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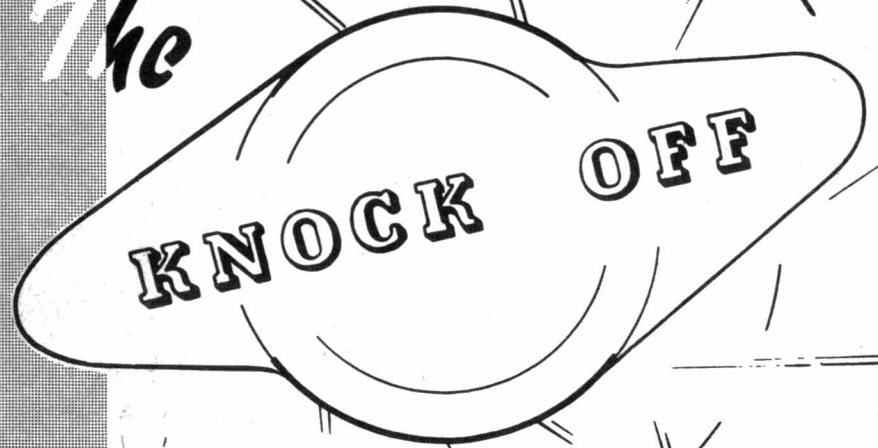
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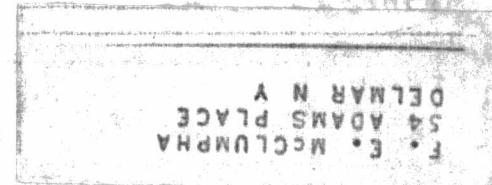


*Official Newsletter*

Mohawk-Hudson Region



SPORTS CAR CLUB OF AMERICA



Mohawk-Hudson Region SCCA

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## A GUIDE TO RALLYING

Have no fear, I am not about to give a dissertation on roast rallye ("?" Ed.). A relatively new book has passed our cocktail table. It's a good one. The manhattan, too.

The title of said book is at the top of this page. The author is Larry Reid, R.E. of the New England Region, S.C.C.A. The book is one of the Modern Sports Car Series published by Sports Car Press of New York.

The size of the book makes it a handy one. It measures five and a quarter by eight inches and will fit in the average females pocket book, the sports car glove compartment, or dozens of other places.

Very briefly, there are chapters on:

1. Rallying - What is it?
2. Kinds of Rallies.
3. Rallye equipment - Odometers.
4. Time, timepieces, and timing.
5. Average speed calculators.
6. 45 Hints to help you win.
7. Organizing a Rallye.

Dash down to your nearest book store and purchase Larry Reid's latest.

Mac

## KNOCK OFF

Many of you will remember Harry Roberts vain requests for articles, comments, news items, etc. for this publication at our Regional meetings. Now hear another voice in the wilderness. As of this issue, both Harry Roberts and I will try to turn out a creditable publication. We still need news items, articles, comments - anything.

John Trach

S.C.C.A. June 1958  
Mohawk-Hudson Region

## The Knock Off

R.E. Mac McClumpha, 54 Adams Place, Delmar, N. Y.  
Ass't R.E. Ken Gypson, 37 New York State Rd.  
Rensselaer, N. Y.  
Sec. Bill Buchanan, Tabor Road, Berne, N. Y.  
Treas. Al Giguere, Hennessey Road  
Voorheesville, N. Y.  
Act. Dir. Bill Hoover, Leinhart Road  
Altamont, N. Y.  
Cont. Bd. Rep. Bill Lewis, 313 State St.,  
Albany, N. Y.  
Membership Chm. Bob Winter, 12 Woodruff Drive,  
Schenectady, N. Y.  
Knock Off John Trach, 123 Second Street,  
Troy, N. Y.  
Knock Off Harry Roberts, 104 Kingsley Road,  
Burnt Hills, N. Y.

## Calendar of Events

June 4 Monthly Meeting, Mohawk-Hudson  
Region, S.C.C.A., Beck's Tavern,  
Albany Shaker Road, West Albany, N.Y.  
at 8:00 P.M.  
June 7 WINDHAM MOUNTAIN TOP RALLYE  
& Directed by Mohawk-Hudson Region, S.C.C.A.  
June 11 Hilltoppers S.C.C. informal business  
meeting at Burton's Garage, Gallupville,  
New York.

- June 14 National Championship Sports Car  
& 15 Races, Lime Rock, Conn.
- June 19 Monthly Meeting and Picnic, Empire  
Motor Sports Club, at Wally Chapman's  
Farm, Route 40 near Melrose, N. Y.
- June 21 Central N. Y. Region, S.C.C.A. 3rd  
& 22 Annual Historic N. Y. Rallye
- June 22 Empire Motor Sports Club Handicap  
Rallye.
- June 27 Glen Classic Races, Watkins Glen,  
& 28 N. Y.
- June-Latter part. H.S.C.C. tour and picnic.  
Date to be decided at future meeting.

The Best Yet

The best event yet run by the Mohawk-Hudson Region transpired on Sunday, April 20 at the Latham Corners Shopping Center. With the kind blessings of Jack Merritt, General Manager of the Center (again we express our thanks), a two pattern Gymkhana was presented with 75 cars entering. John Trach was the harried Gymkhana Master (terrific job!), Bill Hoover and Bill Buchanan did technical inspection, Ruth Witter and Irma McClumpha spent hours registering the amazing turnout of cars. Other officials (and did they get a workout) were Keith Witter, Al Giguere, Ken Gypson, Bill Lewis, Nancy Hoffman, Dodie Furlow, Rollie Heacox, Ray, Gladys and Dave Gaul, Al Witter, Harry Brienton, Mac McClumpha and Marie Fredette. Al Fredette did a superlative job of explaining the event and keeping a crowd of 4,000 spectators interested and in order.

Now, an audience point of view from your rowing reporter who avoids all work...The sun shone intermittently giving hopes of rain to certain drivers of THE economy car. Hank Desormeaux

LATE RELEASE

I have just received a letter and circular from Ted Fiedler, R.E. of the N.E. Penna. Region. The Region is to have a race at the U.S. Army Ordnance testing grounds, located on a closed circuit, just off Route 11 in nearby Berwick. It will take place on Saturday, July 19th.

Bob Holbert will act as chief observer. The road race has been approved by Westport as a Regional event and Ted has invited novice drivers in particular. I hope that some of our pilots will participate.

As mentioned elsewhere in this issue, the Giants Despair Hill Climb will be the feature event of the weekend.

The auto show "Autorama", featuring antique classic, sports and modern automobiles will round out what they feel will be a complete "Race Week".

Mac McClumpha

The Race Week Schedule

- July 17....Arrivals, community hospitality.
- July 18....Giant's Despair Hill Climb
- July 19....Giant's Despair Road Races
- July 18....Autorama at the Wilkes-Barre West  
& 19 Side Armory
- July 20....Penna. Timers Ass. Drag racing  
for stock cars, dragsters and  
sports cars at Forty Fort Airport.

The above data from: Giant's Despair Hill Climb Association, Hotel Stirling, Wilkes-Barre, Penna. Inquiries to: Manny Winters, Publicity Director, VA 3-0901.

Mohawk-Hudson Region SCCA

FOR SALE AND WANTED

FOR SALE 1950 J2 Allard, ex Goldschmidt car. Tuned Olds engine, Cad gearbox, Hald brand quickchange, lots of other goodies. Contact John Trach, 123 Second Street, Troy, N. Y.

FOR SALE 1957 Austin-Healey 100-6 Deluxe. White. Red upholstery. Wire wheels electric overdrive, Dunlop Road Speeds. 7900 actual miles. Contact Bill Buchanan, Box 200, Taber Road, Berne, N. Y. Phone Albany 8-3510 or East Berne 17W1.

FOR SALE Parts of a very ex T-Bird 1956. Left and right sections of rear bumper. Fender skirts. Heater. Dish type 11 hub caps. Tonneau cover. Continental kit which needs straightening in middle section. Contact Jim Clemens Thunderbird Motor Hotel, Latham, N.Y.

FOR SALE 1957 Plymouth V-8. 14,000 miles, A-1 shape. Contact Ken Gypson, 37 New York State Road, Rensselaer, N. Y.

FOR SALE AND WANTED.....RATE STRUCTURE  
Members.....Flat rate 35 cents, up to 6 lines.  
5 cents each line over 6.  
Non-Members.Flat rate 50 cents, up to and  
including 6 lines. 10 cents each  
line over 6.

Send Knock Off articles, ads, etc. to John Trach or Harry Roberts. Addresses on Page 1.

cruising around alternately in a Cunningham and his 300SL to the oh's and ah's of the crowd. The Hilltoppers topped off a colorful beginning by appearing en masse in sparkling clean cars which spelled out the name of the club as they slowly toured the course.

The audience was even fascinated by the technical inspection which was carried on with much squealing of brakes. The show really began when Al Witter slammed through the serpentine in an unofficial 33 seconds. It gave the crowd something to judge by and they were soon commenting with much aplomb on just how well certain cars had done. The turn at the end of the course attracted great interest, and a close fast turn was greeted by surprised delight. Everyone was with the drivers and a crowd that had come to wonder and perhaps to jeer stayed to cheer.

Some comments heard as your reporter roved: Sweet little lady to embarrassed husband, "Look, dear, a Triumph". As Hank drove by in the Cunningham.

Well-fed gentleman during small touring class event, "Boy, I should take my Cadillac out there. I'd show them a thing or two." Same man during large touring class event, "3#&\$%!".

Little old lady as she parked her car at the start-finish line, "But I am only going to the Drug Store for a minute". Out, OUT! said Pit man Bill Buchanan.

Everyone..."Boy, look at those guys drive! And it isn't a Race!".

All in all it was a thrilling show. Let's do it again soon. We had a ball ourselves and I really think we showed at least 4,000 people what sports cars can do and what S.C.C.A. is like. What do you want to bet we get some new members.

Congratulations to all the drivers, especially to the man in the big Chrysler who came

to watch and stayed to compete very creditably. Cheers to Neil Ryan who gave his MGA a great ride to win first overall, to Luella Burwell, fourth overall and winner of the women's trophy, and to Rollie Heacox who performed miracles with his new-old Plymouth to win first place in the large touring class. I hear Ernie Barvoets was driving a new Jag when he won the large sports class. Terrific job. And again thanks to that pit crew.... we got first in small touring.

Harry Roberts

Results of the April Gymkhana

Name	Car	Seconds
<b>Small Sports</b>		
1. Neil Ryan	MGA	69.0
2. Bob Fertig	MGA	74.2
3. Al Witter	MGA	74.6
4. Luella Burwell	TR3	74.9
5. Bud Newkirk	TR3	75.2
<b>Small Touring</b>		
1. Harry Roberts	SAAB	75.1
2. Al Giguere	SAAB	76.0
3. Ray Gaul	MYGT	78.6
4. George Krom	Renault	79.3
5. Warren Larrabee	VW	80.1
<b>Large Sports</b>		
1. Ernie Barvoets	Jaguar	74.2
2. Dick Young	Jaguar	75.7
3. Wally Chapman	Manning Spl.	79.1
4. Ray Fitzpatrick	T-Bird	80.2
5. W. Brooks	Corvette	80.6
<b>Large Touring</b>		
1. Rollie Heacox	Plymouth	92.8
2. Barry Fabrey	Ford	95.7
3. Al Valentine	Dodge	96.1
4. Bob Winter	Consul	101.2
5. John Gasper	Mercury	102.3

gal who navigated Windham as her second rallye....it's great. Come up and see!  
Teresa Roberts

THE RACERS

At the last Lime Rock Races, Hank Van Dusen of our Region piloted his MGA around the track in rapid fashion, turning in a very creditable performance.

A short time ago, Harry Brierton and Carl Metzger travelled to the Thompson course to participate in the drivers school held there. We trust that these gentlemen will soon be bringing home all sorts of First Prize bacon.

Bill Lewis and his Porsche Spyder will have participated in the Lake Erie Invitational Races at Dunkirk, N. Y. by the time this paper is in your hands. Going to the same Races to start their fast driving careers were to be Bruce Cargill and his Red Hot Jag and Ned Spain with his fierce Jaguar.

HILL CLIMB

From the N.E. Pennsylvania Region comes word of the Wilkes Barre Hill Climb. It promises to be one of the biggest events in its 52 year history. The dates are July 17, 18 and 19. A road race and auto show are planned in addition to the hill climb, which is actually known as the Giants Despair Hill Climb. It's well worth the trip. Any questions, contact Mac McClumpha.

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Harry Roberts

### WINDHAM--FOR FUN

To those who have never been to the Windham Mountain Top Rallye....come to Windham and have the time of your life on June 7 & 8. To those who were at the event two years ago and did not return last year....you missed a beaut, but this year is better than ever so plan to attend. For those quaking few who are afraid to attend the Windham Mountain Top Rallye because they have heard that it is a car killer.....it wasn't last year and this year we are being so careful that all dirt roads are allowed as portage. So don't be scared. Come to Windham...you won't have to walk home unless you win so many trophies that you don't fit in the car.

Very seriously, this year's Rallye is well worth attending. A full weekend of precise rallying in the heart of the gorgeous Catskills; the event will be driven on difficult all weather roads, under precise controls and with directions of the type which should actually give the navigator time to see that scenery.

A cocktail party Friday nite presented by Bob Martin of Delmar will start things off. A dance on Saturday nite will be attended by the strong of heart (and head) and a fine dinner Sunday evening (The Victory Dinner) will culminate in the presentation of all that lovely silverware. Being pre-season rallyists in a resort town is the height of luxury. Don't worry about accomodations, they are wonderful. Whether you are a good, bad or indifferent rallyist. take it from a

### COORDINATION and COOPERATION

The above two words should be and soon will have to be foremost in the minds of the various sports car and motor sports club officers and members.

Our Region, along with other New York and Canadian Regions of S.C.C.A. have made a start in INEC ( International Northeastern Council, SCCA). It was formed a bit too late for the groups participating to really formulate joint events, etc. for the year of 1958. I hope 1959 will see much in the way of coordination and cooperation.

In our own area it will be imperative to plan events for the coming year. A short time ago, three different clubs, two of them in this area and the third not far away, put on Rallyes the same Sunday with resultant effects. Not good. One club whose attendance at such events usually averages 25 to 30 cars had 10 cars entered. Still another club in the area has temporarily suspended rallye operations due to poor attendance. How much easier, how much more sensible, and how much more enjoyable it would be for clubs to coordinate and cooperate on Rallyes and Gymkhanas. More on Coordination and Cooperation later.

Mac McClumpha

### WINDHAM AGAIN

I suppose I should beg the pardon of all concerned for spending so much time on one Rallye. But this is far from being just another Rallye. You are all familiar with the type of Rallye that is fun to drive. Also, you are all familiar with the Rallye that is routed through lovely country. Most frequently the two do not occur together.



and magnificent scenic attractions, plus the additional lure of a party, a dance and a dinner. Brother, it's some package for a mighty small dent in the wallet. If you just can't make it, my sympathies. If you deliberately pass it up, as they say in jazz circles, man, you just don't dig it! Contact any of the Mohawk-Hudson officers for info and forms. It's still not too late.

Harry Roberts

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#### News from Sweden

SAAB has come out with a new Gran Turismo machine. Called the Granturismo 750, it promises to be, from all indications, quite a wagon. It offers a package for about what an MG would run you in cost. It has the Sonett engine of 50 h.p., Pirelli racing tires, finned oversize brakes, twin Bosch driving lights, backup lights, tachometer, Halda speedpilot, duraluminum wheels, reclining seats with headrests and integral seat belts - combination waist and shoulder type. Also at extra charge, a factory tuning kit to deliver 57 h.p. is to be available. Our New York correspondent, a devoted Renaultite, wrote his report in paroxysms of ecstasy (and you don't hardly see them no more - Ed.). He admitted he'd like one. So, if you want a five seater with lots of oomph, this just may be the car.

Harry Roberts

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#### ROCKING AT THE ROCK

April 27th, and a cold day, with rain bunched up and ready to let go. Not an auspicious day for the first race at Lime Rock-- But, oh, well, it's the first one so let's go. Yours truly rallied over with AMEC. In a

word, they grow their Rallies hairy. Pick an average speed. Between anything and forty. Try 35. Safe, sane, reasonable 35. So off goes wife and I, with Bob Bailey, one of my ninth graders and a budding Fangio, riding the map in the back seat. Thru Schenectady? They're kidding! They weren't. To make a long story short, we made it. I doubt if we placed, but we made it. They should have let me enter the races. I'd had lots of practice on the way down.

Cold in Burnt Hills -- colder in Conn., but the fans were there, with Mr. Rubicoff's gendarmes herding the faithful into the Mecca of the East. A hint of what was to happen came in the very first race, when Pup Pupildy, shepherding a Carrera, won by a whisker from Bruce Blanchard in a ditto. Sherm Decker, Oneonta's pride and joy, showed the crowd that the MG's could run, driving his MGA to a very nice fifth overall, blowing some of the Deutsch-wagen off in the process.

On thru the day. Candy Poole showed the boys the way home in class H, with a Bandini second, and a SAAB sedan, rather the worse for wear, taking third place.

Then came the real go. Gus Andre and John Fitch, in a Ferrari TR and Maser 150 respectively, hooked up in a beaut. Andre gunned his Testa Rossa into a half length lead from the start to the A turn, and it stayed that way the whole race. They looked as tho they were on a string - the same string.

Then came the windup. In between the previous run and the finale, Harry Carter gave a convincing demonstration of what the Ace-Bristol can do, and, out of a pack of Corvettes, a 150 Jaguar, a Jaguar Special and other iron, came Jim Haynes in a F.III Cooper and cleaned the clocks of all the big bore stuff. Who says the Cooper isn't a goer? Haynes got a standing ovation on his victory lap, and I know many of