

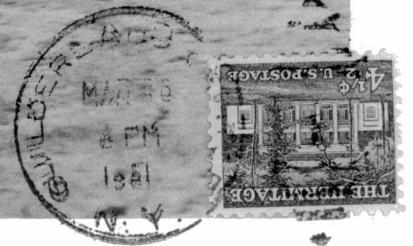
Mohawk-Hudson Region SCCA - Knock-Off

*March 61*



# MOHAWK - HUDSON REGION

107 RIVER STREET, CHATHAM, N. Y.



*Mr. F. E. Mc Clumpsha  
54 Adams Place  
Helmar, New York*

**THE**

# **KNOCK OFF**

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SALES

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PHONES: STATE 5-8531 — STATE 5-5525

March 1961

THE KNOCK OFF

March 1961

MOHAWK-HUDSON REGION

SPORTS CAR CLUB OF AMERICA, INC.

REGIONAL EXECUTIVE	Roland G. Heacox Berne, New York	East Berne 234J4
ASSISTANT REGIONAL EXECUTIVE	Eugene D. Birdsey One Terry Avenue Schenectady 3, New York	HLgin 5-1456
SECRETARY	Ann M. Lee 9 Greenock Road Elsmere, New York	HBmlock 9-2461
TREASURER	Gladys M. Gaul R.D., Altamont Road Voorheesville, New York	ROckwell 5-2180
ACTIVITIES DIRECTOR	William Ackner 1817 Central Avenue Schenectady, New York	UNion 9-7711
KNOCK OFF EDITOR	Arther H. Frederick RR#1, Box 14 Chatham Center, New York	Chatham 4-4288
ASSISTANT KNOCK OFF EDITOR	Midge Birdsey One Terry Avenue Schenectady 3, New York	HLgin 5-1456

\* \* \* \* \*

Regular meetings of the MOHAWK-HUDSON REGION are held on the first Wednesday of each month at the Circle Inn, south of the Route 7 intersection on U.S. Route 9, Latham, New York.

Information regarding the Region and its activities can be obtained from any of the above officers.

Please send all contributions to the Knock Off to the Editor at the above address. Advertising rates and schedules will be available upon request from the Editor. Deadline for all material is the 25th of the month preceding month of publication.

Membership to this Region is open. Application for membership may be obtained from any of the club officers. Dues are:

\$10.00 National  
3.50 Regional  
2.50 Subscription to Sports Car Magazine  
\$16.00 Total Membership Dues

Any officer or member will be glad to give you additional information or assist you in making out your application.

MESSAGE FROM THE R. B.

Roland G. Heacox

Have you invited a friend or acquaintance to our meetings and events? Each of us should search our minds and come up with a couple of names of persons who are not now familiar with what we have to offer. I would like to see a lot of new faces in our club. There are undoubtedly many, even hundreds, of folks right here in our neighborhoods who might like to join us. Let's get to them and offer them our club enjoyment. Just speak to a friend for me. Introduce them to me at our meetings so that we may all benefit.

The Annual Meeting and Show at New York City is now history. All of you who missed this golden opportunity have my sympathy. It was an experience to remember. I am looking forward with great anxiety to next year. The information to be gained at a gathering of this size is of great value, especially to one in my position. I was very gratified to be able to talk club business with the noted men from all over the country. All in all, it was a very worthwhile experience.

Our March meeting was in a manner a tribute to our competition drivers and their pit crews. These brave men put more in time, money and effort into their sport than most and consequently, they also reap more in their rewarding experiences. Three cheers for our licensed drivers. Let's hope that more supporting flag and communications people come forth this year.

See you all at the next meeting - and bring a friend.

Roly

\* \* \* \* \*

MHR - SCCA & LOCAL CLUB EVENTS

- March 19 SCCA TSD RALLYE. Pre-published course. Pre-registration and route available at USN Training Station, 780 Washington Ave., Albany. Rallyemasters - Al Jacobson and Ray Gaul. Entry fee \$2.00. Pewter bowls to be awarded. Grand Way Plaza, Central & Colvin Avenues, Albany. Registration - 12:00 noon. First car off - 1:00 p.m.
- March 26 AMEC Rallye - Charlton, N.Y. - 12:00 noon & 1:00 p.m.
- April 5 SCCA MEETING, Circle Inn, Latham - 8:00 p.m.
- April 8 EMSC Weekend Telegraph Rallye to Auto Show in N.Y.C. All details & 9 to be announced at a later date.
- April 16 LATE BULLETIN!!!! SCCA GYMKHANA - Art Frederick, Event Chairman!! Time and place to be announced soon!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!
- April 16 AMEC Rallye - place to be announced.
- April 23 JASCA Hare and Hound - Chet and Peggy Parker, Rallyemasters. Mayfair Shopping Center, Saratoga Rd. Entry fee \$2.00. Registration 12:00 noon. First car off 1:00 p.m.
- April 30 MGCC Gymkhana - time and place to be announced at later date.

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## PARTS -- SALES -- SERVICE



One of the largest displays of imported and domestic cars in the Northeast. Plenty of free parking.

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### *Naturally, Old Chap!*

. . . . And when I say naturally, I am, of course, referring to the authentic natural shoulder suits you'll find in Wultex's Gentlemen's Corner! Besides that, you'll like the absolutely correct custom-tailoring details — buttons are placed just so, tapered, plain front trousers, lapped seams, hooked vent and . . . Slip one on, man — you'll see why I run on so about Wultex's natural shoulder suits!

42.50 — 47.50

*Gentlemen's Corner*

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Troy, N. Y.

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DELIVERY FREE IN OUR SPORTS  
TRUCK**

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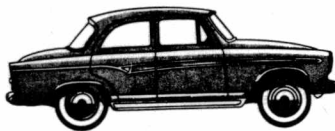
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**DODGE • DODGE DART • DODGE TRUCKS • SIMCA  
AUTO LEASE PLAN • DEPENDABLE USED CARS  
IMPORT CAR SALES — SERVICE**

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*Albany's Oldest and Largest Automobile Dealer*

**28 HOWARD STREET • ALBANY, N. Y.**

One block from State and Pearl — FREE INDOOR PARKING

POINT STANDING AS OF MARCH 1, 1961

TOP 10

Gladys Gaul	130
Ray Gaul	130
Bill Ackner	120
Gene Birdsey	110
Midge Birdsey	110
Jeanette Ackner	100
Bernie Burns	80
Connie LeVan	60
Betty Cleiss	60
Irma McClumpha	60
Mac McClumpha	60

POINTS ARE AWARDED AS FOLLOWS:

10 points	-	meeting
*90 "	-	setting up an event
30 "	-	working prior to and on event
20 "	-	working day of event
100 "	-	1st place event winner
80 "	-	2nd place event winner
60 "	-	3rd place event winner
40 "	-	4th place event winner
20 "	-	entering event

Should you arrive at a meeting late, it is your responsibility to make your presence known to the Secretary in order to receive points.

\* PLEASE NOTE CORRECTION. 90 points are awarded for setting up an event, not 80 points as printed last month.

\* \* \* \* \*

ATTENTION ALL COMPETITION DRIVERS - - To be awarded points for the Mohawk-Hudson Regional Competition Drivers Championship, the Assistant Regional Executive must be notified in writing of races entered and how you placed.

\* \* \* \* \*

REAR VIEW MIRROR GLIMPSES

by Heada Hop-up

Thank you very much, dear, dear Editor...I love you....couldn't resist your earnest plea...really, old Heada wasn't in retirement, t'was only a miserable clutch job that has kept me in the garage and away from my pen.....It is a red Jag for the Fertigs - from a mouse to a cat.... How about that???.....Sur'n now tis a bit of Erin we detect in Molly's wanting the waving of the green.....Betty among the missing at the meeting - we miss you.....Orchids to Bill and Jeanette Ackner for an excellent rallye - too bad attendance wasn't the same..... Needed: larger signs on the men's room to keep inadvertant trespassers from these hallowed grounds.....Congratulations to Ann and Phillip Lee for a terrific new guest list.....Greetings, Royanne, good to see you.....Welcome, Vince Perry.....Jay Delaney, new guest and enthusiastic member.....Peter Farrell, Mohawk-Hudson Champion, could this Alpine blow-up be spite from the Sprite????,.....Bob F., Past R.E., if all members gave the support upon retirement as you, it would be wonderful.....Gary and Sally, please don't leave, the Region needs your loyal support.....Arther Frederick, how do you rate such a charming assistant - old Heada needs the same (Ed. Note: must be that old magnetism(?)).....Dick Barton now too busy working to participate - all work and no play??.....Mac and Irma - question: How bad has Mac been bitten by the Sting Ray????.....Carl Metzger - on the grid..... Hank Van D. - oil salesman.....Bill Meyer - Hi! good to see you as always.....Mickey LeV.-wearing the brand of the Circle Bar.....Jerry Oathout - bridegroom, but present..... Phil Wheeler - new member.....Phil Raeder - missed much in the past but very much present now.....Al and Jane - where are you? don't let the Hideaway keep you away!!!!.....Peter Allen, ORCHIDS to you on your fine "Knock Off" article - VIVE LE SPORT!!!!.....Blue flag to Vince Tamburo cause here comes our boy, Bill Kane.....Please take all prospective members to your Assistant Leader, Gene Birdsey, membership chairman.....Won't somebody please buy the Stanguellini from Nemith - please????.....Mr. GT Saab, Dick Moody..... AMEC.....MUD.....MUD....MUD...MUD - best time for the practice lap was 12 hours and 17 minutes.....It was wonderful spending the weekend with Stirling, Pete, Betsy, Betty, Ted and Roly and ?,?,?,?,?,? ?,?,?,?,?,?,?,?,?,?,?,?,?,?,?,?,?,?,?,?,?,?,?,?,?,?,?,?,?,?,?,?,? Remember, Sports, it isn't what you drive, it is the way, that counts..

.....

Love,

Heada

EDITORS NOTE: Good to see you back, ma'am!!

\* \* \* \* \*

Phil Lee was heard to say after the last SCCA meeting - "Last night I slept like a log. I woke up in the fireplace."

\* \* \* \* \*



ACTIVITIES

Since Dick Barton has found it necessary to resign his post as Activities Chairman, due to business commitments, Bill Ackner has consented to serve in Dick's stead for the balance of the year. We hope that each and every one of you will give him your whole-hearted cooperation by working and/or participating in all Mohawk-Hudson events during the year.

Our next event, after the ill-fated Reliability Run in January, is a T-S-D Rallye scheduled for March 19th. Al Jacobson is the Rallyemaster and he has promised a challenging event. Let's all try to come along to this one.

Activities are the life-blood of a sports car club, as one can readily see. Events are staged so that the members can come out to enjoy themselves and to test their skill against other members, whether it be in a rallye, a gymkhana, or a race. Some people just rallye, some just gymkhana, some just race - and some just sit home doing nothing. Why? Two dollars won't break anyone, so it's not the entry fee. We don't require a pedigree to compete, so social rank is not a factor. And we don't ask that you have a degree in any of the aforementioned categories, so you can't use that excuse.

Are people afraid to compete? Perhaps some feel that because they have never been in a rallye or a gymkhana, they stand absolutely no chance at all of winning. In the majority of cases, of course, it is perfectly true that the rank novice has little chance to bring home the silver; but remember, those who are now winning weren't born that way! The only way to improve is to practice - let's face it! Not even heroes are born any more.

So, let's get off our respective duffs and do something!!!!!!!!!!!!

\* \* \* \* \*

Phyllis Franze tells this one on herself. It seems that the Healey was reluctant to start during the especially cold weather during January, so Phyl resorted to various remedies to get on the road. Successive failures of battery boosters, dry gas, and other elixirs created such a sense of frustration and anger in her, that she unwittingly forgot to stop her arm while slamming the door. RESULT: Phyl on the outside, hand on the inside, side curtain non-existent. Anybody got a sheet of acetate?

\* \* \* \* \*

MINUTES OF EXECUTIVE MEETING

Date: February 8, 1961

Place: Birdsey's

MEMBERS PRESENT:

Roly Heacox  
Midge and Gene Birdsey  
Gladys Gaul  
Art Frederick  
Jeanette and Bill Ackner  
Phil and Ann Lee

The matter of slow delivery of the Knock-Off was discussed. It was decided that the Assistant to the Knock-Off Editor will mail the next few issues from a small post office in an attempt to get more rapid deliveries.

The Secretary was directed to mail notices to all Competition Drivers to remind them to renew their licenses. The Secretary will also mail postal cards to all members and guests hereafter, to inform them of Club events and meetings.

The R.E. proposed that two publicity directors be appointed. This was unanimously adopted.

The R.E. announced the resignation of Ralph Barton as Activities Director. He has named William Ackner to fill this position. Mr. Ackner's position of Marshall at Flag School will be filled by appointment by the R.E.

The Executive Committee accepted a petition from six Club members to amend the Constitution. The petition as submitted was: "We the undersigned propose the following amendment to the Constitution of the Mohawk-Hudson Region, Sports Car Club of America:

ARTICLE 2, SECTION 1 - Insert between 'Regional Executive' and 'Assistant Regional Executive' the words 'two Directors at Large'.

ARTICLE 4, SECTION 7 - The Directors at Large shall have served as officers of the Region in an elective capacity. They shall serve in an advisory capacity to the other members of the Executive Committee.

Signed by: Arther H. Frederick, Phillip B. Lee, Midge Ferguson Birdsey, Gladys M. Gaul, Ann M. Lee and Eugene D. Birdsey.

The Secretary was directed to mail all proposed amendments to the membership in accordance with the Constitution.

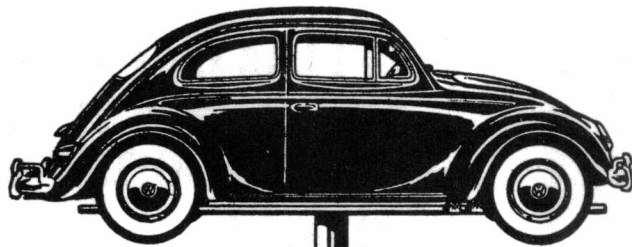
The Knock-Off Editor proposed classified advertisements in the Knock-Off by non-members. This proposal was unanimously accepted by the Executive Committee.

Meeting adjourned.

Next meeting scheduled for March 8, 1961.

Respectfully submitted,

Ann M. Lee



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SERVICE MAKES  
MORE SENSE, TOO!**

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You get two free inspections—by expert VW mechanics whose skills are honed by annual post-graduate factory-supervised seminars.

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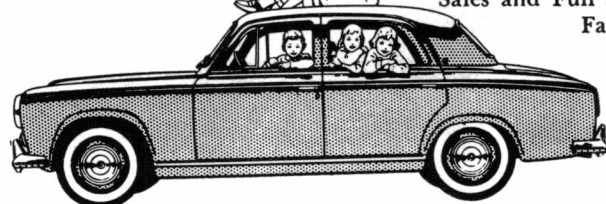


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5-6 passengers!  
30 miles per gal.!

Only \$2295 p.o.e.

Price includes ALL this:  
sliding sun-roof, heater-defroster, whitewall or Michelin "X" tires, economy 4th gear, windshield washers, dashboard clock, reclining "sleep-on" seats.  
Sales and Full Service Facilities.



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\$1395. and up

Rear-engine, 4-door, 5-passenger  
Sedan—new glamour-styling in the low-priced field!

See, drive, discover the Renaults for yourself!

# KAYE CHRYSLER

949 Central Ave., Albany

exclusive dealer for Albany County

INEC MEETING

AIRWAYS MOTEL, SYRACUSE, NEW YORK

February 18, 1961

J. Duvall, Chairman	Central N.Y. Region
J. Cerino, Vice Chairman	Southern N.Y. Region
Mr. Gay, Sec'y., Treasurer-absent	Finger Lakes Region
	Glen Region
J. Cerino acted as Sec'y.-Treasurer	Western N.Y. Region
	Mohawk-Hudson Region

Minutes of last meeting were read and accepted.

Treasurer reported \$385.31 in INEC treasury.

H. Ten Byck, our new Area 11 Governor, reported on the National Meeting of the Board of Governors in New York City. He expressed the opinion that there was a lack of interest by club members in the "club" affairs. Much discussion on Amateur vs. Professional. We, of INEC, then discussed the same issue. Many opinions in our group. Finally a resolution was passed which placed INEC on record as being in favor of S.C.C.A. standards, controls and procedures being used in all sports car road racing in the U.S.A. Also that S.C.C.A racing licenses stand supreme and that cooperation with other racing organizations be expedited. It was proposed that a race driver could receive gas, oil, tires, etc., and still keep his amateur standing.

Finger Lakes Region Representatives told of coming Historic N.Y. Rallye, June 17, 18, 1961. Would like teams from INEC Regions.

Western New York Representative said Lake Erie Invitational Race would not be held at Dunkirk, New York, but a race would be held, location to be announced. Date to be June 3 and 4, 1961.

Discussion of present S.C.C.A. race classifications. Some opposition expressed, plus a wish to return to 1960 groupings.

Drivers School INEC, Watkins Glen - July 8, 9, 1961. Bill Moran and Mr. Ripley, plus many others to serve. Desire expressed to have information on school to be inserted in all INEC Region publications, National Magazine, etc. RCA wants personnel from member regions to serve at the school as has been done in the past.

New Region in N.Y. State. A group of men from the Mohawk Valley Sports Car Club are interested in forming a region in the Rome-Utica area. Much discussion on this subject.

Next meeting: AIRWAYS MOTEL  
Saturday, March 18, 1961  
2:00 p.m.

MINUTES OF MARCH MEETING

The regular meeting of the Mohawk-Hudson Region was held on March 1, 1961 at the Circle Inn at 8:40 P.M.

The minutes of the previous meeting were read and accepted.

The Treasurer's report was read and accepted.

The Activities Director reported on coming events and trophies were presented to the winners of the Regularity Run as follows:

1st place driver	Ray Gaul
1st place navigator	Gladys Gaul
2nd place driver	Midge Birdsey
2nd place navigator	Gene Birdsey
3rd place driver	Bernie Burns
3rd place navigator	Madeline Burns

The Contest Board Representative reported that competition drivers were going to be racing without the green flags previously displayed throughout races for a trial period of one year. He outlined interpretations of the Board of Governors at the Annual Meeting concerning the acceptance of money beyond expenses by SCCA entrants in professional events. He requested the membership to make its feelings on the subject known to the INEC Representative in order that the region's viewpoint may be recognized by the Board of Governors. He also informed the membership of plans to have the SCCA represented on the FIA by a committee composed of representatives of NASCAR, USAC and SCCA.

The INEC Representative reported on the most recent meeting. He stated that the newly-elected Area Governor, Hendrix TenEyck, was present. The Historic New York Rallye will be conducted by the Finger Lakes Region on June 17 - 18.

The Assistant Regional Executive reported on the progress of the membership drive and made new recruitment posters available. He reported 85 paid-up members as of this meeting.

The Regional Executive announced that he had applied for Regional press passes for Phil Fisher and Phil Lee.

The result of balloting on proposed Constitutional changes was as follows:

ARTICLE V, Section 1 (geographic description of membership area)		
FOR - 42	AGAINST - 0	CARRIED
ARTICLE V, Section 6 (adding minor children to family membership)		
FOR - 40	AGAINST - 2	CARRIED
ARTICLE II, Section 1)		
ARTICLE IV, Section 7)	(adding 2 Directors at Large to the Executive Committee and defining their duties)	
FOR - 32	AGAINST-10	CARRIED

The Regional Executive announced the appointment of Bill Ackner and Mickey LeVan as publicity co-chairmen.

(continued on next page)

MINUTES OF MARCH MEETING (Continued)

The Regional Executive appointed Al Jacobson to work with Irma McClumpha as Marshalls at Flag and Communication Schools.

Bruce Cargill proposed that the Region purchase a new 52" x 70" lenticular projection screen. The motion was carried, 26 to 0. George Fuller will arrange for the purchase.

As a result of the Contest Board Representative's report, Bruce Cargill proposed the following:

"Be it resolved that the MHR approve of and express it's desire to cooperate fully with the three party committee to represent the U.S. in F.I.A."

The motion was carried 27 - 0 and the INEC Representative was instructed to convey the resolution to the Area Governor.

Rallyemaster, Al Jacobson, asked for volunteers to work on "Le Grande Rallye" scheduled for March 19, 1961.

The R.E. announced that following adjournment, films of local drivers at Lime Rock, Thompson and Daytona would be shown and would be followed by a panel discussion on competition driving. Meeting adjourned.

Respectfully submitted,  
Ann Lee, Secretary

\* \* \* \* \*

LET'S RALLYE ONCE AGAIN!!

Eugene D. Birdsey

Rich man, poor man, etc., etc., etc., - rallyes should be for you!

A rallye should be a sporting event that demands precision timing, alertness, ingenuity, decisive action and team work. So, please, Mr. Rallyemaster, Sir! - roulette on the Riviera, yes! but don't make this sport a game of chance. We are not all Einstein's or even math majors and complicated calculators cost dough - so, please, Sir! give me a course where alertness will give me an equal chance with that college professor in the Austin Healey and my ingenuity can make me a contender against the man in the Porsche with CHU and that calculator that's going like crazy. Make it a T. S. D., but with ingenuity. Don't bore my driver either, Mr. R. - she's part of this team and you've got to keep us coming back for more.

Rallyes have got to be fun also, Sir! This sounds like a lot to ask? Oh no! Remember, Sir? this is the way they used to be. These are the kind of events that formed clubs and regions and gave them the hard core of enthusiasts that have been workers and competitors in all phases of sports car activities. So, please, Sir, let's bring back this inspiring training ground for new enthusiasts.

Let's Rallye Once Again, Please!!!

Ed. Note: Good - Let's convince the Rallyemasters!!

COMPETITION CAR SHOW

New York Region's Competition Car Show, held in conjunction with the S.C.C.A Annual Meeting, was something new in the field of automobile shows, at least in this country. Here was no conglomeration of chromed-up new Detroit Iron, here was no run-down of the latest in gas-saving imports, here was no rehash of last year's line of the same old thing. No, this was something the likes of which we should see more often.

This was a show devoted almost exclusively to racing cars. There were some few exceptions, but most of them could also be classified as competition cars in one way or another. The "Bug" go-kart on exhibit was a racing vehicle, of course. And some of the others such as the Corvette, the numerous Ferrari coupes, the Aston Martin Superleggera Coupe, and the AC Bristol are also suitable for speed contests. Triumph even snuck in a Herald under the guise of competition in the Alpine or Monte Carlo Rally; after all, it was especially fitted for such use. The one thing that we could not fathom, however, was the classification of the boat under the Luigi Chinetti sign. Somehow, this vessel seemed neither suited for competition nor allowable in any category of racing vehicle. But of such things is life made.

A glare of red was the first impression that one received upon entering the exhibition area. Lotus cars of America occupied the central portion of the first exhibit area with its display of an Elite, a Formula Junior machine and two Americas. Of the latter, one was assembled, and one was in kit form. The kit was to be presented to one lucky person whose name was to be pulled out of a hub cap or something. We hope that Gene Birdsey won it, because he has been trying to buy one for quite a while now - it seems that the two Americas in that one booth constituted the entire population of these machines in this country.

Across from all the red Loti were Ferraris. Surprisingly enough, they were not all red. The one exception was the new 2/4 seater on display - it was black (perhaps in commemoration of the Commendatore's compromise of his ideals for the sake of merely producing a more saleable automobile). The Berlinetta and the sports-racer completed Signor Chinetti's display.

General Motors took up the rest of the floor in this area. The McClumpha Sting Ray was prominently displayed a gleam in silver along with a cutaway Corvette engine, a Corvette in the flash (with a lovely model in attendance), and a Corvette hood set up as a ramp for all to walk across. The initial impression gained from the Sting Ray was that its size is not accurately conveyed by the pictures one sees in the sports car magazines. When seen in a picture during a race, this car looks quite large - in actuality, though, it's huge.



COMPETITION CAR SHOW (Con't.)

Between the primary area and the main exhibition hall, we pass through a no-man's land of radio broadcasts, Mobilgas Economy Runs, photographic exhibits, souvenir vendors, and Pirelli demonstrations. But a short walk up a convenient ramp brings us to the meat of the thing.

The doorman presents the face of an Aston-Martin DB something or other with an Italian Superleggera body shielding a blown Corvair exhibited by McCulloch. Ranging counter-clockwise around the walls of the room we find an AC Bristol, some sedans that didn't make too much of an impression because we can't remember what they were - Bob Holbert's Porsche RS-61, Birdcage and 3500S Maseratis, a Sunbeam Alpine set up for competition, a 300 SL roadster, and an Elva Mk IV (I think). Also distributed around the space one could find a D-type Jaguar, a Rodriguez Ferrari, a Sunbeam Rapier, and another Alpine in touring trim, and the center of attraction: a real live, honest-to-goodness Mercedes 300SLR (note the R). We're not exactly sure how the New Yorkers managed to get ahold of this beauty, but more power to them for their success. Since this car was of somewhat more than moderate value, it was accorded its own pedestal and a velvet rope to keep us snooty people away. Naturally, many would have loved to get a nose in the engine compartment. As it was, though, the only person allowed near it was the inevitable model that one always find at M-B exhibits.

Racing films were run six hours each day, but they turned out to be so popular that it was necessary to arrive about 30 minutes before the start of a performance to even get inside the room. Consequently, most were drawn through the lounge to the gallery of great cars, or some such appropriate name. Here were to be found a Jaguar XKSS, the Meyer Special, a beautifully restored Bugatti, a 1921 Sunbeam sports-racer, and numerous other exotic machines.

Altogether, this show was one to thrill the imagination of the Aficionado, especially the frustrated competition drivers who are always in such abundance in our club. We had but one complaint - - it should have been four times as big.

\* \* \* \* \*

THE GOSSIP DISPENSER

One of our prominent members uses a certain brand of oil, it would seem. His face has been seen in just about every Quaker State Oil ad in just about every automotive magazine within the past month, so if you haven't seen him, you should look him up and refresh your powers of observation. We're referring to Hank Van Deusen, of course. He's to be found mixed with Indy cars, hot rods, and a Tempest trans-axle. The object of our focus is to be found in his BMC Junior waving a Quaker State life preserver and wearing a big grin. Wonder how this affects his amateur standing? Once this question is answered, we will have but one more query - are you expecting a FLOOD, Henry?????

SPORTSCAREZE IN ONE EASY LESSON

(Reprinted from "Regional Review", New York Region, S.C.C.A., June 1960)

"As soon as anyone purchases a sports car for any purpose more than watching the effect such an acquisition may have on "The Joneses", he finds that in order to be able to communicate with other advocates of THE sport, he must learn an entirely new language. Following are some translations that will help any sports car owner to master Sportscareze.

- Rack & Pinion - What one does to roast a duck.
- A souped up car - One with competition noodles.
- Racing Lights - Bound to get you in trouble if you keep it up.
- Dual Carburetors - The sporting way to settle an argument.
- Air Cleaner - Out in the country.
- Crank Shaft - What one does after leaving the lights on overnight.
- Push Rods - Hot rods that don't work.
- Bell Housing - The Telephone Building.
- Fan Belt - Japan and China
- Four Wheel Drift - A snow bank that you really can get stuck in.
- Torque - Conversation.
- Maserati - The head of an old plantation.
- Brake Drum - How to quiet a child.
- Fuel Injection - Intravenous feeding.
- Cam Followers - Obviously some kind of fan club.
- Stirling Moss - Silver plated fungi.
- Gymkhana - Someone who is trying to sell Jim the Brooklyn Bridge.
- Auto-cross - An intersection.
- DeDion Rear End - An untrained child.
- Alfa Romeo - A lover of the first degree.
- Universal Joint - A bar frequented by just about everybody.

"It is suggested that the above be studied carefully. Even if one cannot drive very well, all is forgiven if one can at least TALK as if they could drive. Class Dismissed."

\*\*\*\*\*

This year's INBC Driver, Flag, and Communications School is tentatively scheduled for July 8 and 9. Those who want to really learn something in one of these three fields should seriously consider attending this school. Keep the date open!!!!

\*\*\*\*\*

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PLAGIARISM

We'll admit it. Due to lack of news, etc., we have had to resort to this practice to fill up the available space. We didn't have enough imagination left to create even a silly story such as we published last month. So.....

From the Detroit Free Press:

"What a certain woman I know calls "an emotional hedge against the male menopause" arrived at my door the other morning. It was a dashing little black sports car with red leather seats."

"This is my first venture into the 'personal car' field and I like it. What happened was that the sturdy station wagon I got last year was transformed into a school bus (or so it seemed, whenever I wanted it), and papa was just a pedestrian paying for the car insurance."

"The car was a terrible shock to drive at first. It seemed uncomfortable. It was noisy. And it required work and constant attention."

"But, like learning anything, learning to drive a sports car is enormously stimulating and satisfying after the break-in period."

"Breaking yourself in, that is, not the car. I now feel much safer (as well as sportier) in my little bug than I ever did in the Avoirdupois Eight!!"

"For one thing, I didn't realize how much my old car was driving me. I would sit back and glide through traffic, sometimes with my mind a thousand miles away. This is impossible in a sports car; you are with it, on top of it, controlling it and aware of it, every second."

"This seems like hard work at first, but it is rewarding fun. Tooting down to the button factory every morning becomes an exciting game rather than a tedious waste of time."

"The car responds ecstatically to my touch, and more important, won't do anything I don't want it to do."

"The wagon, of course, has its own uses, especially for hauling seven children. But I am a dozen times more alert driving the Black Beast and besides I feel like Tom Mix wheeling Tony down the canyon. Who can imagine a pinto with power steering?"

Sydney J. Harris

This article does our editorial heart good in more ways than one. Not only does it take up some otherwise empty space, but it does show that there are many otherwise respectable people who have been switched to sports cars and will speak up for the movement (we say "otherwise respectable" because we're generally considered an oddball fringe element).

And to find it in a Detroit paper.....

TO THOSE WHO RACE--FROM THOSE WHO CARE

by.. James F. Benedict, M.D.  
Western New York Region

When you drive a car at speed you do so at a calculated risk. This is so whether you race against time or people. This risk can be lessened by observing certain rules that are good for the Sunday driver but even more essential for the racing driver at the track or hill climb.

Let EMPTY be the by-word: your mouth of gum, cigars, cigarettes, and loose dentures; your stomach of food (for at least four hours) and fluid (for at least two hours); your water-works. It is clear to you why you have a roll-bar and a seat belt, so let it also be clear to you why these rules are important to you too. Any foreign material in your mouth at the time of an accident will probably not stay in your mouth. If it is aspirated (breathed in) and goes into your windpipe, it will cause you great discomfort, cut down on your oxygen supply at a time when you may need all the oxygen you can get, and prevents or delays other treatment until it can be removed -- in surgery. Almost the same is true of a full stomach. Any of you who have ever had an anesthetic, for any reason, know that before it all food and fluid was withheld for many hours. This is because there is real danger of your vomiting while still under the anesthetic and again aspirating this vomitus. Your urinary bladder, if full, can be more easily injured than if it were empty. Even your seat belt can do it with sudden deceleration as in a collision with another object.

Get your sleep as soberly as you can the night before practice and before the race. Save your thirst for the after-glow party. If you are fuzzy at the starting line you will be even fuzzier at speed. Have your name scratched from the starting line-up if you find yourself in this condition. Your action will be understood and **respected**.

If you have an accident (and we hope you do not), no matter how slight, please be wise enough to allow yourself to be examined. Stay with, not necessarily in, your car. We can find you much faster than you can find us when you need help. Let those who are trained think for you at this time. If we take you directly to a hospital it does not mean necessarily that you are in desperate condition. There are few injuries or conditions which we would care to treat at a dirty race track. Better that you should be treated under clean conditions.

If you are facing responsibility squarely you will have had your tetanus toxoid before each racing season. This will bother you little if done yearly. If we have to start from scratch (no pun meant) after you have dragged your backside through somebody's pasture, the necessary series of anti-tetanus injections will probably make you uncomfortable and may in themselves make you quite ill.

Know that if any adverse thing should happen to you that you become, not the guy that goofed, but to us the most important person on the track.

We are ready to help you with little things, too. If you pinch your finger, walk over and see us (we're loaded with band-aids). If the weeds are doing things to your nose and eyes, we will try to help so that you can see better to drive.

TO THOSE WHO RACE--(Continued)

In this day of so many new and wonderful drugs, some of us have become allergic to them. Report any sensitivities that you may have to the medical secretary. This is especially true of penicillin, morphine and serums.

Wear all the clothes you can get on and still move. Be like the Arab who is exposed to high temperatures -- burning gasoline is hotter! Light weight leather boots (without buckles or straps) and with the laces cut off after they have been tied in a square knot. Heavy socks and an extra pair of shorts (yes, two pair at once), may save you weeks of recovery time in case of fire. Remember that gloves can save you injury to your hands. Fireproof all clothing and not just your coveralls. Wear long sleeved shirts with the sleeves rolled down.

Amateur racing is for fun -- if you take it seriously. Help us to help you. Drive at speed, if you will and must, assuming but lessening your risks. Good racing, and wave to us as you pass by on your Victory Lap.

\* \* \* \* \*

Father to son who is swinging on a tire attached from a tree limb by a rope:

"I won't punish you. Just tell me how you got it off the car?"

\* \* \* \* \*

BULLETIN!!! BULLETIN!!! BULLETIN!!! BULLETIN!!! BULLETIN!!!

ATTENTION ALL RACE ENTHUSIASTS! On April 5, 1961 at the Mohawk-Hudson Region's monthly meeting, there will be a match race on the SCALEXTRIC Grand Prix Course between Stirling Phil Lee and Juan Arther Frederick. Don't miss this opportunity to see these champions in action! All spectators will also have the opportunity to try their skill in maneuvering these miniature Grand Prix Cars around the course!!!!

\* \* \* \* \*

I work in an architectural office where I seem to be the only sports car fan and sometimes find it rather trying to even being to indoctrinate my fellow employees with at least a mild amount of interest in the "other world" of sports cars. I was thoroughly discouraged with my preaching attempts the other day when one of the men said: "I see where a girl came in second at Palm Springs." Yes - - - you guessed it - - - he was referring to Carroll Shelby.

\* \* \* \* \*

CIRCLE INN

APRIL 5, 1961

MOHAWK HUDSON MEETING

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See Sherwood Smith at KINGSBORO MOTOR SALES, 108-118 S. Comrie Ave., Johnstown for a good selection of new and used cars. Sherwood stocks the largest supply of foreign car parts in this area. Drop around!

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AMCO ACCESSORIES - new - removable luggage rack, \$15.00- TR3 wind wings, \$12.00- 190 SL badge bar, \$6.00-Bell 500TX Helmet, size 7 $\frac{1}{4}$ , slightly used, \$25.00- MG-TD fuel pump, make me an offer. Call Gene Birdsey, EL 5-1456



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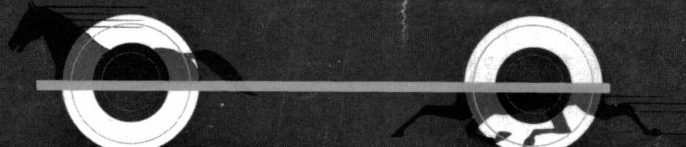
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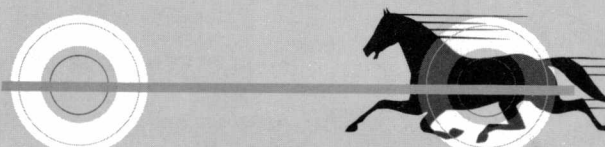
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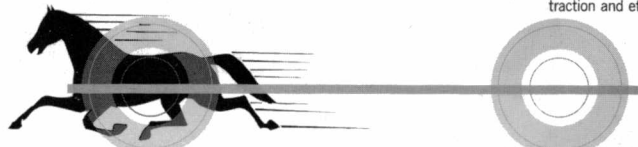
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