

Mohawk-Hudson Region SCCA - Knock-Off

*May 61*



# MOHAWK - HUDSON REGION

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May 1961

May 1961

THE KNOCK OFF  
MOHAWK HUDSON REGION  
SPORTS CAR CLUB OF AMERICA, INC.

Roland Heacox, Regional Executive  
Berne, New York

East Berne 234J4

Ann M. Lee, Secretary  
9 Greenock Road  
Elsmere, New York

HEmlock 9-2461

Robert Fertig, Director  
1174 Highland Park Road  
Schenectady, New York

EXpress 3-0577

Arther H. Frederick, Knock Off Editor  
R.R. #1, Box 14  
Chatham Center, New York

Chatham 4-4288

Eugene D. Birdsey, Asst. Reg. Exec.  
One Terry Avenue  
Schenectady 3, New York

ELgin 5-1456

Gladys M. Gaul, Treasurer  
R. D., Altamont Road  
Voorheesville, New York

ROckwell 5-2180

Francis McClumpha, Director  
54 Adams Place  
Delmar, New York

HEmlock 9-9656

Midge Birdsey, Asst. Knock Off Editor  
One Terry Avenue  
Schenectady 3, New York

ELgin 5-1456

William Ackner, Activities Director  
1817 Central Avenue  
Albany, New York  
UNion 9-7711

\* \* \* \* \*

Regular meetings of the MOHAWK-HUDSON REGION are held on the 1st Wednesday of each month at the Circle Inn, south of Route 7 intersection on U.S.Route 9, Latham, N.Y. Information regarding the Region and its activities can be obtained from any of the above officers.

Please send all contributions to the Knock Off 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 the month of publication.

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

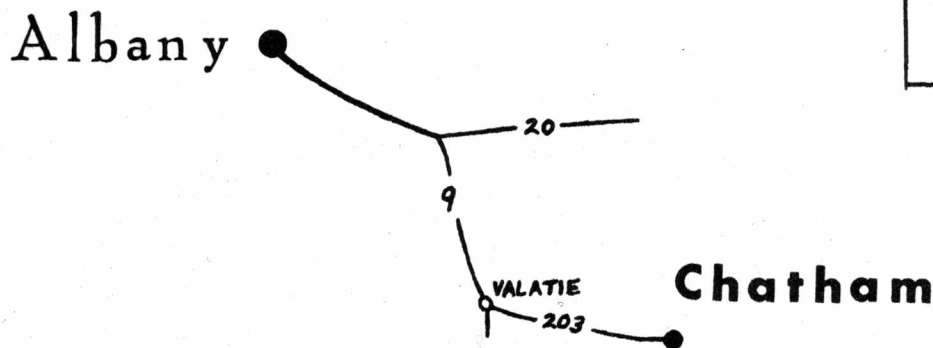
\$10.00 National  
3.50 Regional  
2.50 Subscription to Sports Car Magazine  
\$16.00 Total Membership Dues

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

The picture on the cover is of Bill Kane taken at Daytona. Bill was Class G winner. Also, don't miss Bill's terrific article in this month's Knock Off issue on the VIR Races. Bill was again Class G winner.

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MESSAGE FROM THE R. E.

Roland G. Heacox

Good news to many in our Region! New policy instituted by Westport: students at any local schools, and military personnel, may now join the Mohawk-Hudson Region regardless of where their permanent home may be located. I sincerely hope that you fellow members who may know of anyone to whom the above applies will make a sincere effort to give that individual an opportunity to join us.

As you all know, June 2, 3, 4 is our big weekend. A really, really fine rally at Lake George's Top O' the World Resort Motel. I would feel very gratified to see a couple three car teams entered from the Region on this weekend rally.

This rally, the "SIXTH ANNUAL MOUNTAIN TOP RALLY", promises to have a good time and plenty of pewter ware for all involved. You'll be missing a wonderful fun weekend if you don't attend.

To those of us who are working on this event, please accept my personal "thank you", and the gratitude of the Region.

We expect entries from all over the East, and as host Region, I hope each of us will leave our visitors with a warm, friendly feeling for our group.

Are we really Gymkhana minded? From the turnout at our last one in the rain at Delaware Plaza, it looks good. We have an opportunity for a couple more this summer and if you as individuals have any feelings on this matter, I would like to have you transmit this to your Board of Directors.

See you all at Lake George, and at the next meeting; Happy Rallying.

Rely

\*\*\*\*\*  
SPARE PARTS

Contrary to rumors to the contrary (there, English teachers, tear that phrase apart), we still exist, live as ever.

If you read the minutes of the Executive Board meeting in May, you'll have already noticed that the Sixth Annual Mountain Top Rallye has been postponed. We have not cancelled this event, but the date for its accomplishment is indefinite. With something less than one month to go before the rallye was scheduled to take place, we found that there were exactly two entries in our hands. Since the vast majority of entries will always arrive during the first two weeks after publication of the entry blanks, it was deemed wiser to forego the rallye for the time being. Discretion is the better part of valor. . .

How about all the people who have professed to ordering Jaguar XKE's? Bob Fertig said that he has found at least 15 different aficionados who each have one on order. This is a pretty safe assertion for the time being because an XKE probably won't see these shores for a good long time. Meanwhile, what a talking point! It's Bob's opinion that this same state of affairs brought about the eventual demise of the XKSS. After numbers of these hairy ones were beginning to float across the pond, lots of talkers were faced with the eventual dilemma; either buy one or acknowledge the fibs. Et voila! A convenient fire that razed the XKSS shop and effectively halted production of the model. Clever people, these Yanquis.

Who is now known as "The Great Mediator"?

Gymkhana coming up, possibly in August. Watch for it cause it'll be a rip-roaring one. Year's final event will be in November.

BOARD OF DIRECTORS MEETING

April 12, 1961

At the Birdsey's

MEMBERS PRESENT: Roly Heacox, Midge Birdsey, Bob Fertig, Bill Acker,  
Ray and Gladys Gaul, Irma and Mac McClumpha, Ann and Phil Lee.

Meeting opened at 8:20 P.M. with a discussion about the Lake George Rallye to be held the weekend of June 2, 3, and 4. The Rallyemasters are Peter Allen and Bob Fertig. It was understood that flyers will be printed and mailed out by our Publicity Co-Chairmen. It was also noted that a National Observer would be present at the Rallye.

A motion was made by Bob Fertig that the Region purchase a calculator from Wards costing \$108.88. The vote went 4-2 against.

Reports on the Knock-Off were as follows: A newsprinter was accepted. Mr. Armondo Benny of 111 Vley Road, Scotia, N.Y. (Phone FR 4-1056) who has agreed to print the K.O. for \$25.80 per issue - - not including postage.

It was decided that the possibility of using a mailing permit be explored. The Regional Executive will investigate this matter.

It was agreed that in the future entry lists and finishing positions for all rallies and gymkhanas will be published in the K.O. and in addition, the K.O. will carry accounts of participation in speed events by Regional drivers.

The Regional Executive proposed that the Board of Directors appoint Ray Gaul Assistant Contest Board Representative. This was unanimously agreed upon.

It was unanimously agreed that the INEC Representative would receive \$10.00 for expenses for each INEC meeting he attends.

Ray Gaul has donated an addressograph for the Region's use.

Next meeting to be held on May 10th at McClumpha's.

Respectfully submitted,

Ann Lee, Secretary

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SPECIAL BOARD OF DIRECTORS MEETING

April 16, 1961

At Elsmirian Restaurant after Gymkhana

MEMBERS PRESENT: Roly Heacox, Mac and Irma McClumpha, Bill and Jeanette Ackner,  
Gene and Midge Birdsey, Phil and Ann Lee.

The Regional Executive reported that the use of a Postage Permit was not practical because it was limited to at least 200 pieces of mail of a similar type. It was decided that the Knock Off be mailed to all contestants of each event. Gymkhana and Rallye masters will forward compiled results of their event to the Knock Off Editor.

The Lake George Rallye was discussed and the following was brought up:

- (a) A National Observer, whose expenses would be borne by the Region, was considered and it was unanimously decided not to issue such an invitation this year.

(SPECIAL BOARD OF DIRECTORS MEETING) Continued

- (b) 26 trophies will be required for this rallye and sponsors must be obtained. The cost of a pair of trophies is \$10.00, \$15.00 or \$20.00. The sponsor's name will appear on the trophy and be mentioned in ads and the Knock Off.
- (c) Committee will get together and bring all the mailing lists up to date.
- (d) Members of the Committee will contact potential sponsors.

The group considered the possibility of changing the Board of Directors Meeting to a different night.

Another special meeting is scheduled for Tuesday, April 18th at the Lee's at 8:00 p.m.

Respectfully submitted,

Ann Lee, Secretary

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SPECIAL BOARD OF DIRECTORS MEETING  
 April 18, 1961  
 At the Lee's

MEMBERS PRESENT: Roly Heacox, Bill Ackner, Midge and Gene Birdsey, Bob Fertig, Ann Lee.

The Board discussed the Club's financial status and agree that it would be well advised to defer purchase of the projection screen if it has not already been ordered.

The Board decided to request Phil Lee to be Gymkhana Master with Art Frederick as his Assistant for an event on July 16th at the Latham Shopping Center.

Several problems concerning the publication of the Knock Off were discussed. It was decided that a special meeting would be held to arrange for the necessary assistance in preparing it for issue. Also, the possibility of mimeographing all but the advertisement sheets was discussed and will be considered at the special meeting.

The Board of Directors discussed and decided upon a number of details for the June Rallye. Trophies were decided upon as well as methods of radio control, check point procedures, etc.

Meeting adjourned.

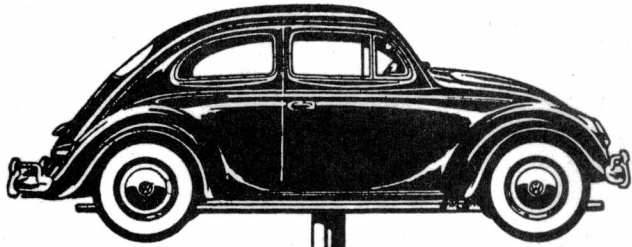
Respectfully submitted,

Ann Lee, Secretary

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PRESIDENT'S CUP RACES - VIRGINIA INTERNATIONAL RACES  
30 APRIL 1961

Bill Kane

As usual, the entry blank for VIR was mailed in just under the due time, and as usual I wasn't on time in Jersey, to pick up the crew and the Giulie (Alfa Giulietta). To make matters short, Jim Provone, Ronnie Provone, and I, Bill Provone (all of Joe Provone's boys) glided out of Paterson in the Green Blister Chev (you know the one that is always around town and is suffering from a mild case of Cancer), with Giulie in tow. Twelve rain soaked hours later at 5:00 a.m., we arrived in the booming town of Danville, Virginia, and we brought the Sun with us.

Since Registration opens at 8:00 a.m., we all copped a few Z's, only to be awakened by the usual happy mind-in-the-cloud, pre-race boomers, you know the ones who always just have to run up the scales to 5 or 6 G's every second. Now after a few kind words of wisdom to the boomer's, semi-horizontal positions were resumed and peace and quiet returned to the Danville airport. (Registration and Tech Inspection is held at the Airport, with the actual course being ten to eleven miles away). Again, a usual thing that happens at races, people, and I call them people, will line up for Registration long before the Door opens. Now as this was the case at Marlboro, a fortnight ago, we strolled up to the very very back of the line. Under the watchful supervision of Jim Provone (O'Brien for real), we awaited the arrival of the Registration Crew (who can be spotted by the DC Plates and lavender car badges). As the cars came to a halt and the lovely ladies debarked, our plan of action was put into effect. Ronnie, being a natural gentlemen, grabbed the HEAVY Registration box with all the forms, etc., and carried it into the Registration Room. Thus, with Ronnie at the front of the line (approximately 35 people) we waited. Right results followed, "Mr. Bill Kane, Car No. 290", and so we registered with "No Sweat", First.

After the normal technical inspection, we called for a meeting of the minds. We decided to hitch the Giulie back up and thus made for the scene of Action VIR. NOW if you ever decide to race at VIR, or even go for a look see, please bring a respirator with you. In order to reach VIR, one has to cut through a small patch of North Carolina and back into Virginia. Cutting through Carolina isn't bad, but getting back into Virginia is Misty (He-He) (Mist being in the form of Red Dust from the dirt roads leading into the VIR Valley.)

Since this trip was to be Robert Hall, immediately upon arriving at VIR, we pitched the ten passenger tent and proceeded to prepare Giulie for the big ride. By now, the Sun was almost hidden and winds were very high. So we wheeled out for the first practice session. Not to knock the famous Race Course we have here in New York State, but after the first tour of VIR I knew Dis Was De Place. Leaving the starting line on flat country, you hit the floorboards through the gear up to third for about a quarter of a mile on straight road, with a half moon sweeper in the middle, to the first corner, which is a short 180, then back on it for another 200 feet through a left hand sweeper, a brief 25 feet to straighten yourself around, then stab the brakes and make an acute left. With just enough time to cock your wheels the other way, your right on a sharp right, which tightens up. Coming out of it, you're back on the juice, making a slight left and then a right. Still on flat ground you proceed under the walkover bridge and flat out in 4th at 7 G's, you sweep uphill left and at the peak (this is a small hill) balloon and right on it again, just enough to let your wheels get back on the ground, then down right and immediately up left (still flat out), pop into third just before the top of the hill, cock the wheels and zoom downhill for about 50 feet and uphill for another 50 feet into the

## VIR RACBS by Bill Kane (Continued)

right hairpin, which is extended in the middle for about 30 feet. Coming out of the hairpin, you reach up and returning your stomach back to its normal position, you are booming down the back straight. The straight runs gradually downhill for about a quarter of a mile then up at a 45° angle for 60 feet, then back down for 30 feet and uphill again for 30 more. Right at the top is a hard left sweeper and Lo and Behold, 10 feet away a harder than hard, back right, which drops down 90° with a left, a right, then a sweeping left, all in about 80 feet. Then while in second gear dive through the sweeping right, changing into third at the apex of the corner, foot buried deep in the gas tank, bear slightly uphill and onto the main straight.

The scenery is beautiful along this approximately 2.8 mile course, that is with a couple of exceptions, like the place where one sees only air and a valley WAY down. If you miss the corner - Well - nobody did. Actually, the only time one has to look around is on the two long straight, and then not for long.

With three practice sessions under the belt, The Provone Boys took a half hour rest, then back out on the Grid for the standing start, 1 lap, time qualifying. Your Grid positions are thus determined. With self and Giulie qualified, Borderline set in and a horizontal position was assumed. After a couple hours rest, we watched and clocked the remaining practice sessions, ate and back to the Big Top for a night of rest. That rest business is putting it mildly. Rest finally came at six the next morning, when the sun came out. I could have sworn that I was in Thatcher Park in the middle of February and cool isn't the word for it. To boot, some of the natives were restless and yodeled and yelled back and forth the valley ALL night, plus the occasional roar of the Cunningham/Momo Cages, which were not running right, thus, making the midnight oil burn until 3:30 a.m. in their camp.

Incidentally, the paddock area is infield on week old tall grass (cut) and the excess roads were cut through the day by the Machines going back and forth. The only building around was the timing stand and of course, that tin shack up on the hill. (You think that Cement and Mud Plant at Lime Rock is bad - HA! I've got new for You!!!).

T'was 9:30 a.m. and Race Day when Big Al's Boys awoke. WOW!! Flag drops in 29 minutes. The usual race sights were about, camera bugs, program sellers, coke trucks, the know-all Joe College Creeps, AND YOU KNOW I've never seen so many elastic slacks mounted in my life - WOW-WEB!!!

Back at the race, the Giulie was dumped into 5th Grid position, only to be moved up to 4th, since Don Erlbeck couldn't make his Giulie respond in the paddock. The Flag fell and the Giulie got off to a bad start, being about tenth into the first turn. Anyway, by the time we got around to that wild right sweeper onto the main straight, we were running third overall. The rest of the H & I Modified, G & H Production race was fairly quiet with the exception of a 14 lap dice between a guy named Paul Richards, in a Fiat-Abarth and your truly swapping positions three or four times a lap. The final result: Ollie Schmidt, Osca, 1st over, 1st H Mod.; Dave Lang, Bandini-SAAB, 2nd over, 2nd H Mod; Paul Richards, Fiat-Abarth, 3rd over, 1st H Prod., and alongside Paul, one foot back from his front headlight, Yours in the Alfa Giulietta, 4th over, 1st G Prod (at this writing, Westport informed us that Richards was protested by H Prod entrants and the protest upheld, thus, moving the Giulie into 3rd over). 17 seconds later, Gino Hobbs, Lotus 7A, 2nd G Prod and now 4th over.

Next on the menu was 15 laps for F Prod., and then 17 for the Juniors. (Harry Carter won it, with Floyd Askoff 2nd, and Charlie Hayes 3rd). Didn't catch these two race since Borderline set in again and enjoyed a blissful nap under the gas tank of the Giulie. Upon awakening, I see Mark Donahue running away and hiding in his Elva (E Prod) with Sherm Decker, Central NY grabbing ahold of second place

VIR RACES by Bill Kane (Continued)

and holding it, after a couple of excursions. D Prod. was captured by Chuck Stoddard, Alfa Veloce followed by Reed Rollo, in another Alfa. I think Pierre Mien took C Prod in the AC Bristol followed by Duncan Black in the Daimler. Bob Johnson also pulled a hide and seek in his National Champ Corvette by C. Kurtz and Don Yenke in similar machines in the A and B Production Race.

The three hour Cup Race was next on the agenda and to make a very long story short, Walt Hansgen walked the entire field with the exception of the #2 car in the Momo/Cunningham Tipo 61 Cage. Second was Roger Penske in the DuPont Tipo 61 Cage. Third was Gus Andrey, Tipo 60 Cage. Fourth was Bob Holberts 1600 RSK Porsche who pestered Andrey for over two hours passing him after the 1st hour only to develop (from what it seemed) a loss of power. Fifth came Fred Gamble in the Louisiana Glass LeMan Tipo 60 Cage. Sixth was Bob Boucker, Central NY, in the 1500 RSK Porsche (1st in FM), seventh was Dick Thompson who was running third in the Kelso Lister Chev. until the little people took over. Briggs Cunningham driving a Tipo 60 Cage turned his car over to Thompson with about 45 minutes to go. Several cars did not finish, among them was Bob Grossman in the Lister-Jag and Graham Shaw in Be-Car.

With hardware, 10 points and the Giulie in tow, the Blister Chev headed for the Hills of Home, only to be goofed by a time change and for once, it only rained a little on the return trip. All and all, twas wonderful.

See you 'round the bend.

Bill

EDITOR'S NOTE: Bill Kane has been our most successful competition driver so far this season. For three outings, Bill has gathered two firsts in class, thus twenty national points. Let's all show our support for this fine record by congratulating Bill when we next see him.

\* \* \* \* \*

REAR VIEW MIRROR GLIMPSES

by Heada Hopup

Ah, the April meeting - yes, ol' Heada was present.....Phil and Art, as advertised, battling it out on the Grand Prix Course....Phil Wheeler, arriving late in his Crosley Special, having first finished assembling same.....Charlie Brown sneakered in from Indiana.....Angus MacKenzie, roll call - out for a quick one.....Al reporting on Sebring - terrific, Joe Provone!!!!.....Signs of racing fever - Ray, Dick Moody, Hank Van D., Carl Metzger, Steve and others - it happens every spring.....Good to see you, Phyllis.....Pete Allen, 6th Annual Mt. Top Rallyemaster.....Midge and Gene in new MG, and what is this about a dusty Fairtherpe???.....NOTICE!! - on last Constitution amendment, two of our members were against children (wha' ??????????) Neither rain, nor rain, nor rain...could!!!! Congrats, Art, for excellent course - sprites, tr's, jags all with comparable times - they said it couldn't be done!!! Stout-hearted worker, Frank Williamson - worker extraordinary.....Bob Wallace winning in Bernie's TR3.....Jay Delaney - like wild in 4 CV.....Golden Jag out of methballs.....Valiant attempt by Leonard.....Al White having a ball at gymkhana and also serving Matts at Elsmirian.....Defeated by big puddle - Ted Baran.....Wind screen striped Sprite, Mickey!....Gary and Sally missed.....Irma and Mac rained out at Thompson..joining festivities at Elsmirian.....Bernie G., new member and real competitor.....Good event.....good time.....good night.....

Love, Heada

\* \* \* \* \*

EDITOR'S NOTE: Due to space limitations and the timeliness of the other material in this issue, we were forced to postpone the balance of Phil Raeder's excellent article until the June issue. Watch for it!

## PRELUDE?

On Wednesday, May 3, 1961, the Mohawk-Hudson Region held its regular monthly business meeting. All was serene until one of our members rose to voice apprehension regarding the Region's present financial condition. The discussion was brought about by pointing out that our monthly newsletter, the "Knock Off", was no longer self-sustaining due to lack of advertisers. This in turn led to a motion from the floor that led to a vote by the assembled members that, in political circles, is known as a vote of "No Confidence" in our present Executive Board. As one of our better known and respected members put it, "If this was France, for example, the whole Executive Board would have been out of office on the spot, automatically!" I wonder if the members who started this discussion (and I am sure that it was in good faith and with the Region's best interests at heart) considered what they were about to set in motion.

If the Region is in dire financial straits, why? The major expenditures, since the 1961 officers took over, in every instance were voted upon by the members present at the particular meeting at which these items were discussed. Since we still operate under democratic principles, everyone present was free to vote "yes" or "no", as he or she saw fit, on each purchase. Some of our membership seem to feel that our treasury should always have a balance of at least \$500, or perhaps they would like even more. Since this is primarily a social club and not a business venture, I wonder if these people have considered that we can not make a profit. In fact, if we are unfortunate enough to do so, we can be forced to declare such profits and pay a tax on them. Rather than engage in what one member called "sniping" or power politics (neither of which, I am sure you will all agree, have any place in a social club), if we need more cash to meet our current and future obligations, why not assess each member whatever amount necessary? The next step, to avoid any future financial crises, should be to evaluate the true need for anything before and after the motion is put on the floor to purchase any equipment or sponsor any event. THIS SHOULD TAKE PLACE BEFORE A VOTE IS TAKEN ON THE MOTION. After you, the membership, vote to take some action, your Executive Board have no course but to follow your directives.

A good example of how we get into situations like this is the Sixth Annual Mt. Top Rallye. With less than two months in hand, the Region is committed to a three day affair which the organizers hope will be of National Rallye stature. This type of event takes a minimum of six months to set up, publicize, and work the bugs out; yet we are trying to do it in about six weeks. We are obligated to provide almost \$300 worth of trophies and we have the munificent sum of \$50 pledged by sponsors. Every sports car club in the country has been bucking the tide with rallies for the past two or three years. People just don't come out for a rallye as they did in the past, except for National Rallies which are worked on and publicized for ten to twelve months prior to their running. Do you think Mohawk-Hudson holds such an enviable position in this phase of sports car activity that in six weeks we can get the minimum 40 entries we need to pay just the expenses for the event? Further, we continue to hold rallies for our regularly scheduled events when our membership has proven, in the majority, that they will not support this type of event. I, personally, thoroughly enjoy a rallye and would like to compete in more than I am able to, but if we expect to have each event self-supporting we should give consideration to what the public wants. An analogy might be why we are driving sports cars (as many thousands of other Americans do)...ask any executive of one of the large Detroit auto manufacturers if he feels "our" type of vehicle would be as popular in this country today if he and his cohorts had given the motoring public what they wanted a few years ago. Shall we put ourselves right out of the fun by not giving the public what they want....gymkhanas and hare and hounds with much less emphasis on rallies? Of course, we could continue to rally without the expensive trophies that six to ten entrants don't begin to pay for, let alone repay the rallyemaster and his assistants for their expenditures.

PRELUDE? (Continued)

I disgress, however, since this was entitled "Prelude?", which word Webster defines as "an introductory event". I feel that the vote the fifty or sixty members gave this past Wednesday night was not only a vote of "No Confidence" to their present Executive Board but an introductory event as well...the introduction to personality clashes and a schism within the Region. I am sure that those who precipitated this prelude felt that it was the proper course at the time. After they have given the situation very sober consideration, I hope that they will feel differently. May I reiterate...the Mohawk-Hudson Region is a social group and not a business. Sure we will make mistakes and it looks as though we have spent more than we can afford right now, but since we are reasonably mature people, do we really need a "police force" to keep us from making the same mistake again? We have to practice restraint in our everyday life, and we should be able to do it in our social activities without someone forcing us.

I would like to make a motion right now that the motion in question be rescinded and all records of it be removed from the minutes of the May 3 meeting and that we, at this time, apologize to the guests who were present at that meeting. To those guests, we of the Mohawk-Hudson Region, as a general rule, are pretty well-adjusted folk and would like to have you join our group. We will try not to let this happen again. Perhaps, if you join us, you can help us.

MEMBER

NOTE: The author submitted his or her name but preferred not to receive a byline - Ed.  
\* \* \* \* \*

Poughkeepsie SCC is coming up with a gymkhana on June 18 - cost is \$3.00 for non-members. Registration at noon, first car off at 1:00 at the Poughkeepsie Shopping Plaza, Route 9 south of town. They say that the place is 1/8 mile south of Howard Johnson's on the left. Classes will be sports over & under 1600cc, Ladies, Foreign Touring, and DI. There will be a trophy for first overall, and one for each five cars entered in each class. No navigators are necessary. Maybe we'll see Mickey there with his popular Sprite.

While we're on the subject, why not a gymkhana team to take some of this silver from the other clubs? Many of our members go to these events - an effort like that from Team Berkshire could make it a little more fun, at least.

\* \* \* \* \*

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