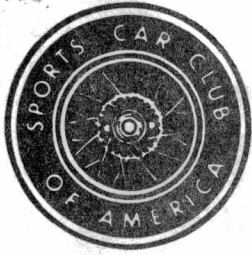
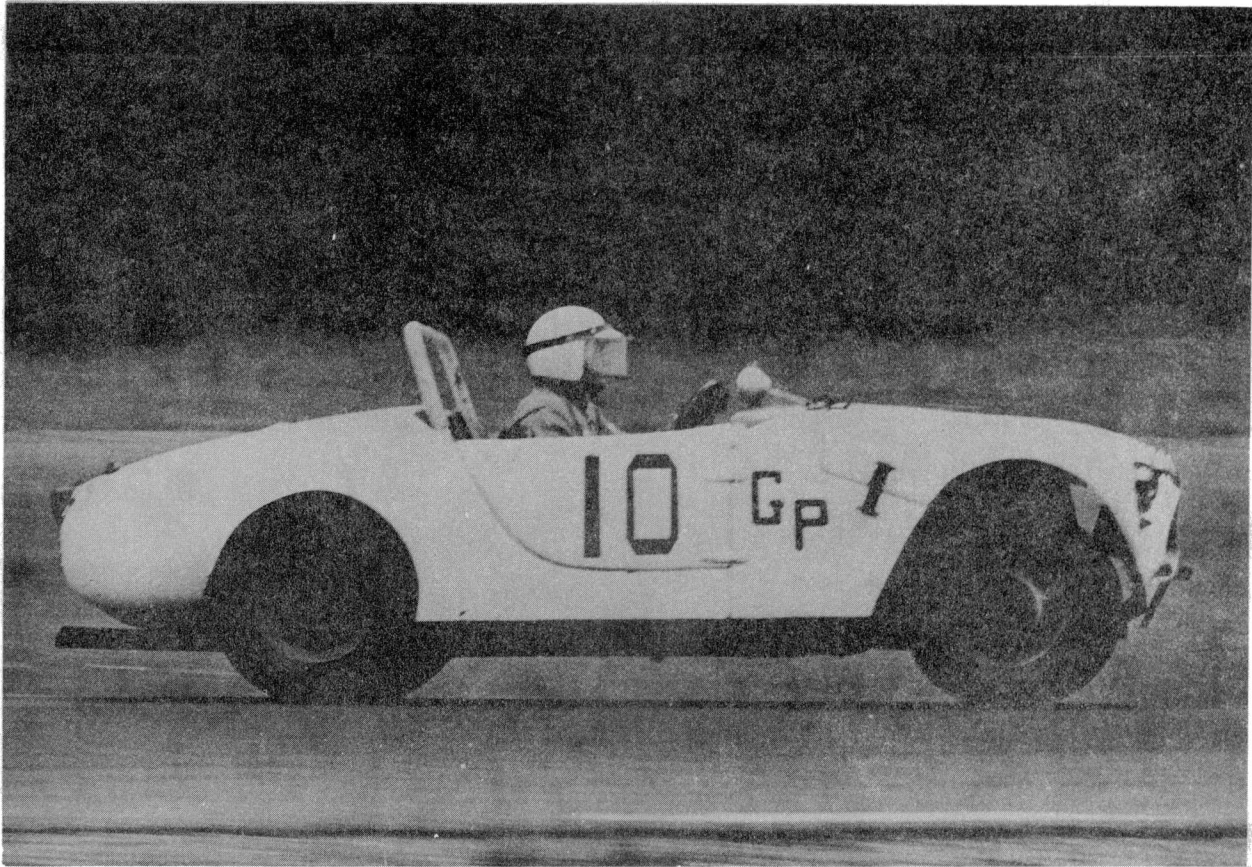


Sept. 61



# MOHAWK - HUDSON REGION



# THE KNOCK OFF

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SEPTEMBER 1961  
THE KNOCK OFF

This newsletter is the official SCCA publication for the Mohawk-Hudson Region. It is dedicated to news, announcements and results of sports car activities in and around this Region, published by and for sports car enthusiasts. The publication of this Newsletter is supported by regional dues and advertising fees. The cooperation of all members is earnestly solicited in keeping mailing lists current and correct.

EDITORIAL STAFF

Editor Midge Birdsey  
 One Terry Avenue  
 Schenectady 3, N.Y.

Photographer Philip Fisher  
 81 Fairfield Avenue  
 Albany, New York

Cartoonist T. S. Dee

MOHAWK-HUDSON REGION MEETINGS

Regular meetings are held on the 1st Wed. of each month at the Circle Inn, south of Route 7 intersection on US#9, Latham, N.Y. Information regarding the Region and its activities can be obtained from any of the club officers.

SCCA MEMBERSHIP

Membership in the SCCA is open to all persons of good character who are sympathetic to the purposes of SCCA. The procedure for joining is as follows:

1. Obtain an official application form from any of the club officers.
2. Fill in the blanks as directed on the form and present it to the club officers with remittance for one year's National dues, \$10.00 + \$2.50 for Sports Car Magazine, and one year's Regional dues, \$3.50 - Total dues = \$16.00.

COVER PICTURE

A. R. E., Gene Birdsey touring the course at Watkins Glen Drivers School.

1961 OFFICERS

Regional Executive  
 Roland G. Heacox  
 East Berne, N.Y.  
 East Berne 234J4

Asst. Regional Executive  
 Gene Birdsey  
 One Terry Avenue  
 Schenectady 3, N.Y.  
 ELgin 5-1456

Secretary  
 Ann M. Lee  
 9 Greenock Road  
 Elsmere, N.Y.  
 HEmlock 9-2461

Treasurer  
 Gladys M. Gaul  
 RD., Altamont Road  
 Voorheesville, N.Y.  
 R0ckwell 5-2180

Activities Director  
 William Ackner  
 1817 Central Avenue  
 Albany, N.Y.  
 UNION 9-7711

Director  
 Robert Fertig  
 1174 Highland Park Road  
 Schenectady, N.Y.  
 EXpress 3-0577

Director  
 Mac McClurpha  
 54 Adams Place  
 Delmar, N.Y.  
 HEmlock 9-9656

Don't miss the SCCA HARE & HOUND RALLYE to be held on November 26th. Starting place is Stuyvesant Plaza. Registration is at 12 noon - first car off at 1:00 p.m.

VOTE! Election of new officers for 1962 will be held at the Annual Meeting. Time, date and place of meeting will be announced later.

THE  
GAVEL  
RAPS

Roland G. Heacox

Hi! Fellow Members - I've just come back from a trip to the Glen. Saw the pros from Europe and the U.S. competing - missed the Ferrari's and Phil Hill's driving. Watched our own Peter Ryan hold his own among these fast men and cars. Peter did quite well and was among those who finished this test of speed and skill. Moss and Brabham put on a good show thru the early parts of the race until unfortunate mechanical ills forced both to retire. I was glad so many from the Region did make the scene. Glad to see you there!

Have you done any rallying lately? I have, as have some of our members. We have some good times at local rallies. If you haven't been in one lately, why not try it some Sunday? If it becomes apparent that there is enough interest in our group, we will start having an occasional rallye of some type. As you know, we have had only Gymkhanas lately, mainly because of the lack of interest and small attendance at the last couple rallies. These events should be almost self-supporting and rallies are not.

On the subject of Gymkhanas, don't forget to try this one of Bob Wallace's at Stuyvesant Plaza, October 22nd. Bob tells me it is set up on the macadam to really test the driving ability of all you local Fangios, no matter what type of machine you drive. AND, there are lots of very nice pewter trophies!

Election time is upon us again. This will be the fourth consecutive year for me running for an office. I am most grateful to all of you for your support and help in the past and look forward to serving you folks at your desire. I have learned alot concerning our Region in my past three years and I endeavor to keep learning and to put my background to work for the Region. Your support is very much appreciated.

Thanks to all!!!

Roly

REAR VIEW MIRROR GLIMPSES

by Heada Hop-up

Who ever has been drawing pictures of ole Heada for the Knock-Off certainly is no Rembrandt, but nevertheless, the resemblance is startling .....(Who has been peeking?)..... Ole Heada arrived at the Glen late Saturday nite but not too late to view a few of the Region's members and local people having a ball..... McClumpha's, Gauls, Birdseys, Cliff Vincent of EMSC, Bill Ackner, Dick Barton, Pete Ryan, Ross de St. Croix, Jay Delaney, Hank Van D., Bill T., Ned McGurn, Dick Moody, Carl Metzger, Walt W. of EMSC and many many others.. .....time (almost) for election... time (almost) for a wow of a Xmas party.....Bob Preston, we heard recently, on his way to Yokahama... Wanda Peterson, prospective new MHR member.....Bob Peterson, prospective SCCA competition license holder.....Beth Frederick, prospective new MHR member..Understand Art and Jane may sponsor her..... Bob Wallace busily working on a real rugged Gymkhana.....saw many new and interesting cars belonging to members at meeting; XKE, Elva Courier, black Sprite..... Gene B., a Lotus in your future?.... ..Ray Gaul, monster rebelling?..... Gladys plugging away at flag station. ....Mickey, this year sports cars, next year boats?.....Warren Larrabee, driving Sprite incognito... ..Lots of new members but ole Heada couldn't get their names..... ..Well, its back to the pits for another month.....

hh

Congratulations to Gladys Gaul and Irma McClumpha who recently received their Flag and Communication licenses. Many warm, long, wet and cold hours went into this achievement - - - - - Again, Congratulations!!

# RACING AND RALLYE EQUIPMENT

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 STEVENS RALLY INDICATORS - LARRY REID'S RALLY TABLES  
 CAR EMBLEM JEWELRY - ALL TYPES - EMBLEM KEY FOBS & CASES  
 - MANY OTHER ITEMS AVAILABLE -

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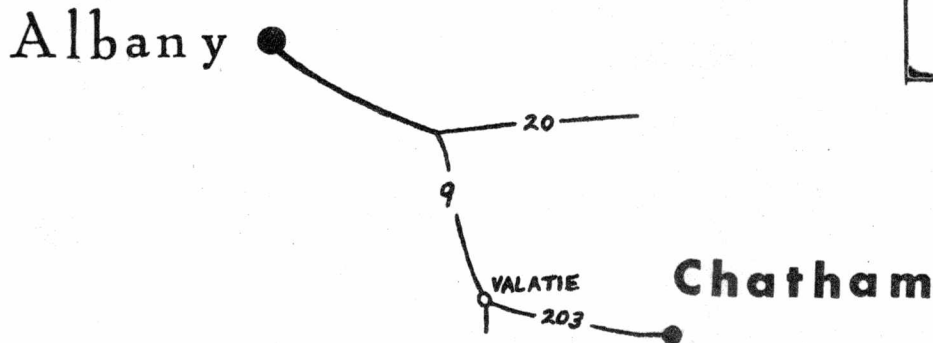
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.....'s of interest

C A L E N D E R O F E V E N T S

NEW MEMBERS - WELCOME!!!!!!

- Albert Bottieri
- Clarke Fegraus
- Vernon Hall
- Warren Larrabee
- Courtney Makela
- John Blanchard
- Phil Groggins

POINT STANDING

Top 10 as of 10/4/61

Bill Ackner	400
Ray Gaul	390
Gene Birdsey	360
Mickey LeVan	360
Roly Heacox	340
Bernie Burns	340
Connie LeVan	270
Jeanette Ackner	250
Ann Lee	250
Midge Birdsey	240

ATTENTION  
ALL COMPETITION DRIVERS

To be awarded points for the M-H-R Competition Championship, the ARE must be notified in writing of races entered and how you placed. To date, none have been received. Final deadline is December 1st.

October 29th

HMTA  
Road Rallye - Treasure Hunt  
Route 4 & 40, E. Greenbush  
Registration 12 noon  
1st car off at 1 p.m.

November 5th

EMSC  
Witch Way Rallye  
Starts from A & P Parking Lot  
Junction 4 - 9 - 40 in  
East Greenbush - Fee \$1.00  
Registration 12 noon  
1st car off at 1 p.m.

November 12th

AMEC Gimmick Trials  
Charlton  
12 noon - Fee \$2.00  
Sports & Touring Classes

November 19th

Kool Kat Road Club Rallye  
Latham Shopping Center  
Not a Hare & Hound but an  
"on your toes" gimmick rallye  
Trophies for 1,2,3, & 4,5  
Registration 12 noon  
1st car off at 1 p.m. \$2.00

November 26th

SCCA HARE & HOUND RALLYE  
Stuyvesant Plaza  
Registration 12 noon  
1st car off at 1 p.m.

December 9th

SCCA ANNUAL CHRISTMAS DINNER  
Circle Inn  
Gladys Gaul and Irma McClumpha  
are in charge of the arrange-  
ments.

\* \* \* \* \*

HEARD THE OCTOBER GYMKHANA WITH BOB WALLACE AS GYMKHANA-MASTER WAS A HUGE SUCCESS!!!!!!!!!! WILL HAVE THE COMPLETE RESULTS OF THIS EVENT IN THE NEXT

K N O C K

O F F!!!!

Membership and Guest attendance at the regular meetings to date:

<u>December 1960 Annual Meeting-</u>	32	
	<u>Members</u>	<u>Guests</u>
January 1961	36	
February 1961	43	
March 1961	44	
April 1961	44	7
May 1961	47	15
June 1961	32	12
July 1961	27	8
August 1961	24	8
September 1961	34	6
October 1961	31	9

SCCA items that are on sale at every meeting:

Car Badges	\$3.00
Lapel Buttons	1.00
Patches	1.00 [large]
"	.50 [small]
Decals [5 to a set]	.50
Cigarette Lighters	3.75
Ash Trays	3.50
Scotchlite Reflectors	.75

Below are listed the names of M-H-R members who hold Competition Drivers Licenses:

Gene Birdsey  
 Ross de St. Croix  
 Pete Farrell  
 Phyllis Franze  
 Ray Gaul  
 Roly Heacox  
 Al Jacobson  
 Bill Kane  
 Ed McGurn  
 Carl Metzger  
 Dick Moody  
 Gerry Oathoat  
 Pete Ryan  
 Molly Scullen  
 Steve Scullen  
 Hank Van Deusen  
 Bob Wallace  
 Dick York

If this list should not be correct or complete - let's hear from you!!!!!!!

## M-H-R ELECTION - DECEMBER 1961

The following M-H-R members have been nominated for offices for 1962:

R. E.	Roland Heacox Arther Frederick
A. R. E.	Gene Birdsey Hank Van Deusen
Secretary	Irma McClumpha
Treasurer	Gladys Gaul Bernard Burns
Activities Director	Bob Wallace Pete Allan
Director	Mac McClumpha
Director	Bill Ackner

When you receive your ballot, before it becomes lost, strayed or stolen, mail it to the Secretary.

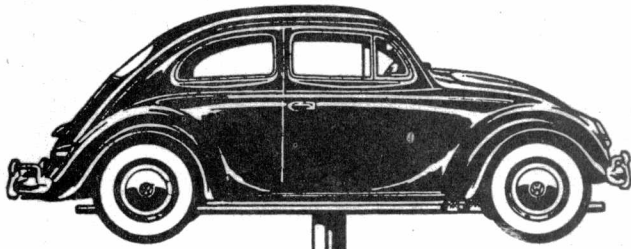
VOTE!!!! VOTE!!!! VOTE!!!!

## BUY AMERICAN?

In the face of current cries of "Buy American" and "Foreign purchases are unpatriotic", we would do well to remember some of the following facts:

1. More than 10,000 Americans are now employed selling and servicing VW's.
2. VW payroll in the U.S. is more than \$1,000,000 a week and VW has paid over \$1,000,000,000 in U. S. excise taxes and custom duties.
3. VW dealers have spent some \$22,000,000 during the past 4 1/2 years for hauling cars from port of entry.
4. VW has paid out an estimated \$4,000,000 to stevedores in direct wages since 1956 and close to another \$4,000,000 in other dock hand-





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ling costs once the cars reach the U.S.

5. VW has paid customs brokerage and wharfage fees of about \$1,000,000 to port authorities and terminal operators over the last 4 1/2 years for the right to land vehicles on their piers.
6. Some \$65,000,000 additional have been invested in building and facilities by local dealers over the country.
7. VW has also purchased accessories and specialized dealer equipment here for export to Germany which raises the total spent by VW in the U. S. to almost one half billion dollars. This all indicated that each VW sold here means about \$1000 to American economy.
8. The British Motor Corporation's New York agent puts more than \$5,000,000 alone into American advertising.
9. Out of \$6.5 million worth of SAAB exports, the U. S. collects \$1.5 million in duties and taxes and SAAB buys \$4 million in electronic parts from the U. S. - and so it goes!

The above article was copied from the February issue of "The Afficionado" - publication of the Green Mountain Auto-sport Club.

#### WATKINS GLEN GRAND PRIX - SEPTEMBER 1961

It was a beautiful drive along the lake Friday evening. There was a big, full moon and it was perfect top-down weather. Then it was down the hill to the "liveliest", "roaringest" town East or West of the Mississippi on this certain Friday night. You guessed it - Watkins Glen: cause there is no place like this place anywhere near this place or anywhere else when the Course is open at the Glen.

We travelled through town listening to the beautiful exhaust notes as one after another of the "would-be Moss', Constantines, etc., aimed their cars down the Glen's main drag (no pun intended). We were greeted with a blaze of gunfire from a 1923 Essex touring sedan cruising the streets strafing the pedestrians with sparking toy sub-machine guns.

Well, we made it to the How Gay and had a quick pit stop before marching on to the Court House to get our credentials. Well, they have rules at the Glen and to break these rules, you've got to go through the chain of command. Our problem started back in Larry Black's Shell Station when the clutch on the Morgan wouldn't function. So, Larry's entry was scratched without even leaving Schenectady. The rules state "no pit passes can be given out until released by the driver." Bill, the fellow at the counter said he couldn't help us, but to talk to Jim - so we waited around for Jim. Well, Jim said he'd like to help, but it was up to Bob. Bob, a real nice fellow, understood the situation and we were all set.

Back at the How Gay we bumped into Ned McGurn and Bill Turner. Ned had run the Fairthorpe in Class G that afternoon and had had to retire early because of an overheated engine due to a leak in the expansion tank. We asked how Ray Gaul had made out and to our dismay found that the Red Devil had quit during practice and didn't run. Later we found out that it was a broken axle which is "scarcer than hen's teeth", being a one of a kind custom job. We left Ned, Bill and crew at the edge of the creek in front of the How Gay. It was anyone's guess as to who would be the first to fall in.

While fighting my way to the bar for a couple of cold ones, I bumped into Jay Delaney and his buddy, Don Kane, who were raising a little of the same and having a good time. I got a sworn statement from Jay that he would be at the next meeting (and he was); that is, if Uncle Same didn't get to him first! (and he didn't)

You can't spend Friday night at the Glen without touring the whole town, so we headed out and down the street. It seemed like everyone was having a wonderful time with the exception of the

officers of the law - although they were plentiful, they had their hands full. A quartet of "beat" young men from Ontario were having a ball strumming on two guitars while harmonizing. Everyone seemed to enjoy it with the exception of "John Law" who seemed to object to the tremendous talent and following of these young fellows. They ended up having two policemen following them and lost a few fans (including Yours Truly) because of this companionship.

It was back to the How Gay for a night cap, then up the hill to the Course. There was still a lot of activity on the hill. Some were putting up tents, having parties: several were just sitting in their cars revving h--- out of their engines. Some idiot had a bugle and was frantically blowing reveille (at 2:30 a.m. yet!!) He then broke into a rendition of the Charge and wide variety of rebel yells could be heard from all parts of the Glen. The night riders were running around the course in the dead of night while the course Police were busy giving these fellows the permanent "Black Flag". It never did get quiet, but we slid into our sleeping bags (with no sound protection from this wide, noisy outside world - such as a tent, station wagon or even ear plugs!) and were soon driving Maseratis at LeMans.

Along about 7:45 a.m. we awoke to a bright, sunny day and headed up to the Paddock area where we were greeted by Paddock Steward, Mac McClumpha, wife, Irma and son, Dave. We were all set for bacon and eggs but the eggs hadn't arrived so we had hamburgers and doughnuts (for breakfast? - and old Glen custom!).

The Seneca Cup Race for Formula Jr. cars got off on schedule at 10 a.m. It was up to "Quaker State Hank VanDeusen" in #168 to bring home the honors for M-H-R. Although he drives well and consistent, and finished, the new Juniors proved to be too much for the Elva.

The next race, "Collier Brothers Memorial", we thought was one of the best of the day. Entered in this was Ross de St. Croix, MHR Canadian member, and Carl Metzger, whom we all know. By the

7th lap Ross was up front but was continually pressed by an Elva Courier and a Triumph. On the 17th lap Ross dropped to 3rd but soon regained 2nd place where he finished. Before we report on Carl Metzger, we believe that a little background information is in order. Carl's Tr has 40,000 miles and has never had any major work done. He drives it to the races and uses it everyday. Carl started in 22nd spot and by the 6th lap had moved up to 16th position. He was continually pressed by Triumph #144 and #311. #144 managed to get by a couple of times but never could stay out front. A real good show from a true dual-purpose car.

No one from MHR entered the Queen Catherine Cup Race or the Dixie Cup Race, F Production. Both were excellent races. Sherm Decker of MHR fame, started way back in a car that was described to us as being a lukewarm, very-production car. By the 5th lap, Sherm was way up front and that's where he stayed. One of the best races within this race was between Suzy Dietrich and Art Smith. It was ladies first, all the way. Art tried going under, over, inside, outside and chicken, but Suzy was not buying. In between these races we spotted Mac having lunch on an oil barrel.

The Schuyler Carrera Race went by without representation. Al Jacobson was entered in the Harold Jacques Memorial Race, but didn't run. He was MHR's only hope in this race. The Six Nation's Cup Race was next. Our Massachusetts neighbor, John Howe in Jag, drove a beautiful race finishing 3rd. Again in the Glen Trophy Race there was no Regional representation. Several Corvettes got in trouble with the yellow flag and another one of our neighbors, Bob Grossman, took the honors in his Ferrari.

It was the "Big Race" next and another MHR Canadian member, Peter Rayn, was driving a real nice piece of machinery and did a real fine job until real mechanical trouble forced him to retire. Roger Penske was way

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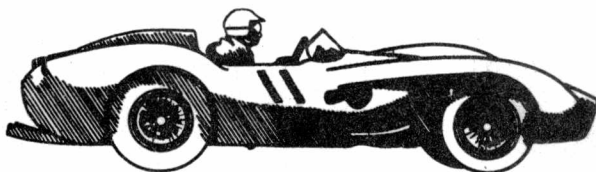
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- Gymkhana
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R. Burdell Bixby, Chairman

P. O. Box 189

Albany 1, New York

out in front when his car quit. We heard lots of rumors, but the one we liked best was that "he ran out of gas and that his mechanic is still running". Walt Hansgen and George Constantine, in that order, had been battling for 2nd honors and with Roger out, it was now for 1st. We didn't see it, but the story goes that there was real action in the "esses" when George Constantine moved into first and that is where he finished. We moved over to the Paddock Area behind the Pits to get a good look at the drivers of some of these big movers. One of the things that impressed us both was that a good many years have passed since most of these men, driving top machinery, were boys! So.....maybe it is not too late yet!!!!

We let the traffic thin out a little while we washed away a little of the dust, both inside and out. Then we got in line and drove to the top of the hill, shut off our engine and inch by inch, rolled our way into town. The Church was having a supper, as always, and that's where we elected to eat. The food was excellent and 10 pounds later we felt like a couple of new people.

We motored up to Seneca Lodge for the Trophy Presentation - slid into the last parking place (well, it was almost a parking place) and then squeezed our way into the Lodge. It was four deep at the bar, and as we made it to the front, the bartender was due for his 15 minute break....so, 15 minutes later success was ours!!! The place was packed but we spotted Jay Delaney and Don Kane at a table (lucky guys!) so we joined them. You never saw so many trophies - but the best were under the table (Champagne) and it wasn't long before the Trophies were actually overflowing with that bubbly stuff! The reception for victorious Driver, Sherm Decker, was 2nd to none - not even to the winner of the "Big Race" - a standing ovation, plus!

Here at the Lodge we met some friends from the WNY Region and bye and bye bid them a fond farewell and headed home in a blanket of fog; arriving at 5 a.m., tired but feeling it was well worth it. See you there next year!!

Gene Birdsey  
A.R.E.

BOARD OF DIRECTORS MEETING  
CIRCLE INN  
OCTOBER 11, 1961

Members present:

Roly & Betty Heacox  
Gene & Midge Birdsey  
Hank Van Deusen  
Bill Ackner  
Ann Lee

Further details regarding the gymkhana to be held October 22nd were brought forth namely; place is Stuyvesant Plaza, entry fee for all is \$3.00 and 15 trophies have been ordered plus one trophy for best single run.

The annual Christmas Dinner will be held on a Saturday, Dec. 9th at the Circle Inn. The menu choices were decided and there will be music for dancing after dinner.

The Board of Directors discussed and agreed on the following items in regard to the Knock-Off:

1. Multilith plates will be purchased from the printer.
2. A resume of the 1961's SCCA events will be published in the December issue.
3. The December's issue will also carry pictures.
4. Letters to the editor of a controversial nature will be submitted to the Board of Directors approval.

The next Board of Directors Meeting will be held at the Circle Inn.

Meeting adjourned at 10:33 p.m.

Respectfully submitted,

Ann M. Lee  
Secretary

The following was taken from a 1955 issue of the West Coast Sports Car Journal.....

"WHAT NEXT?" A moving story of a man and his wife.....

Two years ago I bought a new M.G. and I guess I must have been bragging a bit about my driving skill because, Ruth, my little woman, and I go into long-winded arguments about who is the better driver - Ruth in her Unsupercharged DeSoto 6, or me in my M.G. This argument raged day after day and it didn't seem that we would ever have it answered.

I've been biding my time hoping some event would come up that would prove for ever and ever that I was the best (at least in my own home).

At last the event came up. My club was going to hold a Gymkhana which is a test of a driver's skill driving a sports car. This is a contest where you might start out in reverse, circle through some rubber pylons, back into a small garage-like area marked off with more rubber pylons, and then come out like a bomb driving forward making fourteen U-turns between a double row of eggs. Go forward backward, slide a bit, turn off the ignition, run around the car once, hop back into the car, drive around the course twice in reverse and that's it!

The person who doesn't knock over any pylons, run over any eggs, and arrives using the least amount of time, wins.

For weeks now something strange has been happening at my house. One morning I got up at 3:00 a.m. to find my wife, Ruth missing. I dashed out to the garage to find out if whoever had stolen my wife had also run off with my car. Gosh, what a loss! The car was gone; in fact, some of the garage door was missing, too.

About this time I heard the ungodly scream of a motor turning up at least 12,000 R.P.M. I rushed out to the street and there was Ruth going like a bomb past the house in reverse. I understand now. She was practicing for the coming Gymkhana. This was to go on night after night. Each morning, between 12 and 3, there would be more wife, more M.G. and more garage missing. I didn't let on that I knew, although this running around in reverse seemed a bit silly.

Well, the big day arrived. Ruth and I agreed that I would drive first and when my turn came I felt that I did a good job. I drove through the course with a time of 3:27 and didn't hit any eggs or run over any pylons; therefore, my total was 3:27. According to the rules, each object you hit or run over adds to your time. An egg costs ten seconds, a pylon thirty seconds., etc.

Now Ruth was up. As the first part was to be in reverse, she backed to the starting line. The starter counted the seconds off and the starting flag was dropped. Never in my life had I seen such magnificent driving. She backed through the weaving course of pylons alot faster than I could have by going forward through them.

All the people came running to watch this female Novolari drive the course. They yelled and screamed and cheered her on. She was doing wonderfully until she backed into a small garage-like area marked off with pylons and had to pull out driving forward to another part of the course. The car wouldn't move! One of the officials ran over to assist her and it seemed that they talked for a long time.

Then he reached into the car and she was off like a misguided bomb. Her driving was truly a disgrace. She hit all the pylons, ran over all the eggs and generally drove like she was a blind drunk. A hush fell over the crowd and the ringing cheers died as she hit object after object, and then, at last, into another garage-like area and back out in reverse. The crowd started to scream as my female Novolari again came to life. The motor screamed as she flew between rubber pylons, backed between eggs at 42 miles per hour, and never hit, or even came close to touching an obstacle. Never had I seen driving like that before. For that matter, neither had anyone else.

The car flew across the starting line still in reverse (as the dir-

directions had called for), and the announcer called out her time. It was best for the day, 1:01. In fact, it was at least two minutes better than anyone else had done all day. Then the announcer stated there was a slight penalty and would Ruth wait a few moments to get her corrected time. A hush fell over the crowd as the speaker boomed: "Running time, 1:01, penalty for hitting 47 eggs, six minutes, for hitting 16 pylons, ten minutes, for running over one official, two minutes- the total time, including penalties, was 19:01.

There were tears in Ruth's eyes as she drove over to me and I asked her what had happened. She explained by telling me that she had been taking the car out each night (which I knew) and that she had driven several hundred miles backwards and had become real good at it, but she had never once driven the car forward.

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1959 Fairthorpe - contact Ned McGurn, 110 Grant Street, Bennington, Vermont

- -

WANTED: Pictures for the December issue of the Knock-Off.

- -

M. G. & C. Company - sports car emblem jewelry, key fobs, cloth emblems, plastic window cleaner, Road-Stirs, racing wheel paper weights, rallye tables, rallye indicators, stop watches, fender mirrors, crash helmets, coveralls, seat belts and many other items. Contact Midge & Gene Birdsey, 1 Terry Avenue, Schenectady 3, N.Y. ELgin 5-1456.

- -

FOR SALE: Corvette 1961, White with Silver insert, white soft top, red interior, 230 hp, 4-speed, positraction, 4 170-T super sports or 5 brand new whitewalls, \$3500.00 - firm, no trade. Contact John Scanlan, 1210 State Street, Schenectady, N.Y. Dickens 6-3704.

- -

WANTED: Entrants for the SCCA Hare & Hound Rallye to be held on November 26th.

- -

Please note the change in the above SCCA Hare & Hound Rallye!!!

Because of only a few ICC members being notified of the change in their meeting date, two ICC Meetings were held -

thus - the mix-up in dates!!!!!!

BUT!!!!!! now you know.....SO!

BE THERE on the 26th.....



QUOTE AND REQUOTE

Thrx is nothing wrong with our  
typxwritxr xxxcpt for onx littlx  
kxy. Thx othxr forty-two work  
pxrfxctly. But onx inactivx kxy  
makx a diffxrxncx, doxn't it?

For inxtancx, you may say to  
yoursxlf, "I am just onx. What  
I do or don't do won't makx much  
diffxrxncs to thx SCCA." But  
YOU ARX WRONG.

The Association nxxds you! Its  
program is incomplxtx without  
you. Thx nxxt timx you think you  
arx not important, rxmxbxr our  
typxwritxr and say to yoursxlf,  
"I am nxxdxd vxry much as a kxy  
mxmbxr of an important group."

- - -

The above copied from I remember  
not where - but need more be  
said???????

V O T X!!!!!!!!!!

DO YOU JUST BELONG?

Are you an active member, the  
kind that would be missed?

Or are you just contented that  
your name is on the list?

Do you attend the meetings, and  
mingle with the flock?

Or do you stay away, and criti-  
cize and knock?

Do you take an active part to  
help the work along?

Or are you satisfied to be the  
kind that "just belong"?

Do you ever go to visit or call  
a member who is sick?

Or leave the work for just a  
few, and call them "the clique"?

There's quite a program sched-  
uled that I'm sure you've often  
heard about,

And we'll appreciate it if you too,  
will come and help us out,

Don't just be a member, but take  
an active part.

Think this over, friends, you know,  
right from wrong -

Be an active member and do not  
"JUST BELONG".

- - -

(From the Mountain-Ear).

V O T E!!!!!!!!!!!!!!

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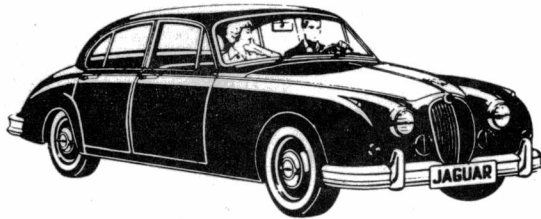
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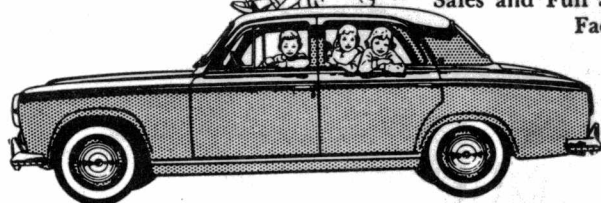
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