 1600 S
D. P. Weiss	TR-3
Richard Randles	TR-3
Douglass Allen	Porsche 1600
A. E. Rodger	TR-4
Gene Birdsey	TR-4
Robert Beddoe	Volvo P 1800 S
B.R. Stepp	MGB
James Haworth	MGB
Frank Helme	Porsche 1600 N

## Class C Sports &amp; GT over 2500 cc

John Weber	Tiger
Mickey Levan	Sting Ray
Bob Claffie	Corvette
Bob Brown	Tiger
David Akin	A-H 3000
Bob Peterson	A-H 3000
Bob Fern	Tiger
Jack Waugh	Daimler
William Fugman	Corvette

## Class D Touring, Engine over drive wheels

Butch Sciarra	Saab GT
Hanns Flebbe	Saab
Donald Hill, Jr.	VW-KG
Allen Beddoe	Riley Elf

## Class E All other touring

Harry Palmer	Mustang
Chuck Long	Mustang
Fred Sterner	Volvo PV544

## Class F Ladies

Connie Fern	Tiger
Connie Levan	TR-4
Pat Waugh	Daimler
Marabeth Barbagelata	Spitfire

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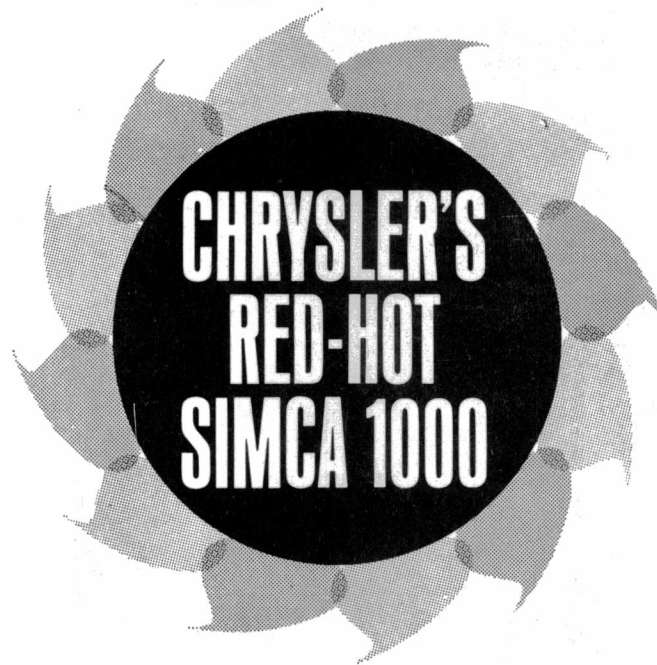
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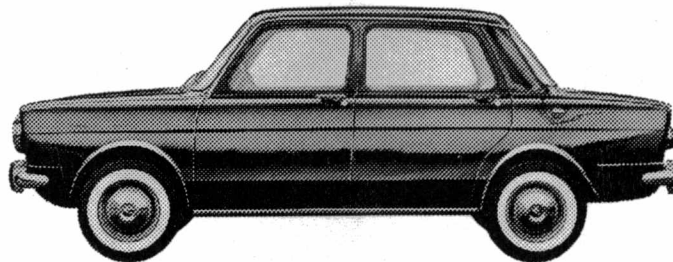
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