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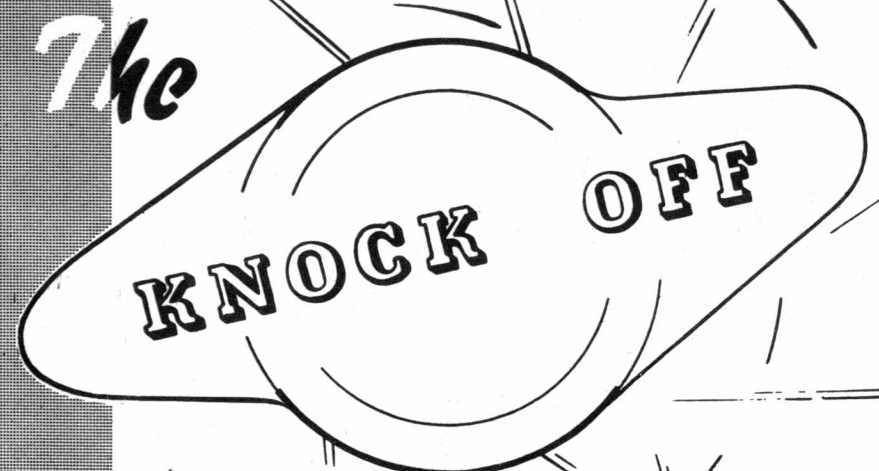
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July 1958



Mohawk-Hudson Region SCCA

## *Official Newsletter*

### Mohawk-Hudson Region

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### Tid Bits

Bill Lewis apparently has given up sports car racing. His stable has been emptied of competition apparatus and in its confines now rests a beautiful Jag 150 Roadster.

The last we heard, Phil Raeder's MG TC was on display and for sale at Albany Garage. Phil was anxiously awaiting the arrival of a competition TR-3. Incidentally, the grapevine has it that Phil will be the new Contest Board Rep for the Region.

Bob Martin, Jr. and his navigator, Al Chant aided the Bob Martin, Sr. team in copping the dealer team trophy, plus winning the Regularity Run to boot.

The Burwell "sisters" are becoming rallyists supreme. Witness their performance at Windham.

James Brookman and Austin Hogan, the overall winners at Windham, really did a wonderful job. We had best sign them up in the Mohawk-Hudson Region.

Well, so much for Knock Off. Remember the Region has a meeting on August 6th. Hope to see you all there.

John T.

July 1958

### S.C.C.A. Mohawk-Hudson Region

#### THE KNOCK OFF

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

#### Calendar of Events

- July 2 Monthly Meeting, Mohawk-Hudson Region SCCA, Beck's Tavern, Albany Shaker Road, West Albany, at 8:00 P.M.
- July 5 SCCA (National) Races, Lime Rock, Conn.
- July 5 Woodstock Motor Club, Annual Concours and Car Capers, Woodstock, N.Y.
- July 12 (Tentative) Drivers and Flag School, Watkins Glen, N.Y.
- July 17-19 Giants' Despair Hill Climb and Road Races, Allentown, Pa.
- July 17-19 BEMC Races, Harewood, Simcoe, Ont.
- July 20 Punkintown Fair Rallye, Empire Motor Sports Club, New Salem, N.Y.

July 19-20 SCCA (NE Reg) Races, Thompson.  
August 2 "Little LeMans" 12 hour Race,  
Lime Rock, Conn.  
August 3 Gymkhana, Empire Motor Sports Club,  
Empire Raceway, Menands.  
August 6 Monthly Meeting, Mohawk-Hudson  
Region, SCCA, Beck's Tavern,  
Albany Shaker Road, West Albany.  
Meeting starts at 8:00 P.M.

Re: Knock Off

As you well know, the last issue of K-O you received arrived late, but late. It's a wonder it came to be at all. Thanks to John Trach and Harry Roberts, our editors, we had something to edit. Orchids to Ken Gypson and Ernie Barvoets for setting up the ads. I helped confuse the issue.

If anyone would like a lesson or two in establishing a small Regional News Letter, call or write me - at you know where.

The articles on Windham are to be read, filed and brought forth again in time for the 1959 Windham Mt. Top Rallye, that is, if the new officers and the Windham C of C decide that such should take place.

Mac McC.

Re: Knock Off

By the looks of things, this issue of K-O is going to come out late again. We are very gradually getting the procedure of turning out the K-O down to something resembling a routine. At least we now know how to cut those newfangled stencils, etc. Also, our staff now includes Ken Gypson and Harry

Behind the scenes, John Trach and Bill Hoover, (with their assistants) worked on scoring the days run. Finally, all did what sane people did hours earlier, however, not until one Gogomobile was on a hotel porch!

Sunday mornings' run started in Hensonville, right on time...and with all the instruction sheets, too. Again, Al Fredette and his boys went into operation, keeping all informed as to what was going on. Early afternoon, all eyes awaited a glimpse of the first car to come in. Finally, it came into sight...the Blackburn's Jaguar. After their arrival, cars came in at a fairly even pace. Meanwhile, back in the scoring department, all effort was being expended toward the final scoring.

Competitors, relaxing after the run, pondered their place in the final standings. Then came the Victory Dinner (and the first rain of the afternoon). Excitement was in the air as the various winners were announced by R.E. Mac McClumpha, and the trophies appropriately given by Bill Hoover. Then came a very nice and very much appreciated gesture - Ed Dickopf passed out engraved trophies to all the Rallye personnel - on behalf of the Windham Chamber of Commerce.

This wound up a wonderful weekend, one that will never be forgotten. Yes, Windham does have that special "motor magic".

(Editors note: the writer of the above report requested that it be anonymous. However, I can attest that it certainly was a wonderful weekend - even as scorer - and I am certainly ready to do it again. The Region gained some valuable experience and I'll bet that we could put on a real gasser next time.

John T.

Mohawk-Hudson Region SCCA

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navigator. It sounded like the little car had just one sound - a screech.

After all the cars had left the officials relaxed a bit, this rest being particularly short for John Trach, who was responsible for the scoring. His hiding place was in the back of the firehouse. Shortly, reports started coming in from the checkpoints via Al Fredette and his radio men.

When the competitors came in at noon, Keith and Ruth Witter and Anne Gypson took care of the necessary details and the cars, after getting any necessary gas and oil, were impounded to await the start of the afternoon section of the Endurance Run. For the afternoon run, the cars were sent off in the order in which they came in from the morning run. The start went off smoothly this time, with the tensions of the competitors instead of the officials mounting....for a change. During the latter part of the afternoon, all the cars managed to find their way back to town to wind up the Endurance section. Saturday night capers were then the order of the day. Most of the officials and competitors socialized at the Osborne House. During the evening, there were drawings for prizes, and, according to the announcer, Al and Marie "Fredet...tee" were the lucky winner of a Polaroid camera.

There's no doubt that Jim and Mary O'Dea from Albany would be very strong contenders for some sort of trophy for "those who competed despite obstacles". Around the witching hour they had to take off for home and relieve their baby sitter...and then go through this procedure again in order to run the Regularity section on Sunday, all this on their first rallye! All around the town groups gathered far, far into the night, happy with the thought that Sunday's run would not start till 10 a.m.

Roberts. Mac McClumpha is also lending a helping hand. All we need now is someone who can type. Anyway, one of these days you may all be surprised.

John T.

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Windham

When most of us read, see films or discuss such events as the Alpine or Monte Carlo Rallye, we can't help but conjure up feelings that are sometimes pretty hard to put into words. These events seem to have that certain something that is best described as a "magic spell". Few of us are able to participate in these very distant events because of various reasons, not the least being geographical.

But if you want in on some of this same "motor magic", Windham is your dish - and it's right in your own back yard, too.

This year, the Windham Mountain Top Rallye was, as you know, directed by our Region. Bill Hoover and Bill Buchanan were handed the task of setting up the course and they came up with a honey (the course, that is). In the meantime, there were many get-togethers with Ed Dickopf and Herb Smith of the Windham Chamber of Commerce. Gradually, the details and plans of the fourth running of the Rallye were formulated and finalized.

Time marches on, as always, so Friday, June 6th eventually bowed in and the activities were on. Irma McClumpha, Ruth Witter and Anne Gypson took care of the registration details at the Windham Hotel. By early evening, Windham was a beehive of activity and that "motoring magic" was to be felt. Down the street, Bill Buchanan and John Trach were in the process of running the entrants through "Tech Inspection", ably

assisted by Elizabeth Dooley. Later in the evening, Ken Gypson relieved John Trach, who in turn started setting up the scoring system with Bill Hoover. Most of the entrants had little trouble with the tech. inspection. But there were a few surprised faces, like Ray Gau when he found all of a sudden that his horn and windshield wipers decided to be uncooperative. The little black VW of Bob Burrill and Bob Curtiss gave horn trouble, but eventually, with the help of Crandall's Service Station, everything was put in order. Meanwhile, back at the ranch (Windham Hotel, that is), various and sundry were whooping it up at the Cocktail Party, thanks to Bob Martin. R.E. Mac McClumph who had to please his employer until midnight, arrived on the scene and was greeted by some wee-hour stalwarts.

Though it was a short night for some, all appeared bright and early next morning. The officials were summoned (summoned - like in "police action") at the unthinkable hour of 5 a.m. As more civilized hours rolled around, the cars were lined up in the main street by starter Ken Gypson. Meanwhile, Al (where is Smedley) Fredette had set up his announcing platform. Al and his crew are to be congratulated on a terrific all-around job. Keith Witter rounded up his checkpoint personnel and hustled them off to their respective spots. This happy little "bird watching" group included Tom Cornelius and Carol Brueck, Eleanor and Bud Smithlen, Walt Weidman and Mildred Oliver, and Bob and Betty Phillips. Keith and Ruth handled the watches at the start-finish line.

Now comes the story of an incident that is sure to go down in history. It seems that Bill Hoover had to leave Windham early in the morning for a test at college. This necessitated that Bill Buchanan lead the drivers meeting.

said meeting was progressing nicely, when those at the starting line, getting set for the actual start, started asking for the Rallye route instruction sheets. Imagine the horror that engulfed the officials when they realized that the sheets were not to be found.

With a hopeful heart, Ken Gypson interrupted Bill Buchanan from the driver's meeting, to see if Bill could shed some light on the problem. Bill was so shook that he could give no answer at all. Slowly came the realization, of course, that the sheets were in Bill Hoover's MG. Frantically, phone calls were put in to Schenectady. Before these could be completed, however, Bill called.... realizing what had happened. Anne Gypson and Marie Fredette took off by car to meet him and bring the route sheets back to Windham. They met, but by then Bill figured to come back to Windham anyway. Meanwhile, during the great search for the route sheets, some twenty had been found that were just extras.

With these extras, Keith Witter gave the count down for the first car to start. With the hope that springs eternal in the human breast, each contestant pulled up to the line and was sent off, while the officials wondered "what the hell happens when the last extra sheet is gone". Anyway, car 20 received the last sheet and moved to the line for his count down. All the officials were wondering what the most painless means would be to do themselves in. But wonder of wonders....as car 20 pulled out, who should come whooping into town but....yes....Bill Hoover. Nobody knew whether to kiss him or kill him. So car 21, believe it or not, went right out on schedule.

One of the most interesting cars to face the starters flag was the little Gogomobile driven by Mark Froman with Rusty Peacock as