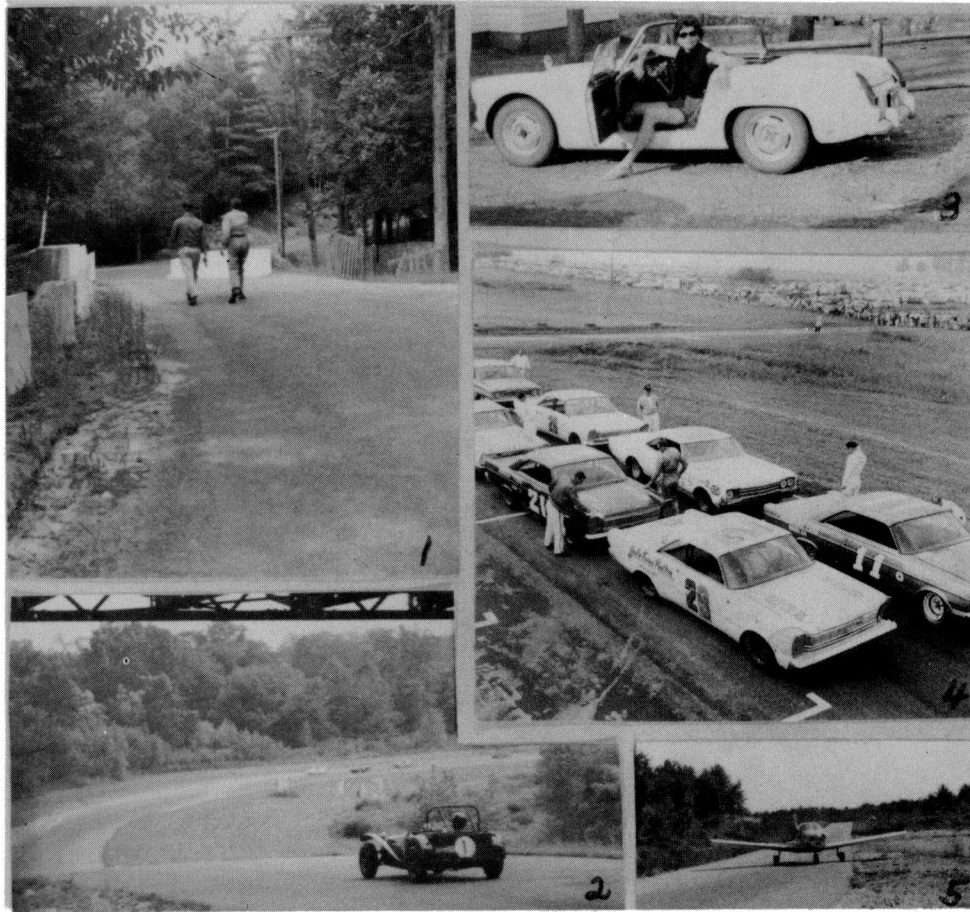


THE KNOCK OFF



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November 1965

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This newsletter is the official SCCA publication for the Mohawk-Hudson Region, which includes the following counties of New York State: Rensselaer, Schoharie, Montgomery, Albany, Schenectady, Fulton, Greene, Saratoga, Columbia, Washington, Warren, Hamilton, Essex, Franklin and Clinton. The Knock-Off is published once each month and is dedicated to the news, announcements and results of auto sports activities in this region. The publication is supported by regional dues and sponsors. Material may be submitted directly to any of the editors or club officers. Deadline for guaranteed publication in any month is the 15th of the preceding month.

1965 OFFICERS

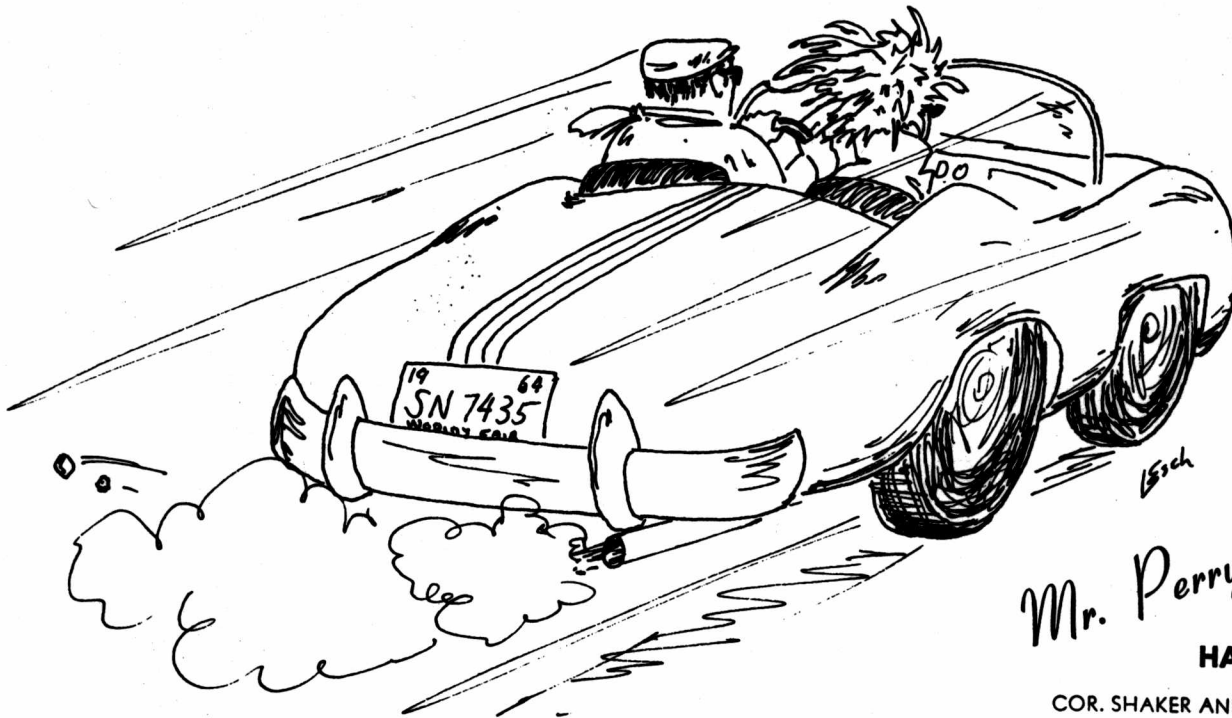
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MOHAWK-HUDSON REGION MEETINGS

Regular meetings are held on the first Wednesday of each month at the Circle Inn, south on US9, Latham, New York. 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. Membership applications are available at meetings from the Treasurer or Membership Chairman.

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



Mr. Perry

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RAY GAUL AND SON

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COVER STORY

As the season for most automotive activities comes to a close in the great northeast we reflect upon the many aspects of THE SPORT we have viewed and participated in, some of them fun, some just plain old drudgery, and a great many of them little known to the average sports car owner. Mohawk-Hudson members have been taking pictures - and have had pictures taken. Through their cameras, and their experiences, we present some scenes and activities of the past season. Not all of the pictures have cars in them, but they all have to do with racing, gymkhanas, hill climbs, spectating, working, and THE SPORT.

1. Walking the hill. That's Phil Raeder on the right, pointing out to Herb Klein that the bridge abutments are strictly immoveable. The bridge, on Keene hill, is the hairiest part of the annual Keene Hill Climb. Phil was second in class with the Beast in June. The road really does right angle on the other side of the bridge. You ought to see guys stuff Corvettes over it.
2. Northern New Jersey National races at Lime Rock on July 4. Excellent picture of the downhill under the bridge by Mac Townsend.
3. When there aren't races and hill climbs, there are gymkhanas. Terri Van Dyck had her run and knows she can relax for an hour or so. Must have been an early season event since the side curtains are still on the Sprite.
4. Mickey LeVan took this picture of gridding stock cars at Watkins Glen. There are Fords and Fords and Fords.
5. There's more than one way to get to a race. Lance Pruyn arrived by plane Labor Day weekend, landing on the back straight at Thompson.

There's another page of pictures inside and you'll see more of what Mohawk-Hudson has done and viewed this summer - and will be talking about all winter. Send pictures of members and activities - properly identified, of course, and non-returnable - to the Knock Off and when we have enough for a page, we'll run 'em. Black and white only, please.

The Knock-Off is published the first week of each month and is distributed free to members and friends of the Mohawk-Hudson Region of the Sports Car Club of America. Application to mail at controlled circulation rates is pending at Delmar, New York

REGIONAL RAMBLINGS *by* MICKEY LE VAN

Congratulations to our own Phil Groggins for his win at Indianapolis National Races. Phil is again tied for first place national points in C-Production with his storming and often patched Lotus Elan. Lets hope that his good luck prevails at the National Run-Offs at Daytona next month.

With the last race in our NORTHEAST DIVISION series ancient history, some of our members now begin the winter lay-up of their racing machinery. Then comes the winter series of bench races, planning and hoping for next season. Now is the ideal time for those hoping to race for the first time next year to begin planning, build roll bars, set up cars, purchase parts and equipment. A word to the wise for next season, Don't wait until the last minute to start your preparations. I can't tell you how many times I have had someone call me two weeks before a drivers school and say, "How can I get into the drivers school?" In some cases it's always frantic phonecalls, special delivery letters, and please to Westport, Phil Groggins, our Competition Board Chairman, and the school organizers. To those who are considering racing next year, this is the procedure. First you must be a paid up member of SCCA. Next ask Phil Groggins (900 Heather Lane, Schenectady) for a medical examination report blank to be filled out by your physician. Get two passport photos. These are returned to Phil who will issue a novice racing log book. When the entry blanks are mailed in the spring you will be all set.

A word on car preparation. Don't wait until four days before the school and call Phil and ask "Where can I get a roll bar made?" Do it now. It will be a comfort in the winter, if you plan it so that the top can be put over the roll bar. Next, put tubes in your tires.....the type of tire which will be accepted is not a hard and fast rule, but almost any type Dunlop, Goodyear Blue Streaks or Blue Dots, most Pirellis, Michelins or Firestone racing types will be accepted. Next and this sounds strange; go easy on modifications. Your car has to finish to qualify at the school. Modifications reduce reliability and you are not expected to set competitive lap speeds. You might change your mind about racing after a session at school and you will find a modified car is not always happy on the street. OK? Next get your suspension in shape, new shocks (stiff ones), get that slop out of the steering, and most important, make sure the brakes are perfect. Metallic linings will help on drum brakes, especially on heavier cars, and maybe competition pads for disc types. There is more, but perhaps we can have a series on car preparation during the winter in the Knock Off. Starting next year, we will have a regional tech inspection marshal who will check each student's car before he attends any school to save future problems.

Our Toys for Tots Gymkhana was a success again this year. Forty four cars of which eighteen were entered by our region. Almost half of the trophy cost was donated by ALMART STORE, so we donated sixty six dollars to the Marine Corps Toys for Tots Fund. Our thanks to Mac Townsend for a fine job setting up his first Gymkhana. Thanks also to the many workers who helped conduct the event. Also on the credit list, thanks to AL CAHILL and WAST TV for the excellent publicity given this event.

Continued

Regional Ramblings (Cont'd)

The nominating committee presented a slate of officers at the last meeting. This year we nominate only one slate. If you feel someone is qualified for any of these jobs, please present us with a petition of ten names at the November meeting with your candidates and they will be added to the ballot. The ballots will be mailed during November. These are official ballot forms and must be used when you cast your vote. You may present them in person at our Annual Banquet December 18th or mail them to an impartial ballot committee who will hold your names confidential during the tally and results. The results will be announced at the Banquet.

Congratulations to Bill Turner. He finished a race at Lime Rock.

Sorry to hear that Ray Gaul's hopes went with the advent. No oil pressure and rod noises.

THE CRV-II
by
Mac Townsend

If you should happen to dig into a stack of old issues of the Knock Off, you might run across a short paragraph about a new car called the CRV-I. We told you about it first! This car, or one like it, was at Thompson Raceway over Labor Day and we were lucky enough to examine it and to speak with the people responsible for it.

The car is called the "CRV" after Cycolac Research Vehicle. Cycolac is a plastic material marketed by Borg Warner's Marbon Chemicals Division. A beautiful piece of work, the car was built by Centaur Engineering primarily for the Cobo Hall Exposition in Detroit this past year. The show car, the CRV-I was powered by an IMP engine and drive train and is still in use as a road car. The competition version we saw is powered by a Corvair Corsa package and is called the CRV-II.

The chassis is fiberglass monocoque while the body is Cycolac. Made in two pieces by vacuum forming from $\frac{1}{4}$ " sheet, the body would be very inexpensive to manufacture. Die cost being less than 1/3 of that for fiberglass. The material is fantastically tough, yet somewhat flexible. A routine prang will not disfigure it and major dents can be brought out by gentle heating. (Wish Morris Minors were made of this stuff.)

During Saturday practice, one of the drivers, Forbes Howard, got tangled up with an Elva and wound up in the canyon opposite turn six, taking down 2 inch trees in the process. When the car was brought up, and dusted off, it was seen that the suspension was smashed beyond easy repair and that the chassis was chipped. The body wasn't even scratched.

With a dry weight of 1350 lbs and a 65/35 weight distribution, the car moves fairly well. Handling problems were encountered at Thompson as the front end floated at high speed and lap times were far from exciting. The caretakers admit that the car isn't really competitive in a modified class, but would be in a production class. They hope to bring out a limited production model in the near future which would sell for about \$3500-4000.

It would be kind of like going for groceries in a Chaparral, though.

HOW CUM.....?

This, the first appearance of a "How Cum" column, is an experiment. In bars, garages, pits, paddocks, at gymkhanas and ralleys, I have heard numerous complaints pertaining to the world of auto-sports.

I rarely see anything in print about said complaints and rarer still, never see anything done. This column is your chance to put your two cents in. Let me know what you have to say and if at all possible, I'll get it printed.

Bruce Cargill

1. How cum GM gave MIT a cool million for auto safety research? This happened after a certain senator who hailed from Mass. made a stink on the subject. MIT has no previous experience in the field.
2. How cum you and I can't order an MG in midnight blue with electric defrosting rear windows and real leather upholstery for only \$25 more? If BMC advertises and sells these, why doesn't J. S. Inship?
3. How cum there's no race driver's club in these parts - a club of, by, and for drivers. An organization that will speak out and demand such things as tow money and lower entry fees?
4. How cum no one in the USA sells Conrero goodies?

"Behind the Wheel," - a sort of Who's Who in Mohawk Hudson is written this month by Colin Campbell. Colin spent almost two weeks in Merrie Olde England this summer, and tells us about driving in Great Britain. A chap in our office (also named Colin) and only very recently removed from his native England), read Colin's article and tears of nostalgia came to his eyes.

BEHIND THE WHEEL

DOUG HOLCER is an SCCA transfer from the Cincinnati Region and is a BMC disciple, driving an MGB. Next year he plans to go for his competition license. He's already had track time in the midwest driving on the USAC circuit, however, in the sprints in '63 and '64. This is the dirt-track oval racing shown in the movies at the last Mohawk-Hudson meeting by Jim Haynes. His car there was a 6 cylinder Offenhauser sponsored by Eddie Sachs. These machines look very much like the old Indy roadster used before Chapman's Revolution. Speaking of his track days, Doug says, "There's no comparison with sports car racing; it's a dirt track and the driving can get dirty too with nasty habits when there's heavy cars throwing up dirt for money."

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"NOTHING EVER HAPPENS AT STATION 5"

or

How We Learned to Stop Worrying and Love Flagging

Ever since we had witnessed our first sports car race at Thompson on Labor Day weekend, we had wanted to try our hand at flagging. And so, we looked forward with enthusiasm to our first flagging session at the New York Regionals at Lime Rock on October 16. However, when we awoke at 5 o'clock that Saturday, we suddenly began to wonder if it would really be worth it.

The trip to Lime Rock is quite breathtaking, especially at this time of the year, and as we neared the track we began to feel the excitement which is prevalent on a race day. We arrived at 7:30, registered, and after a quick cup of coffee, headed for the flag meeting at "Start-Finish." We were assigned to Station 5, along with our own Terri Van Dyck, and we could hear the other flag personnel saying as we all headed for our separate stations, "Nothing ever happens at Station 5."

We were fortunate to have as our Station Chief, Jim Bauman, who we felt did an excellent job teaching us the "ins" and "outs" of flagging.

During practice we were able to work at all aspects of the station and we learned a lot. To flag "trainees" green and yellow flag positions are a bit frightening with all that heavy artillery going by only a few feet away. We seriously considered a safer position in the spectator area behind the fence. Re-entry man has a tough job getting cars back on the track, but he doesn't have to move from the station, as Marcia learned, because the luminous gloves can be seen from a good distance. The fire extinguisher is heavy as I found out when the Sprite picked Station 5 to blow its engine. No fire, but he needed a push, as did several other cars who picked our corner as a stopping-over place during the morning. Roger Barr's new Formula Vee car hit the bank just past our post and we hung a yellow flag out for the rest of that practice session.

We both agreed that "phones" are the best job as the chatter and reports give you an idea of what's going on around the course. A number of spin-outs and re-entries, cars needing pushes and a Vee out of gas all helped to make the morning practice very hectic.

Lunch break was a welcome relief and a chance to get off our feet for a while. This time we only half considered watching the races from the spectator area; it was getting exciting at Station 5 and we chose to stay.

Again during the races we were able to rotate jobs as we had done during practice. During the A and B production race we were paid a visit by a 427 Cobra. They sure are beautiful when you see them close up! The last race came all too soon and before we knew it, we were at another flag meeting, getting dash plaques - our first earned ones - and being thanked for a job well done. The day was fast coming to an end and we headed for "The Barn" for a delicious steak and a cold beer.

As we motored on home and the nice hot showers that awaited us there, we decided that despite the bad points, flagging had more good points and we would be out in the spring when the first flag school begins. We secretly hoped that someday we would be back on Lime Rocks Station 5, where "nothing ever happens."

Phil & Marcia Schatz

TUNED EXHAUST

So far, material for features is trickling in to the editorial staff in adequate volume. BUT - the cooperation of the membership in keeping us informed of events, in submitting such things as INEC reports, coordination of Executive Board meetings, commentary from other regions, still leaves much to be desired. It is especially important now, with the organization of Mohawk Hudson's Adirondack Annex and with the region's "going racing," that the Knock Off be well informed so that it can, in turn, inform the membership. The officers of the Region should be aware that the publication is intended to help them to better fulfill their obligations to the members who elected them.

Adirondack Annex members are invited to submit features and news material directly to the editor. If local members are too shy to call us about their own interesting cars or activities, we hope one of their friends will tell on them. Pictures are always welcome - we'd like to run a picture page now and again, but we can't be everywhere ourselves. Color photos won't do, we're afraid.

Concerning the forthcoming elections -

Only one slate of officers has been proposed by the nominating committee. We have heard of a petition or two being circulated to augment this slate, so there will be contention for some of the positions.

New England Region openly invites members to "run" for office, campaign, and ask for the job. No reason this can't be done in Mohawk-Hudson. If you want a job - ask for it - especially if you think you can do it better than the guy who has it or is nominated for it. Sort of like put your money where your mouth is.

Voting takes place during December, with the annual Christmas party on December 18 as the deadline. The December Knock Off will be mailed to all members early in the month. Therefore, if any candidate for office would like to issue a statement for his cause, we will print it. NER's "Pit Talk" is fun to read because their people have the courage of their convictions and sound off in print come election time. We'll extend the deadline for the December issue to the 20th of November.

We hope that this election won't be merely another popularity contest. There are jobs to be done, and the question which must be answered is "can this person do the job as well as possible."

A few words of comment along this line -

- Only people who DO things are ever criticized. Non-controversial, hale-fellow-well met types are seldom doers.

- A 500 batting average is a darned good one on any team, in any league - and it means the guy is swinging. MO-HUD needs swingers.

Continued

Tuned Exhaust (Cont'd)

- A region has stature when it races. People with practical race experience are necessary as officers and board members. BUT - people who appear to participate in race activities yet talk against the region's ambitions are anomalies. You either love racing and want to be a part of it and want the region to succeed or you don't. Heads and tails have never been on the same side of a coin.

We are currently negotiating with the ZIP code people for a mailing permit. It appears that with a few minor changes to its format, we can mail the Knock Off second class for less than a nickel a copy under Controlled Circulation regulations, section 133. This will realize an appreciable savings to the Club and make the Knock Off almost self supporting.

A subject we keep meaning to do something about but never have gotten around to is the establishment of a membership point schedule for contributions to the Knock Off. Seems to us that it is worth something to the Region when a member gives of himself to write a report or an article for the regions' publication. Which reminds us - after a year + of membership, we still haven't the vaguest notion of what the point system is. Maybe whoever keeps score will let us print the scoring system. Editors and typists will merit some recognition in it, we are sure.

Along this line, we think somebody ought to get up a "new member" packet, with constitution and by-laws, list of officers, point system and intentions thereof, and brief descriptions of the kind of events the region puts on. How about the Membership Chairman?

Flag Notes

Marcia and Phil Schatz got their first taste of flagging on the occasion of the Oct. 16 NYR Metropolitan Championship races. Theirs was a baptism (pardon me, but that should more appropriately be called "bar mitzvah") by fire and they have written up their impressions. It was a cold, sunny, windy day and one of those when Station 5 was busy indeed. Phil got to push cars, run with the fire extinguisher and look at the beavers. Marcia got to call in the total demolition of Roger Barr's new FV - first time out and into the bank between 5 and 6. Well - read their commentary for a first hand report on first time flagging. Hey Marcia, what's it like to be chased by George Butler - in a 427 Cobra? That girl can really run.

Gold stars for the NER flagmen who were on Stations 10 and 11 at Thompson on the Oct. 9-10 weekend. A Lotus 7 flipped and caught fire. Spectators report that the car was burning when it hit the ground. Driver partly released himself but was actually pulled from the wreck by the guys in the non-flame proof white coveralls. A stiff breeze and defective dry charge fire extinguishers didn't help matters any. Driver has complained that flag people wrenched his shoulder pulling him out. Some people are never happy.

Miscellany

A friend of ours bet a friend of his that Kenny Duclos' C Mod 'Vette would embarrass George Butler in his big bad snake. We had our doubts when we saw the Cobra slithering through traffic during practice with the agility and insouciance of a Sprite - BUT, come race time our friend won his dollar - and rather handily, too.

Continued

Tuned Exhaust (Cont'd)

By the way, George, those moveable white objects which appear in groups at places around the course - well, they are flag people and you aren't supposed to run through or over them. Especially when that one group is the entire Knock Off staff.

The latest issue of the Lime Rock Program makes note of Mohawk-Hudson's race ambitions. The only place you can latch onto a copy of the Program is at a Lime Rock event. It's a dandy little magazine and has given us a lot of ideas. (No comment from J.M.P., thank you!)

Carleton Foster and Jim Hayworth were flagging at Lime Rock, Station 10, during the aforementioned FFFB which is New York Region's quaint designation for the last event of the season - Final Fall Fender Bender. Most appropriate.

We love spectators! A very special appreciation from us to all of the beautiful people who were at Lime Rock on Oct. 16th. You were all bundled up or sitting in your cars, but you were there and you are part of what makes the SPORT so great. You came in some rather magnificent machinery - 911 and 912 Porsche's, Ferrari's, lovely TD's, Maseratis and exotic, classic, American cars. An Edsel, even. We love you - and we'll see you come late April, when it will still be cold and muddy and windy, but there will be car noises and competition and oil smoke and excitement and a whole new season ahead of us. A season which includes Lime Rock's tenth anniversary, Mohawk-Hudson's first drivers school and race, and another Fourth of July race weekend.

Many thanks to Jim Haynes for attending our last meeting. We enjoyed his movies very much - a few more of us now know what sprint cars are. More importantly, we dispelled the "unreasonable-race-track-promoter" image with which we had been presented from other quarters. Jim even understands computers. It's going to be jolly good fun working with him at Lime Rock next season. We hope that he will keep the Knock Off informed of doings at the track. Mohawk-Hudson Region is right handy by and we can provide spectators, entrants and occasional volunteered labor. The desertion by New England Region might well be a blessing in disguise for both Lime Rock and Mohawk-Hudson.

If you've never been to Lime Rock, it's a mere hour and 15 minutes away, driving at max legal speeds at 6:30 in the morning. Spectator and parking facilities are excellent - we'll tell you more about all that in an extensive feature we plan to do on Lime Rock and on the other tracks in the area.

Terri VanDyck

Looks as tho our Thompson poet gets to Lime Rock. Found this as we were leaving the Barn.

The season ends

I didn't see
the Lime Rock hawk
this last day at the races.
Soaring

Rising

Now drop... Wings braking -

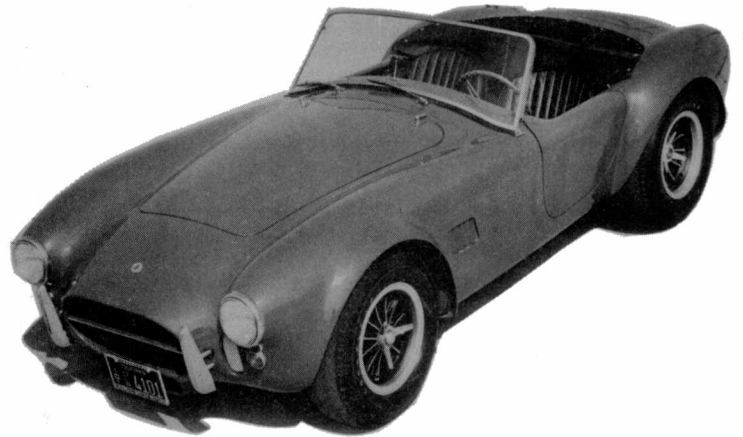
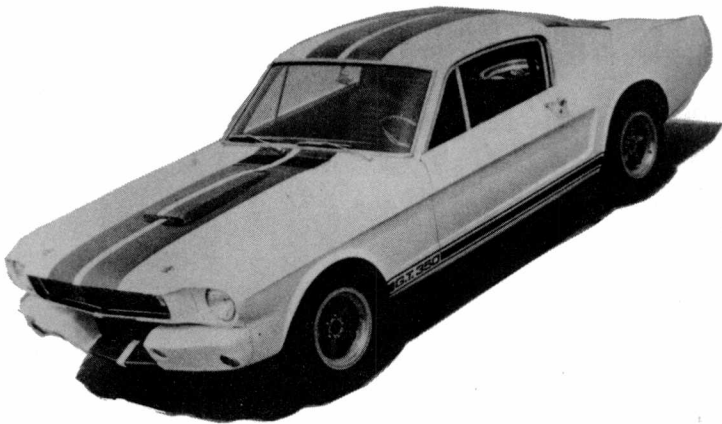
Even hawks

hate to say

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from the RUMBLE seat by HY LIFTCAM

AHA! We've drawn blood Watkins Glen officials peeved at our insinuations that the curbing is less than suitable in constructions. I won't quote this but in a recent issue of the SPARK PLUG, the Glen Region news letter, their own Course Marshal states that the construction was not as specified by their region or the GP drivers.....DID YOU SEE PAGE 112 OF THE NOVEMBER ISSUE OF CAR AND DRIVER? Nuff said!

Must have been embarrassing for our leader to finish last at the Toys for Tots Gymkhana in John Hickeys Shelby GT-350 MUSTANG..... I hear he's looking for a ride in it next season. Also pink faced Bill Turner whose naked pink Sprite ran out of gas That's a real gas.

Heard that a girl driving a hot Corvair at the Lebanon drags a couple of Sundays ago took off wheels spinning, motor racing ----- in reverse

Also heard that Stan and Judy Bubar have an Elan reported to be slightly better in a gymkhana than their old Spitfire.

OPEN LETTER TO SARA SPRITE DRIVER

Dear SSD:

I have been owned by numerous Sprites and feel qualified to answer your questions. On the matter of water dripping on the clutch foot - Technical Bulletin 43,680.2 states the easiest way to correct this problem is to install right hand drive. Leave the pedals on the left side. You sit on the right and have a friend sit on the left and actuate the pedals. If this is not practical, Tech Bulletin 43,681.0 advises the availability of scuba suit (lower half) model 1712 MKI. I have also discovered that drilling holes in the sole of the shoes that match holes in floor will allow most of the water to run out of your shoe. Besides the cold water often will keep you awake on long trips. Are you sure of the source of this water?

The last time I heard of anyone collecting a pint between home and downtown in their Sprite, they never made it downtown.

Please let me know if you have any further problems with the Sprite.

Very truly yours,

Irving, the Ex-Sprite
Driver

DRIVERS IMPRESSIONS by Mickey LeVan

Like Yeoooooooooooooooooooo !

You have seen it, so have I. It wins races, it goes like stink, and who'd have believed it a year and a half ago when FORD said this was a SPORTS CAR..... Really, it isn't. The Ford Mustang is a sporty type family car. The SHELBY AMERICA MUSTANG GT 350 is a Pure Race machine.

Thanks to John Hickey of Hickey Ford and Terry Morris, Shelby sales Manager for Hickey Ford, this writer spent a delerious afternoon at Lime Rock Park tooling one of these bombs around. We were filming some shots for Channel 13 TV, thanks to the loan of the camera from Al Cahill, local TV personality.

I won't go into the nuts and bolts type description of this car. Call Terry Morris and let him tell you, or better still, go see the car on display.

My lap times were about six to eight seconds behind race time for the car, but this was the street version (though it hardly sounds like it). The difference between the two is not great, though the cost is.

Settle back in the stock Mustang bucket seats, clasp the racing type three inch belts real tight, lock the doors, and fire her up. A rumble very similar to a Cobra sound filters in both sides from the barely legal exhaust system. First gear, let the clutch bite and move out on the straight in front of the pits, second, short third and ease off for the decreasing radius 180 degree hook, cut the right apex coming out, EASY NOW! there's a lot of torque here, set it up for the left hander with a little more power to bring the rear end around. THAT'S IT, feather it a little, now pour it on gently and thenease off a hair for the right hander. Feel the rear slide out just enough. Drift to the left coming out of the turn and straighten out the esses in a third gear indicating fifty two hundred. Tap the brakes to slow for the right - now get on the loud pedal going up up up the hill. She's a little skittish at the top of the hill because we have a little right lock on the wheel. Feel her drift to the outer edge of the track. Now pour it on and set up for the right before the bridge. Hang the front wheel in the dirt and let the car slide through this turn. No time to watch the tach here. We're thundering down the hill aiming for a delayed apex at the diving turn. Prudently tap the brakes before the turn, hang the tail out a little to the left. Get that front wheel over the drain pipe in the apex. Steady now - lots of loud pedal. Stand on it down the straight. Fifty five hundred, fourth gear. (This is the street engine with the 389 rear end, with the race version and the 4.1, sixty five hundred would be better). Watch those shut off markers, fifty-three hundred and the 150 marker at your door, put a lot of muscle on the brakes, They won't fade but they need effort. Are we going to make it or do we thank heaven there is an escape road? Let's try to make it, enter the turn high, and tighten up that line. The back end is out a little but holding well, a little more throttle, good, this baby comes through like gang busters here comes the left hander again, let's get ready

Back around up over the hill and thundering down the straight - there's Terry Morris watching. Hope he doesn't signal me in, this is too much fun. Seems like this car handles a lot better than the Sting Ray. Seems faster around the course, too. Wonder if he'd swap even.

Continued

DRIVERS IMPRESSIONS (Cont'd)=

Prudence takes over after about fifteen laps, and reluctantly I pull in. Later a few more sessions. We drive home loud but legal, with an occasional bellowing spurt on back roads around slower Mustang Mustangs to plant seeds of discontent or desire. Back in Albany Terry has me stop at a car wash before returning the car. It seems that he has a customer this evening that he wants to demonstrate the car to. CAN YOU BEAT THAT. An afternoon at Lime Rock at near racing speeds for twice the time of a National Race, then eighty miles home. AND ALL IT TAKES IS A WASH JOB TO MAKE THIS A NEW CAR DEMONSTRATOR If only his customer would have been aboard a few hours ago

NEWS FROM THE ADIRONDACK ANNEX OF THE MOHAWK HUDSON REGION SCCA

First meeting was held on September 30, conducted by Bob Cox, Assistant RE. Temporary appointments were announced. Treasurer - Chcuk Nager, Competition Chairman - Mal Lavery, Secretary - Jacki Cox, Entertainment Chairman - Chuck LeBrun.

Treasurers report states that they have \$65 following their first gymkhana held October third.

Membership reports twenty paid members, and a few more that have not paid yet. \$2.50 of their regional dues will be forwarded to Mohawk-Hudson for each member. Plus the National dues forwarded to Westport.

INEC Gymkhana rules discussed and emphasized. Gymkhana school discussed and approved. Tentative date November 14.

This is a capsule of the meeting reports from the last two bi-monthly meetings held at our Annex. We are hoping in the future that we can have a regular monthly report for the Knock-Off.

This is a real going outfit, with a lot of enthusiasm. Perhaps in the near future we can hold a combined event.

Support the Knock Off advertizers. Their ads help to make this publication possible. And, when you do visit one of our advertizers, say you saw it in the Knock Off.

A Mo-Hud Yankee in King Arthur's Court
by
Colin Campbell

After driving through Nassau County recently I felt reminded of my August vacation abroad. It was very similar, in ways, to motoring about in England. The secret to bashing about the roads on the island over there is to remember first that it's all smaller, secondly that there's more vehicle density per square foot of road and lastly, of course, the left side of the road, please! Oddly enough this last didn't bother me much at all. But the first two.....

When you start to think small, this goes for everything, not just the cars but the roads too. I remember now going to Plymouth by bus; very pleasant trip winding along in a motor coach, enjoying scenery, green pastures, rolling hills, picturesque hedges, little cottages at the side of the road, stone wall and quaint store. Hey, wait, this road's getting awful narrow. You better believe it was. Every time we wandered into a village just made for tourist cameras, I wondered what I'd do if I was driving and met another bus. Well, I didn't wonder long.

We came trundling down a cobblestoned street in a village and met the local milk truck. Both vehicles lurched to a ponderous stop and surveyed each other. After a moment the milk truck rolled forward, up onto the kerb and parked neatly on the sidewalk, virtually inside the home there. Here the milk driver just sat, found his delivery and handed it straight through the window into the house and then watched the bus.

Our driver and the ticket collector meanwhile went into a huddle, peering at the truck and then estimating distances as if they were landing a Boeing 707 on the Thruway. The driver began to edge up his sidewalk and then stopped. We weren't going to make it. Then the ticket collector strode down the corridor to the front of the bus, the driver opened the doors and the collector reached out and retracted the huge wing mirror on that side. The passengers burst into applause. The driver with a good 3 inches more clearance now edged ahead, up on the sidewalk, down past the shop windows (while the collector stooped and looked in each one) and then, past the truck, came "thump" back onto the road, avoiding a lamppost in the process. The collector snapped the mirrors back up and off we went again. It's cramped over there.

Another thing ... the country roads are marvellous for your own gymkhana. Narrow winding, up hill, lined with beautiful hedges, thick stone walls, but wait, it's all two lane. And heaven help you if someone passes someone coming the other way while you're thrashing along towards them. Throw out the anchor and hope you stop 'cause you ain't going to either side, friend.

This is one thing that impressed me about English drivers. They're very patient and courteous in the cities. No horn blowing, very little cutting in and out (except for all the Minis' which tend to be driven hell-for-leather) and generally very responsible. But let the machines get out in the "countryside" (still built up to my eyes) and it seems to be devil take the hindmost. People overtaking on hills, on curves and most of them with very little in the way of displacement so that your heart's in your mouth while a Berkely putt putts by a huge coal truck trying to get past before the next turn. But again, one rarely gets angry ... sort of a sporting gamble? Just that I was sure once or twice I was going to get a lapful of lorry when a tractor-trailer came buzzing by.

Continued

A Mo-Hud Yankee in King Arthur's Court (Cont'd)

Cars? All shapes and sizes. Three wheelers yet. And some of them with all sorts of power (for a three wheeler). The tax on cars is such that for many it's the smart thing to get one of these tricycles which are taxed on the same basis as a motorcycle. But these three wheelers are supposedly capable of 70 or so if they want to.

There's another stange thing to my eyes. No speed limits. I understand within the last few weeks a 50 mph limit has been set up in parts of Wales and the west of England, but I heard all sorts of tales of machines getting on the few miles of the M1 and other superhighways established and going at near supersonic rates. This, of course, is at the same time that a Goggomobil is sputtering up the same road.

My overall impression was that although the English driver is skilled enough on his back lanes and local chicanes and although his cars are wonderfully suited for these conditions, he isn't quite used to the high speed touring we have here hour after hour and which he has on the superhighways there.

More details? Well, motorcycles and motor scooters for example. Place is overrun with them. But remember, it's a small area and it makes more sense to navigate about in a built up locale on a bike than on a four-wheeled frame. Even a small Mini takes up more space than a NSA. And these are all-weather cycles, too. Fifty percent have sidecars and these side cars are totally enclosed with roof, plexiglass windows and windscreen and doors and some even have curtains. The cycles pull a heavy load when you've got the Mrs. and small daughter in that side-car and the boy is on the saddle behind you holding Rover on his lap and maybe you've got the family shopping strapped on somewhere too. Fantastic!

Here's a note for you to compare. I drove from Manchester to Cambridge with friends in a Morris 1000. This is a distance of some 120 miles as the crow flies or the bee hums or the pigeon well, never mind, say 150 miles by road. It took us somewhere about 4-5 hours and at the end my friend remarked as we got out in Cambridge, "Pretty good going. You know it's hard on a trip like that to maintain a 30 mph average." The point is, he was right. It was like driving Rt 5 all the way with a city like Schenectady or Albany every 10 miles which you went through or at best detoured about in the suburban areas.

Oh, you're asking why I was reminded of England when I drove through Nassau county a few weeks ago? Well, I was on the Long Island Distressway and as the traffic started to build up, I realized that it was the last full weekend for the World's Fair. So I said "Aha (among other things)" and got off on Rt 25A. And that was just like that 4 hour trip to Cambridge. All built up, lots of traffic except that everything was bigger. The road was bigger, true, but so were the cars and so (it seemed) were the traffice bottlenecks. You can't win. But I'm thinking about those motorcycles and sidecars.....

INDUSTRY REPORT by Flo T. Valves

1966 will see a total of 364 different models of domestic cars, 16 up from the 348 offered last year. Leading the way is General Motors with 171 models, Chrysler with 87, Ford with 80, and AMC with 26 to complete the list.

Leo Owens, 76, is thankful that he owns a Rolls Royce. The California publisher had his car stalled on a grade crossing. WHAM. A train hit it at about 25-30 MPH. Mr. Owens suffered a broken collar bone, and the Rolls was driven away. (WOW! In 1967 Ford will advertise.....)

There are about 95.6 million drivers (with licenses) in the U.S. California leads the way with 9.5 million, New York being in second place with 7.4 million.

Lincoln-Mercury division, FoMoCo, is slated to bring out a version of the Fantastically successful Mustang in 1967. I have a hunch that competitive pressures may result in its introduction next spring. Also coming is a Pontiac "Panther" and a Chevy II or Chevelle "Cougar" version, when the GM versions will hit the stands, I wouldn't want to speculate.

If you completely covered Rhode Island with 4¢ stamps, you still couldn't mail it.

Sunbeam's Alpine is due for a new 1725cc, 5 mains, "High" performance engine. Lotus Cortina won the European Touring Car Championship. Citroen was second in 1964 in French production figures with 346,442.

Pressed Steel, Ltd. makers of bodies for BMC, Jaguar, Daimler, Rootes, Triumph, Volvo, Ford, Rover and Rous is on the verge of being absorbed by BMC. This, of course, has Jag, TR, Roote, etc. quite upset. Quite should be spelled terribly. P.S. With 6 plants, it is the largest independent builder in the U.K.

Chrysler, FoMoCo and AMC all have disc options on every model sporting any sort of punch. GM does not, except 'Vette, Why? The only reason is that they are committed to Decco's 4 wheel system which is - and has been - having terrible birthpains. Official word is that all GM cars (with powerful engines) will have discs standard by 1970.

Several cars have reportedly lapped Lime Rock at under 1 minute recently. Doug Revson being one of them.

When the 2½ litre formula fizzled out, a Climax engine was putting out about 250 BHP - Ferrari was getting more. This is 1 HP/10cc. The 1½ litre hit 210 (approximately) or 1.4 HP/cc. If the same rate is experienced in the 3 litre, 525 BHP could be easily expected.

A very reliable source reports that Ford is working on a Formula I engine. And so is Shelby - by himself.

We haven't seen them at this writing, but we have heard that MG-B will offer a 6 cylinder engine. We suspect it's the left over 3 litre AH engines now that a Rolls engine will go into the new Austin-Healy. Hear tell the new AH will have a rear end similar to the E-Jag, while keeping the traditional AH front. MG-B will also offer a fast back coupe version.

Been keeping our ear to the ground but still haven't heard a word about a bigger engine for the Spridgets.....

Continued

Industry Report (Cont'd)

Watch for the new Lotus Elans. Designed as a coupe, the competition version will push some 175 HP from its BRM engine. Maybe this is why Pete Pulver isn't too worried about chances that the Elan will be jumped to BP next year.

It looks certain that there will be two US formula I cars next year. Ford is at work - the rumor mill is exceptionally sure of this - and Gurney's AAR will field a team with a 12 cylinder power plant currently being made in England. Shelby is supposed to be helping Dan in the development of a suitable chassis.

Pulled a boo-boo a few months back. The word at that time was that the 396 wasn't in the plans for the '66 'vette. The idea sounded ridiculous at the time. Still does, yet metal weighs pounds and removing enough to boost the displacement might be considered as saving weight. While the subject is in mind, the new management at Chevy Division is the same team that inspired the Pontiac revival a few years back. GM says nothing, but it is almost common knowledge that they have a few (like 100 or so) rear engined Corvettes tooling about the back lot. A buddy reporter seeing one at GM's test area in Arizona.

The Mongoose (eats Cobras) ain't a joke. Full details on this car will appear in the Knock Off in a month or two.

Don Yenke is toying with the Corvair. The Ex-National Champion evidently feels that the 283 is really outclassed, but that a properly modified Monza wouldn't be too bad in D production. If he can convince the Car Classification Committee, he plans to start selling the Yenke-Monza in January. The car was tested at Marlboro by Stirling Moss who evidently likes the modifications.

For Sale: Spitfire Accessories and Parts

Wood-rimmed competition steering wheel \$15; Wood shift knob (matches wheel) \$2; Chrome shift knob (with shift pattern) \$1; Shop manual (complete) \$12; Competition manual \$1; New fan belt \$1; 1½ sets lower swivel bushings \$2; or whole works for \$30 including used but good shocks, radiator hoses, front bumpers, 5-20x13 casings (good for sno-caps)

Stan Bubar

Phone 372-3643

The nominating committee presented the following slate of candidates for next year's officers.

RE	Mickey LeVan
Asst. RE	Harry Palmer
Treasurer	Bernard Burns
Secretary	Marcia Schatz
Activity Director	Hans Flebbe
Directors-at-	Dick Leonard
Large	"Mac" McClumpha

Fred Stevenson, of Dutchess Auto, Lotus East and Lotus formula car driver and frequent winner, was seen making "calls" in a brand new Elan around Albany one day last week. He stopped at Kaye's where quite a few of us had a ride in the little darling. Comment: Why does everybody have a smile on his face when he comes back. Why indeed.....Fred was headed up to Nemiths, too, we gather. Wonder who will be the astute local dealer to latch on to a Lotus franchise? We think the new coupe is going to catch on and out-Griffith the Griffith. Somehow, the Sprite just doesn't seem the same anymore.....

BEHIND THE WHEEL

BILL KANE is another of those people with two cars; an MGB '65 for the street and a blue Fiat Abarth Zagato 850 for here and there. Here and there includes Sebring where it won in its class three times, a run at Nassau and, with Bill, it has also successfully climbed Whiteface (pant) Mountain. Bill's been with SCCA since '57 and rallies a little, gymkhanas at times, hill climbs now and again, you name it. He's had an F.I.A. license since '54 and was a member of the RAC in England. During this time he ran the '53 Naples GP in a Maserati and over the years has driven every race course in England except the Crystal Palace. Here in the U.S. he's had his race license since 1957. You'll run across his name in lots of places; saw name and picture last week in the Schenectady paper with a sporty car column.

BOB CLAFFIE is NOT a member of SCCA (yet?) but he's at all meetings and at most events so you've probably seen him and his flaming fiberglass machine. It's a multi-year-old Corvette with rumors on the engine year. Jack Collins tells us but Bob swears it all dates back to 1962. Bob's president of Berkshire Motor Sports Club and runs in gymkhanas, rallies, ice trials, etc. With Ron Lee of that club he's had good luck in rallies in '62, '3 & '4, taking rally championship for that club. Since '60 he's had a Healy 3000 and two of the Corvettes. Next time you see his car, try to think up a good reason why one rear wheel is painted with alternate red sections while the opp. wheel is untouched. First person to have the answer gets a special copy of The Knock Off from the 1909 edition - collectors item. Bob's wife, Janet, is NOT afraid of toads and rabbits.

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THE SPORT

This is the SPORT, as Mohawk-Hudson has lived it.

The SPORT, with all of its color and emotions -
 - with all there is to test a man,
 - and to reward him.

There's the anxiety of preparations. Phil Raeder stripping the Beast at Keene. (1) Phil Groggins doing oil sump things to the Elan in a motel parking area in Concord (2). Phil Raeder took a second place - but Groggins will never know if he did the right things - Picard and Tullius helped to bend the Elan that weekend, on its first lap.

There's time and weather to contend with. Phil Groggins is working at night and in the rain ((2) note the motel light on). Marcia Schatz (7) is putting on another layer at Watkins Glen Grand Prix. An umbrella offers very little relief from the merciless sun to a flag crew at Bryar (5).

The waiting. The long lines at Driver and Crew registration (3) at Bryar Motor-sport park are repeated every race day at every track. The drivers wait (3), the flag people wait (5), the cars wait - in the paddock at Thompson (8) for the first practise call and on the hill at Keene (10), for another chance at it.

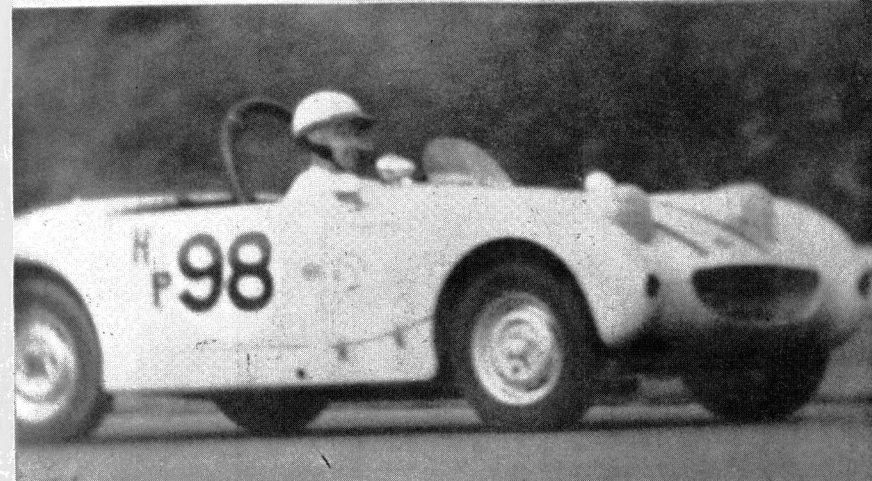
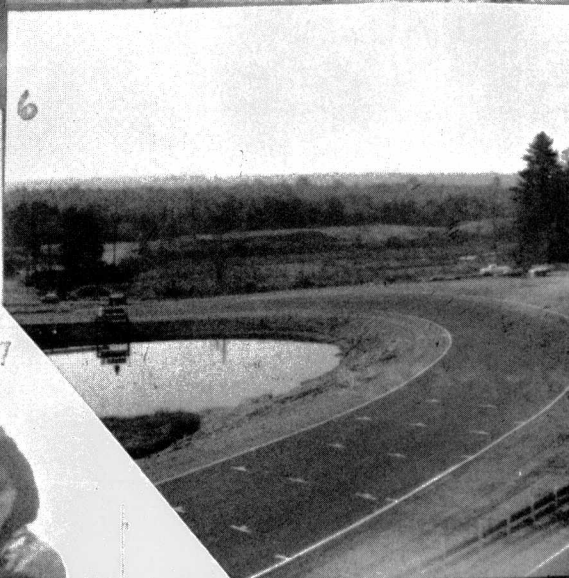
There is solitude. The final turn and grid at Bryar are stark and lifeless at 8 AM (6). Once flag personnel are on station 6 at Bryar (5), they are in their own world for a day. And the solitude is complete - when you are out there - a man against the inexorability of time. This concentration shows in Ray Gaul's face (9) during a practise lap at Lime Rock.

And there's fun. Connie LeVan (4) expresses her opinion of "trophies" at a gymkhana. Marcia (7) seems to be enjoying the Grand Prix, rain and cold notwithstanding. Bill Turner (11) finished at Lime Rock so we know he's happy, and what could be more fun than Terri VanDyck capturing a Chaparral at Bridgehampton?

1. Phil Raeder at Keene
2. Phil Groggins at Concord, N.H.
3. Driver registration at Bryar
4. Connie LeVan - "Trophy Chairman"
5. Flag station at Bryar
6. Last turn and grid at Bryar
7. Cool cat Schatz at Watkins Glen
8. Paddock area at Thompson
9. Ray Gaul during practise at Lime Rock
10. The "hill" at Keene
11. Bill Turner and pink friend at Lime Rock
12. Terri VanDyck captures a Chaparral at Bridgehampton

Photo Credits

- 1,2,3,5,6,8,10 by Terri Van Dyck
 4 by Mickey LeVan
 7 by Phil Schatz
 9,11 by Mac Townsend
 12 by Art Sereque N.E.R.



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EVENTS FOR

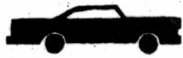
NOVEMBER

1965



Mohawk-Hudson Region SCCA

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
1	2 ELECTION DAY	3 SCCA Meeting at Circle Inn, Latham — 8:00 PM	4	5 CHECK CONDITION OF SNOW TIRES	6	BMSC GYMKHANA at Allendale Shopping C contact: Connie Fern Pittsfield. Southern N.Y. Rallye.
8	9	10	11 VETERAN'S DAY	12	13 GYMKHANA - Hudson Valley Community College Sports Car Club at HVCC - Rte 4 - Troy, NY Registration 1 PM	4 CLUB RALLYE 1 Glass Lake House - Rte 6 Registration at 12; 1st car off at 1. Very little TSD, mostly fun. call Ha Cameron or Jack Collins
15 WRITE UP RALLYE FOR DECEMBER KNOCK-OFF	16	17	18 ALWAYS FASTEN YOUR SEAT BELT.	19	20	AMEC Trials at White's Beach } 2 Glen Region Gymkhana EMSC Gunq-Ho Gimmick Rallye H-J's Latham
22	23	24	25 THANKSGIVING DAY	26	27 Rallye - Finger Lakes	2 AMEC Trials at White's Beach Rallye - Central N.Y.
29 HAPPY BIRTHDAY, Mickey Le Van	30	THE KNOCK-OFF MOHAWK-HUDSON REGION				



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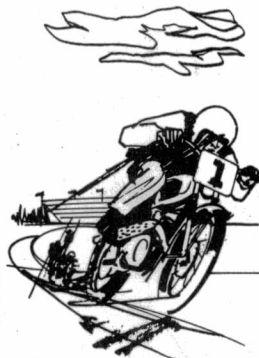
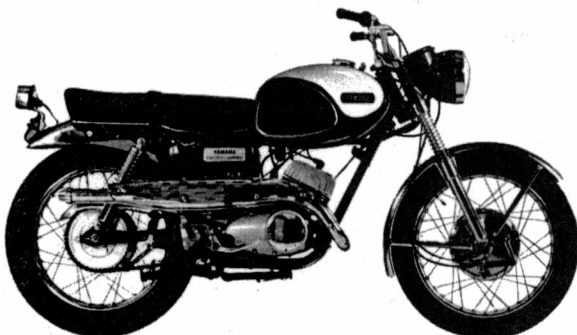
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Mohawk-Hudson Region SCCA



SPECIFICATIONS



The MGB

MONTE CARLO WINNER

Overall winner in the Grand Touring Category at the 1964 Monte Carlo Rally, the MGB is a fine example of the effect of racing experience on sports car design. With a top speed in excess of 105 mph, the MGB also provides the comfort of foam bucket seats, roll-up windows, quick stowing top, and a lockable trunk that will hold a set of golf clubs.



ENGINE: Four cylinder O.H.V. operated by push-rods from 3-bearing camshaft with roller-chain drive and automatic chain tensioner. 3-bearing, counterbalanced crankshaft with renewable bearing liners. Solid-skirt, aluminum-alloy pistons with one scraper and three compression rings. Connecting rods with renewable, steel-backed, lead-indium bearings. Bore 3.16 in. Stroke 3.5 in. Capacity 1798 cc (110.5 in.). High compression engine develops 98 BHP at 5,400 RPM. Compression ratio 8.80:1. Maximum torque 107 lb.-ft. at 3,500 RPM.

CARBURETION: Twin S.U. semi-down draught carburetors fed from rear mounted S.U.H.P.-type electric fuel pump. Air cleaner fitted to each carburetor. Tank capacity 12 U.S. gallons.

LUBRICATION: Full-flow external oil filter with renewable element. Oil cooler.

IGNITION: Oil-filled coil. Automatic advance and retard with centrifugal and vacuum control.

COOLING SYSTEM: Pressurized radiator with impeller pump and fan. Circulation thermostatically controlled.

TRANSMISSION: Borg and Beck single-plate dry clutch with hydraulic actuation. Four-speed gearbox with synchromesh on second, third, and top gears, giving overall ratios of first 14.21, second 8.65, third 5.37, top 3.90, and reverse 18.58:1. Central remote control floor gear change lever. Hardy Spicer propeller shaft with needle bearing universal joints. Three quarter floating rear axle with hypoid final reduction gears. Axle ratio 3.909:1. Road speed at 1000 RPM in top gear: 17.9 MPH.

STEERING: Direct rack and pinion with large diameter, spring-spoke clear-view steering wheel, 3 turns lock to lock.

SUSPENSION: Front: Independent by coil springs and wish-bone-type links controlled by hydraulic dampers. Rear: Semi-elliptic springs controlled by hydraulic dampers.

BRAKES: Lockheed hydraulic system employing discs at front and drums at rear. Front disc diameter 10 $\frac{3}{4}$ in. Rear drum diameter 10 in. Cable-operated, centrally positioned hand brake lever actuates rear brakes.

ROAD WHEELS: Well-base disc-type wheels with 4-stud fixing fitted with 5.60 x 14 nylon tires with tubes. Spare wheel housed in trunk.

ELECTRICAL: Twin 6-volt batteries mounted in balanced position behind the seats; suppressor equipment; belt-driven generator; compensated voltage control; single-pole, positive-ground wiring system; ignition and starter switch; twin horns; self-parking, twin-blade windshield wipers; twin stop and tail lamps incorporating flashing direction signals and rear reflectors; sealed beam unit headlights; foot-operated dip switch; sidelights integral with flashing direction signals.

INSTRUMENTS: Large speedometer with deadbeat reading; oil pressure, fuel and water temperature gauges. Headlight high-beam warning light; large tachometer with ignition warning light; map-reading light switch; windshield wiper switch; manual choke; lighting switch; combined starter and ignition switch; panel light switch with rheostat; direction indicator lever on steering column with warning lights on instrument panel; windshield washer control; horn button in steering wheel center.

BODYWORK: Two-door, two-seater sports car of all-steel mono-construction; cold air ventilation to cockpit from grille in front of windshield away from exhaust fumes; adjustable bucket-type seats; occasional rear-seating; leather upholstery with leather cloth on non-wearing parts; fitted carpet over gearbox tunnel; Vinyl coated rubber mats on floor; one-piece hood hinged at rear; enclosed trunk with locking lid; curved laminated windshield; fully wind-down door windows with hinged quarter lights; windshield washers; waterproof stowaway top with large rear transparent panel; wide, rear-opening doors fitted with outside handles and locks; front and rear overriders; rear-view mirror adjustable for height; spare wheel, tools, jack and starting handle housed in trunk; screw-type gas tank cap; provision for fitting radio. Anchorages for safety belts on front seats.

OPTIONAL EQUIPMENT: Heater and demister; road speed tires; whitewall tires, wire wheels, tonneau cover; anti-roll bar; folding top.

COLORS: Tartan Red, Old English White, Chelsea Grey, Iris Blue, Black, British Racing Green.

Specifications and colors subject to change without notice.

Performance Data: Speed through the gears 0-60 mph, 11.8 sec. Standing quarter mile 18.45 sec. Maximum speed 107 plus mph.

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Front End Suspension Modifications
by
Fred Lunn

There are many helpful alterations that can be performed upon the family car to improve its handling characteristics and to yield a faster, safer ride. To improve my own car's handling, I chose to make three modifications to the front end suspension. First, install a swaybar; second, replace my present shock absorber valves with valves of smaller capacity; and third, stiffen my coil spring to improve the suspension.

When I cornered my car, centrifugal force would tend to make it heel over, or for example, when taking a hard left hand turn, the right side of the car would slip down and the left side raise up. This dipping action would necessitate my going slower to bring the car more nearly level, but by installing a sway bar, I wouldn't have to slow down as much.

As my car came equipped without a sway bar, I was forced to start from scratch. A sway bar is a solid steel bar which connects the two lower "A" frames on either side of the car to each other and to the frame. Or, as stated in Automotive Fundamentals by Frazee and Bedall, "the stabilizer, (or sway bar) may be thought of as a third spring which connects the two individual (suspension) components of the front end" - the two front wheels. It operates on the principle that "for every action there is an equal and opposite reaction." When one wheel tends to raise up, the downward pressure on the opposite wheel tends to push the lifting wheel down, yielding a flatter cornering action. There is then a much improved traction on the front wheels due to the improved weight distribution. In order for me to install a sway bar, it was necessary to replace the front member of my two lower "A" frames on both sides of the car with a heavier member which was braced and drilled to accommodate the sway bar. After this switch was accomplished, it was just a matter of bolting everything else in place, including the sway bar itself to the frame of the car.

The second step, which will help to limit the vertical travel of my front wheels, was to install small capacity shock absorber valves. These two smaller valves lessen the amount of hydraulic fluid allowed to pass through the present shock absorbers. This makes the shock absorbers more difficult to move so that they can withstand greater stress with less movement. Such severe altering of the shock valves has a detrimental effect upon driver-and-or-passenger comfort, however, because the roadshock will now be much more noticeable. On the very rough archaic roads encountered in this area, loud, annoying rattles will develop much more rapidly than if the car's shock valves had not been altered. The improved handling makes it all worthwhile, however.

The third step consists of altering the two present coil springs to enable them to yield more strength, or tension. The primary function of a coil spring is to return the wheel to the road surface after the shock absorber takes up the impact of the wheel coming up from, say, a "chuck" hole in the road. The coil spring actually raises the front end of the car. The purpose of stiffening the spring is to make the front wheel return to the pavement more quickly. To stiffen the spring, or shorten it's length of travel due to the springs tension and resiliency, simply insert some steel blocks between one or two of the five coils, or replace the present spring with one of the stronger and more resilient steel.

Continued

Front End Suspension Modifications (Cont'd)

These three simple alterations are not necessary for the majority of most European cars, unless they are to be used in competition, as they are fairly well done at the factory. However, on domestic cars it may be advisable to improve their front ends from a safety standpoint alone. A sloppy handling car is very difficult to control. My car, however, is an MG, and classified as a "European Sports Car." "Sports car" has come to denote good handling in our society today, though the term is very loosely used in its application to American cars. The noted alterations to my car have so well improved the front end suspension that the handling is noticeably superior. In my case I find my car easier to control than before, and the car's performance in competition is outstanding. Except for driver error (me) the car would be unbeatable in its class.

As someone, name unavailable, once recently stated, "this car is so fast it registers 60 in a parking lot." This is probably a slight exaggeration, but the new, high horse power cars of today are very fast in a straight line, but on a curve they are certainly useless. So wouldn't it be wise to beef up your car's front end suspension and know that you are driving a safe, well handling car?

(Ed. Note - Must be something to what Fred says. See his times in Toys for Tots Gymkhana)

BEHIND THE WHEEL

MAC McCLUMPHA is or should be well known to everyone who comes to the meetings or any SCCA event in the area. He drives an MGTC, '48 vintage and is currently restoring a 1922 Model T roadster. He's been in SCCA, Mohawk-Hudson, in his own words "...for years and years. I forget how many exactly." He's held office here as Regional Exec, Asst. Regional Exec, as well as others. He formerly campaigned the TC at gymkhanas but for the past few years and the present, has been marked working at the rallies, gymkhanas and races. He holds SCCA Flag and Commo Licenses, both regional and national and also a Tech Inspection License from the Glen Region.

BERNIE BURNS is another person well known to all attending meetings and/or events. He is a Porsche fancier and has a '59 1600 Normal. He's been active in SCCA since 1958 and here in Mohawk-Hudson has been Treasurer and Membership Chairman. Bernie likes gymkhanas but also takes part in hare and hound rallies and was one of the crew driving at the Lake George Ice Races this past winter. Right now he's Treasurer and the man to see for information on buying SCCA crests, paying your dues and tips on Porsches and TR-3's (his previous vehicle).



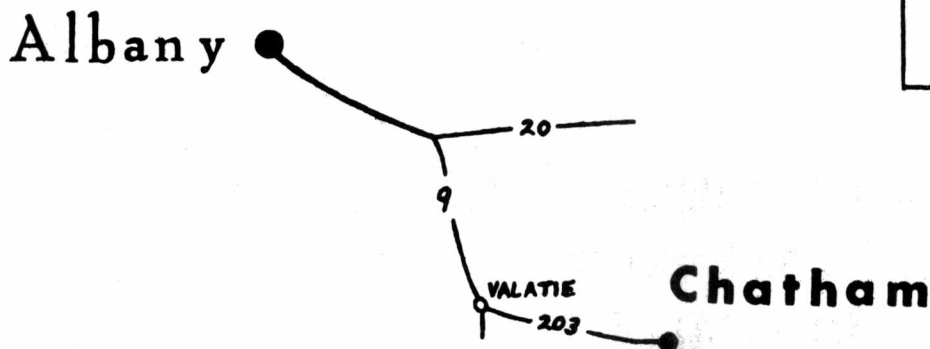
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TOYS FOR TOTS GYMKHANA RESULTS (Cont'd)

<u>POSITION - DRIVER</u>	<u>CAR</u>	<u>Time</u>
CLASS E, all front wheel drive		
1. B. Sciarra	SAAB 96	1:11.3
2. H. Flebbe	SAAB 96	1:12.8
CLASS F, all ladies - 4 entrants		
1. M. Corbett	MGB	1:00.8
2. A. Cameron	MG Midget	1:04.4
3. J. Beck	Tiger	1:06.2

DLBF (Dead Last But Finished) trophy won by Dr. A. Boba in the Alfa Sprint with 1:17.0.

Sports car enthusiasts and participants will be interested in Champion Spark Plug Company's new Racing Heat Range Chart (Form A-617).

This 6 page brochure presents Champion's new line of race plugs. All firing end designs and reaches are clearly illustrated. Heat range positions are presented by means of bar graphs. The chart is unusual in that it incorporates technical information which explains the reasons for different firing end designs, plus it outlines valuable engine tuning tips.

The chart, cataloged as Form A-617, is available free-of-charge by writing the Merchandising Division, Champion Spark Plug Company, Toledo, Ohio, 43601.

Our very own Hans Flebbe took a first in his class at the Killington Autocross. Hans is one of our most dedicated members - representing Mohawk-Hudson at events throughout the area. Congratulations, Hans.

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REPORT ON TOYS FOR TOTS GYMKHANA

Here are the official results for the Toys for Tots Gymkhana. The event drew about 40 entrants (I didn't count them) and netted \$66.00 for the Marines. Almart contributed \$40.00 toward the trophies.

There were a few problems. First, the course was really tight, as evidenced by Bob Volan's win OA in a sprogle-eyed fright. This caused a lot of comment, but it wasn't really as bad as the complainers would have you think. Secondly, we made a strategic error in the beginning: we promised two runs of two laps each. As the runs were about 2-2½ minutes each, the first run took a lot of time. Obviously, it couldn't stay that way for the second run, or it would turn into an enduro event - who could stay awake the longest. Two alternatives were put before the drivers:

1. Make the second run a single lapper, and dividing the total time for the 2 runs by either 1, 2 or 3 depending on whether the entrant DNF'd the 2 lapper, the one lapper or not at all.
2. Consider the second (single lap) run as "It" with the two lapper counting only as an extended practise period.

The second choice was the one decided upon, by a tremendous margin. A request was made and complied with, to remove the slaloms, speeding the course up by about 15 seconds. The official results are based on this single lap run only.

Even so, the competitors really enjoyed themselves. The trophies were a Pewter Bowl (1st); a silver-plate cup (2nd); and a 4" silver-plate bowl (3rd). The DLBF (Dead Last But Finished) trophy was a gold painted Ed "Big Daddy" Roth monster, "Endsville Eddie."

Mac Townsend

<u>Position - Driver</u>	<u>Car</u>	<u>Time</u>
CLASS A, up to 1300 cc, sports cars - 10 entrants		
1. R. Volans	Sprite, Mk I	0:55.8 (BTOD)
2. H. Cameron	Sprite, Mk I	0:56.0
3. H. Hayes	Sprite Mk II	0:56.4
CLASS B, up to 3000 cc, sports cars - 17 entrants		
1. J. Collins	Porsche S	0:56.0
2. F. Lunn	MGB	0:57.8
3. R. Schlitzer	Porsche SC	0:58.0
CLASS C, up to 7000 cc, sports cars - 5 entrants		
1. R. Claffie	Corvette 327	0:57.0
2. R. Fern	Tiger	0:57.2
3. J. Weber	Tiger	1:00.4
CLASS D, touring, American and Foreign - 6 entrants		
1. W. Smith	BMW 700	1:02.2
2. C. Hutter	VW - Okrasa	1:02.6
3. B. Carlton	Corvair Spyder	1:02.8

Continued

INEC GYMKHANA October 24

A little on the cool side, but the day was pleasant. About 60 cars were entered and completed two laps of an excellent course by 4:30 PM. A measure of the excellence of the course was that the more experienced drivers made almost the exact times on both runs - high speed, basic and no-nonsense. Good show Gene Birdsey!

Many thanks to Robert Pump Motors of Schenectady for contributing towards the trophy cost. Thanks, too, to Kaye's for the Lucas lamp donated for the best performance by a Triumph, and of course, our continuing gratitude to ALMART for the use of their parking lot.

The idyll at Almart seems to be coming to an end however. Several noise complaints were received by the Colonie Police Department and it was necessary to require the re-installation of any mufflers which had been removed. And what shows up to run in the modified class but a noisy go-kart loosely concealed under a teeny-weeny red fiberglas "body." It turned Lotus 7 times on the course. Oh well, it takes all kinds

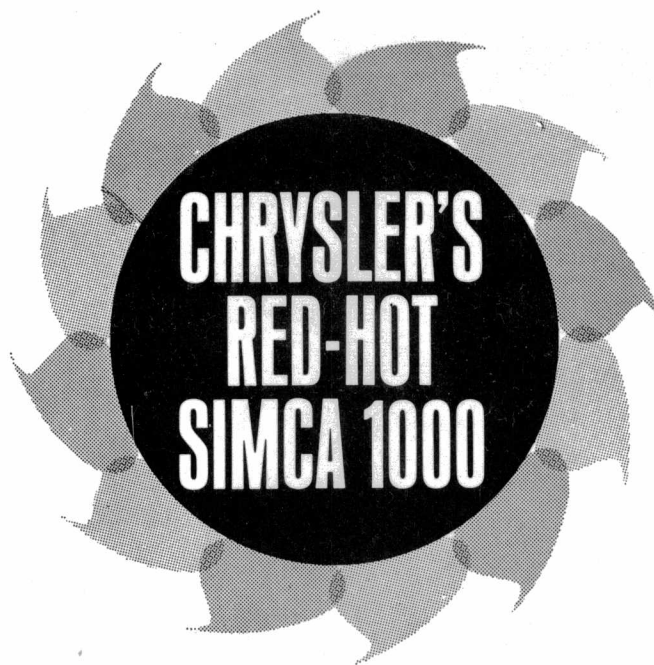
Official results for the day are as follows:

<u>Driver and Position</u>	<u>Car</u>	<u>Time</u>
CLASS I Sports & GT 0-1300cc		
1. Robert A. Volans	Sprite	45.2
2. Harold Cameron	MG Midget	45.85
3. Chuck Marsh	NSU	47.75
4. George R. James	Sprite	49.5
5. Dick Surine	Alfa	51.6
CLASS II Sports & GT 1301-1800cc		
1. Ray Schlitzer	Porsche	44.9
2. Stan Bubar	Elan	45.5
3. Herb Naumann	Porsche	45.6
4. Jack Collins		45.9
5. John Callahan	MGB	47.7
6. Fred Lunn	MGB	47.75
7. Art Frederick	Porsche	48.6
8. Joe Corbett	MGB	49.15
9. Bernie Burns	Porsche	49.5
10. William C. Burnett	MGA	51.4
11. Boyd R. Franklin	Lotus S-7	51.51
12. Alfred J. Duval	Alpine	52.15
13. Charles Gladle	Porsche	58.0
CLASS III Sports & GT 1801-3000cc		
1. Robert S. Birk	TR4	47.2
2. Ray Kilmer	TR4	47.45
3. Richard Saverson	TR4	48.8
4. David K. Akin	A-H 3000	48.8
5. Lee English	TR4	49.3
6. Mike Connery	A-H 100-6	56.95

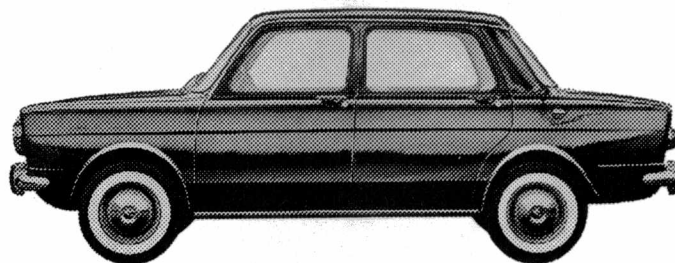
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INEC Gymkhana Results (Cont'd)

<u>Driver and Position</u>	<u>Car</u>	<u>Time</u>
CLASS IV Sports & GT above 3000		
1. Robert D. Allen	Griffith	43.55
2. Gary Baechle	Corvette	45.8
3. Bob Baechle	Corvette	45.8
4. Mickey LeVan	Corvette	46.25
5. John Weber	Sunbeam Tiger	46.4
6. Robert Claffie	Corvette	47.2
7. Robert J. Fern	Sunbeam Tiger	47.65
8. Robert Miner	Corvette	49.95
9. Donald P. Flores	XKE	51.55
10. John H. Luskin	Sunbeam Tiger	52.2
CLASS V Sedans, Engine over drive wheels 0-1900cc w/single carbs		
1. Wayne J. Mullineaux	VW	47.5
2. Arnold Romaldini	Saab	48.55
3. Earl Lipton	Saab	48.6
4. Dick McCaughin	Ghia	50.4
5. Hans Flebbe	Saab	52.1
6. William VanAlstine	Renault	54.2
7. Ron Schongar	DKW	60.0
CLASS VI Sedans, Engine over drive wheels 0-1900cc Two or more carbs		
1. Butch Sciarra	SAAB	48.1
2. Carleton A. Foster	SAAB	50.0
CLASS VII Sedans, Engine over drive wheels over 1900cc & All Conventional Sedans		
1. Tom Roberts	Mustang	49.1
2. Barney Galinsky	Mustang	49.55
3. Harry J. Palmer	Mustang	49.65
4. William S. Smith	Cortina	49.95
5. Bruce G. Carlton	Corvair	50.5
6. Edward Holeva	Mustang	53.8
7. Bob Baechle	Chevrolet	55.25
8. Howard Hayes	Pontiac	58.00
CLASS VIII Ladies		
1. Nancy King	Lotus S-7	47.0
2. Shirley O. Marsh	NSU	47.8
3. Joyce Gladle	Porsche	49.0
4. Terri Van Dyck	Sprite	50.05
5. Grace Surine	Alfa	50.45
6. Judith Bubar	Elan	51.35
7. Jane Beck	Sunbeam Tiger	61.85
8. Connie LeVan	TR4	64.8
CLASS IX Modified, Specials & Formula Cars		
1. Gordon Mullineaux	Monza Jr	46.4
2. Wayne J. Mullineaux	Monza Jr	49.55



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