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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.

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MOHAWK-HUDSON REGION MEETINGS

Regular meetings are held on the 1st Wednesday of each month at the Circle Inn, south of Route #7 intersection on US #9, Latham, New York. 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 and present it to the club officers with remittance for one year's National dues, \$10 + \$2.50 for Sports Car Magazine and one year's Regional dues, \$3.50 Total dues, \$16.00.

1962 OFFICERS

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Cobleskill, New York
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Closing date for Knock Off material is the 15th of each month.

THE PROPER LINE

It is encouraging to note how many drivers realize that the best line through a left hand curve involves being in the left lane near the apex of the curve. In fact, this "cutting the corner" technique may frequently be observed on our public highways.

Unfortunately, prudence dictates that on public highways, this practice should be saved for special occasions if at all. The dangers are obvious; however, the reflection on your driving ability is perhaps not so obvious.

Consider Joe Schmoe who cuts the corner doing 50 mph on a curve which could be taken at 70 mph while staying in the proper lane. Think for a moment about whether Joe is demonstrating his driving ability or his lack of driving ability!

George W. Iliff

TRIP TO ALBANY

On Wednesday, April 4th, 15 members of the Berkshire Motor Sports Club met at the Terminal Diner parking lot in Pittsfield and after a brief redistribution of bodies and shuffling of vehicles, the members left in five cars for Latham, N.Y. to attend the monthly meeting of the MHR of the Sports Car Club of America. The trip was made in a Jaguar 3.8, Mercedes 220, Ford Fairlane, Corvaire Monza and a TR3. Don "top down" Evans insisted upon the TR3 in order to have at least one sport type represented.

The meeting was held at the Circle Inn opposite Nemith Motors near the Latham Traffic Circle. The BMSC members sat in on the SCCA meeting and were introduced by the presiding officer, Art Frederick. Ernie Manns was given the floor and used the opportunity to

advantage by inviting all present to attend the BMSC Gymkhana to be held on April 15th in Pittsfield and also he informed the SCCA members that the BMSC Rallye in July would be a straight navigational trial with the starting and finishing points midway between Pittsfield and Albany. The main purpose for the BMSC members attendance at the meeting was to present a showing of the 15 minute movie of the Ice Trials on Onota Lake. The Albany group appeared to enjoy the movie and many of their members were able to identify themselves in the pits and on the ice during the showing of the movie.

We enjoyed sitting in on their club meeting principally because of the different type organization - it being a regional SCCA meeting rather than the usual sports car club meeting and the members seemed to have a great interest in racing and apparently are working hard towards obtaining an approved race course at the Schenectady Airport. The M-H group has been attempting to run a driver's school and race meet at the airport with the approval and assistance of the New York Region. They have hopes of going ahead with their plans in any event with the promised assistance from another region.

One of the BMSC members attending was Bob Gregory who was persuaded to take the floor and explain the working and procedures of the flagman's school he directs as Flag Marshall of the New England Region of SCCA. Bob Gregory's discussion of flagman's schooling and duties was very interesting and perhaps should be outlined in detail at a BMSC meeting or in a future issue of the BMSC News.

After we left the SCCA meeting, we stopped at the Latham Howard Johnson's for a snack and then returned to Pittsfield observing the 25 mph speed limit in Nassau, N.Y. The members attending were Ernie & Trudy Manns, Leon & Ruth Provost, Butch & Lil Sciarra, Pat & Jack Collins, Don Evans, John Whalen, Bob Gregory, Lynda Wilkinson, Dot Troy and Donn

Todd.

BMSC NEWS

TIDBIT:

Now in the New York State Legislature is a bill of great importance - that is, a bill to make seat belts MANDATORY in ALL 1965 model year automobiles licensed in the State of New York. The benefits of seat belts is now common knowledge, but this is the first step in enforcing seat belt installation. NOW, if people would only use them!!!

BMSC NEWS

MINUTES OF REGULAR MEETING
APRIL 4, 1962, Circle Inn

Secretary's report read and accepted. Treasurer's report read and accepted. Balance is \$170.51.

Activities Director announced the upcoming events.

Contest Board Chairman announced that the New York Region is planning a driver's school at the Schenectady County Airport for May 17 & 20. If the New York Region doesn't carry out their plans, Ray Gaul announced that the MH Region with the help of the N.E. Region, can have a school and race at the airport.

R.E. announced that Gerry Oathout has been appointed the Assistant Contest Board Chairman.

Ray Gaul made the motion that the MH Region establish a flag and communications group. Gerry Oathout seconded. Carried.

David Ward was appointed Flag Marshall for the MH Region.

Bob Gregory, Flag Marshall, of the N.E. Region, was introduced to the members. Announced that registration will take place from 9 to 10:30 a.m. at the driver's school

at Lime Rock on April 14.

Meeting adjourned.

Respectfully submitted

Irma McClumpha

MINUTES OF BOARD OF DIRECTORS MTG.
APRIL 11, 1962, Circle Inn

Secretary's report read.

Contest Board Chairman announced that the driver's school at the Schenectady County Airport has been cancelled.

INEC Representative read a report on the INEC meeting. INEC driver's school at the Glen will be held on July 13, 14 & 15.

R.E. read letter from Millard Ripley, Area 11 Steward, asking for recommendations for candidates to train as SCCA Stewards. People suggested for the program are Ray Gaul, Gerry Oathout, Bob Wallace, Hank Van Deusen, Steve Scullen, Ed Haven and Ned McGurn.

A week-end rallye for 1963 was discussed. R.E. will check with interested parties at Lake George.

Ray Gaul is to check the Empire Raceway for the June 17 Gymkhana.

A procedure for getting and welcoming new members was discussed with membership chairman, Bernie Burns.

Treasurer will order plastic name buttons for the Board of Directors - to be paid for by the Directors.

It was decided that the reading of the roll call at meetings will be abolished. Members will sign in when arriving at the meetings.

Treasurer's report read. Balance is \$185.00.

Activities Director will check the cost of renting a projector for meetings.

Lonnie Granito was suggested for the job of Business Manager for the Knock Off.

Meeting adjourned.

Respectfully submitted

Irma McClumpha

- - - -

From the Wall Street Journal:
British Minister of Transport,
Ernest Marples:

Drivers seem not to be frightened of losing their lives, but very scared of losing their licenses.

- - - -

NOTES FROM INEC MEETING

March & April, 1962

Airways Motel, Syracuse, N.Y.

INEC driver's school will be held at the Glen on July 13, 14 & 15, sponsored by the Southern Region. \$25.00 was given to the S. Region to defray the sanction fee. \$50.00 went to R. Stanton to defray expenses incurred for driver's school.

A field trip was made to the Milray Raceway to inspect the site and review the proposed plans with the builder. The Milray Raceway is located in Fulton, N.Y. 12 miles north of Thruway Exit 38.

Several members from the Southern, Western, Central Regions as well as the Glen Region were chosen in various capacities for the INEC driver's school at the Glen. The necessary forms are being prepared. 200 dash placques have been ordered for same. The program this year will be similar to last year, utilizing Friday to better advantage. Registration and technical inspection will be open at noon on Friday. Meeting for instructors will be on Friday as well as some class and blackboard instruction. The number of students has been limited to 75, with a fee of \$20.00. There will be no two drivers to a car and a maximum of five students per inst-

ructor. The car numbers will be standard with no personals. An X will be on the side of all instructors cars and on the right side of their helmets. At least 15 instructors will be needed. There will be no students course activity after 6 p.m. RCA will be operating in full force at the school. Area Governor reported that the INEC Standards Committees have completed and handed in to him much data on all phases of racing, i.e., pit, paddock, technical inspection, etc. The Area Governor will recommend that the Board of Governors establish committees to deal with standards. These will be published in the national magazine and comments will be invited.

A report was made on the Milway Raceway. It is an expansion of an existing oval track and drag strip. The 1st course will be approximately 1.8 - 1.9 miles consisting of ups and downs, straights and curves necessary to make it an interesting track. With 3/4's of the track visible from any vantage point, it makes it a good spectator course. There is one grandstand at present with another being proposed for the future. The 2nd course will be approximately 2.4 miles.

The N.Y. Region's plans for school & race at the Schenectady Airport was discussed. Many ideas and suggestions were offered by various INEC Representatives and others present.

Reported also was the shaping up of the Historic N.Y. Rallye.

The Southern Region is planning on sponsoring a Hill Climb at Stamford, N.Y. INEC pledged support.

The Western N.Y. Region announced the 6th Annual Lake Erie Invitational Race will be held on June 2 & 3, The Western New York Spokesman, Doug Wiley, asked for helpers and INEC pledged their support.

The next INEC meeting will be May 19 at 1:30 p.m., Airway Motel, Exit 36, Syracuse, N.Y.

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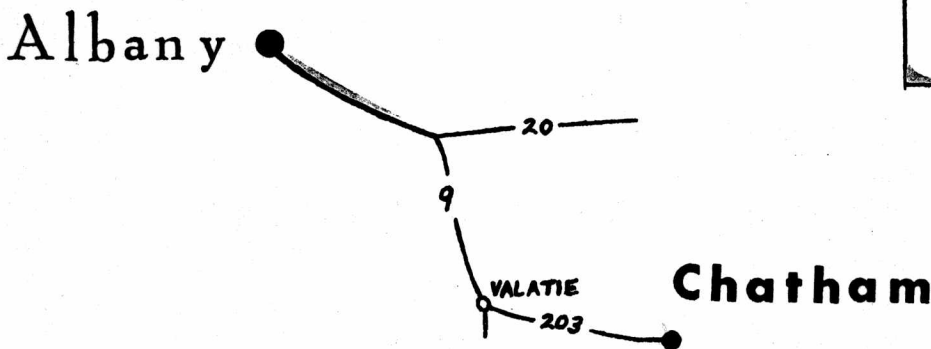
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To the Editors of that illustrious publication, the Knock Off:

Enclosed is my latest monograph on those mental disorders peculiar to that segment of the population known as "sports car owners". These people I have found to be most subject to various disturbances and research is currently being conducted to determine the most practical treatments for these deluded mentalities. In the course of study, I have also discovered a quantity of heretofore unsuspected mental diseases closely resembling those of the "sports car owner" but caused by sets of circumstances parallel to, although not entirely the same as, those creating the unbalances of the aforementioned owners of ridiculous little machines.

Herewith please find the tabulated results of my exhaustive studies put into a form understandable to the layman; although this particular form of expression obviously does not lend itself to complete recapitulation of the study and causes a substantial reduction in the accuracy of the statistical analysis, most people are too stupid to understand our highly esoteric technical language.

RESULTS OF STUDY CONCERNING THE PSYCHOLOGY OF THE "SPORTS CAR OWNER" AND MENTION OF SIMILAR RECENTLY DISCOVERED ANALOGOUS DISORDERS PECULIAR TO A CERTAIN SEGMENT OF THE MORE SENSIBLE MAJORITY OF PERSONS WHO OWN AND OPERATE DOMESTIC AUTOMOTIVE PRODUCTS.

Subtitle: Car Nuts

The following symptoms, disorders, unbalances, and mental dislocations are commonly found among owners and operators of foreign automobiles. These vehicles are classed as "economy" cars and as "sports cars". There is, of course, a widely held misapprehension that these automobiles are superior to domestic products. This belief is patently false and is found in all owners of foreign cars. One must bear in mind that this idea lies underneath

all of the following diseases and is largely responsible for their occurrence.

DISEASES:

1. Pathological Porscherism: Symptoms occur in owner soon after purchase of first Porsche; rapidity of occurrence is actively enhanced by membership in Porsche Club of America. Symptoms include belief that Porsche is world's best automobile (Author's note: This is entirely without foundation because the engine is in the wrong place), belief that Porsche owners are better than other people, and disgust that maintenance and repairs become necessary. Third symptom caused by dismay at initial purchase price and/or belief of utterances of superiority heard from other sufferers. Disorder recedes automatically in infinitesimal increments unless augmented by MG owner's punch in jaw or other vulnerable portion of anatomy.

2. The MG Malfunction: Sufferer believes wholeheartedly that his personal machine is vastly superior to each of the other 10,000 automobiles of the same make annually imported. Is positive that John Cooper personally modified the engine before shipment from the factory; refuses to believe that the MG Car Co. is owned by British Motors Corp.

3. Midget Mania: An extreme form of snobbery found among owners of late model MG Midgets. Patient consistently scorns Sprites and their owners on the basis (admitted only subconsciously) of the slightly higher cost of the Midget. Shock treatment in the form of exposure to Sprinzel Sebring Sprite shows promise, but some weak mentalities collapse completely under the strain of the sudden realization.

4. Healey Tropism: Occurs invariably when owner discovers that ignition lock is locked with trunk full of groceries, luggage, or spare parts and lubricants. Suff-

erer vows never again to lock the ignition, has total breakdown when the car is stolen the next day.

5. Daimler Tremens: Patient adamantly refuses to admit the existence of the proverb, "Give an Englishman a piece of sheet metal and he'll do something foolish with it". Proudly contradicts himself in pointing out that this supposedly nonexistent adage omits reference to fiberglass. Crouches in dark corners or hides behind rubbish cans in deserted alleys when examples of bodywork by Pinin Farina, Boano, Ghia, Zagato, Touring or Martini & Rossi appear. Trade-in on Alfa offers promise as treatment.

6. The Jaguar Jangled Nerves: Refusal to accredit anything subsequent to the XK-120 with "True Jaguarism". Loathes bodywork of XKE on basis that classicism is disrupted. Longs for return of Mark V Drophead. Incurable.

7. Simca Symptom: Owner loses reason when confronted by the fact that he is actually driving a Grench-made DI.

8. Ferrari Fretfulness: Undoubtedly the most deep-rooted of all disorders of this general type. Owner purchases spark plugs in vast quantities due to belief that all speeds under 287 mph cause fouling. Surrounds parked car with following devices and architecture for protection: High 10,000 volt electric fence to discourage children with dirty fingers and adults who press noses against glass to see inside; Portable tank traps of polyurethane foam-reinforced concrete. This is thought to offer protection against bumpers of American automobiles; Amber-colored vinyl enclosure to keep out dust and filter sunlight to prevent fading of finish; Radar controlled automatic sulphuric acid sprays as final protection in case of failure of one or all of preceding devices. Feeling of persecution result from poor workmanship and high prices prices of false "factory trained" mechanics

and from even higher prices of real factory trained mechanics. Patient believes his only true friend is Luigi Chinetti.

9. Maserati Sickness: Similar to Ferrari Fretfulness.

10. Related Diseases: Owners of Fiat Abarth Zagatos, Alfa Disco Volantes and Fiat 500's suffer lesser concentrations of the Ferrari and Maserati unbalances.

11. Lancia Loneliness: Consists mainly of extreme depression, often followed by delirium and abject melancholia (possible catatonia), caused by well-meaning friends admiring the "Peugeot 404".

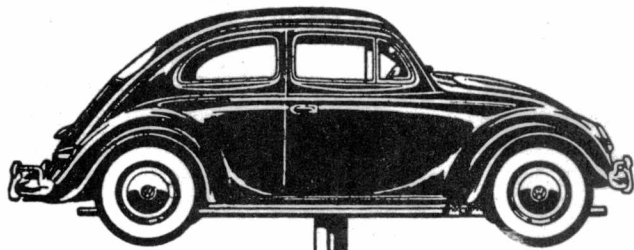
12. Mini-Minor Madness: Owner resents small size and ridiculous appearance of car, compensates by referring to "functional shape" and "convenient size". Proudly points to rubber band suspension, front end with all mechanical components therein (obviously a stupid configuration), superior handling. Sublimates by installing Climax engine, adding supercharger, or winning gymkhanas.

13. Rolls Reaction: Most frequently found in millionaires. Complete mental divorce from reality occurs when Cadillac owner sneers.

14. Elva Elation: Courier owner believes himself superior to MGA operators especially if he is a competition driver. Secretly harbors fear that Lola or Cooper may make a similar car.

15. Corvette Craze: Involves absolute hatred of Porsche Carreras. Competition Corvette driver lapses into a coma or suffers stroke from rage when name of Bruce Jennings is mentioned. Sufferer may partially relieve symptoms by nerfing Jaguars.

16. Frazer-Nash Fantasy: All but the most individualistic owners are subject in varying degrees. Starts when owner realizes that he may spend a lifetime without seeing a similar car. Final stage (always followed by complete mental collapse)



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occurs when owner discovers that the only replacement parts for final drive unit are bicycle chains found in Western Auto stores.

The foregoing section has dealt exclusively, although of necessity in limited depth, with those maladies peculiar to the type of personality known as the "sports car owner".

SECTION II -- AN INQUIRY INTO THOSE RELATED MENTAL MALFUNCTIONS INDUCED IN OTHERWISE NORMAL OPERATORS OF AMERICAN AUTOMOBILES DUE TO THE CONTINUING SADISTIC CAMPAIGN OF AMERICAN AUTOMOBILE MANUFACTURERS TO PROMOTE CERTAIN OF THEIR OTHERWISE NORMAL PRODUCTS AS SPORTS CARS AND THE RELATIONSHIPS OF SAID MALADIES TO THOSE OF THE "SPORTS CAR" PERSONALITY AND ITS DISORDERS AS HERETOFORE DISCUSSED.

1. Cutlass Conflict: Occurs in owners who are intimidated by the advertisements for the large (Author's note: normal-sized) Oldsmobile 98 Starfire Convertible with floor-mounted stick-shift Hydramatic control lever. Also confused by car's failure to include transaxle, rear engine, or V-6 engine. Best treatment involves addition of turbocharger to engine.

2. Monza Malady: Owner deprecates all foreign cars whenever possible, especially those with four-cylinder, rear-mounted, air-cooled engines. Secretly desires a Porsche and subconsciously condemns family that forced purchase of larger car.

3. Studebaker Syndrome: The first form, Hawk Hostility, is evidenced by patient's utter hostility toward all sports cars (Author's note: some hostility is expected and is normal and rational. Only the Hawk owner's extreme hostility is undesirable). Owners of 1962 models have been seen removing roofs from Thunderbirds with can openers. The second form is the Lark Lapse. Patient believes himself possessor of a Mercedes-Benz, seeks self-esteem by out-accelerating 190SL. Owners of 6-cylinder Larks drag old Rambler Americans. Sight of 300SE usually produces breakdown.

4. Thunderbird Tantrum: Patient believes himself the owner of a sports car. Proves this to himself by out-dragging Sprites, MG Midgets, Porsches, Alfas, Triumphs. Sight of 327 Injected Corvette produces temporary mental rejection of images from optic center and may cause permanent blindness. May try to remove top from 1962 Hawk GT with can opener.

5. Delusions of Grandeur: Occurs in vast majority of owners of Lark Daytona, Buick Skylark, Olds F-85 Cutlass, Lancer GT, Tempest Luh Manzz, Pontiac Grand Prix, Studebaker Hawk, Chrysler 300, Plymouth Fury, Dodge Dart 440 (lean breed only), Thunderbird (especially if equipped with tonneau cover having integral headrests), Impala SS, Falcon Futura, Comet S:22, Oldsmobile Starfire Convertible. Patient believes car is genuine sports car and ignores fact that he should be glad it is not. May feel himself the reincarnation of Barney Oldfield, Tazio Nuvolari, Wilbur Shaw or Alberto Ascari. Extreme cases attend sports car races and wear ascot ties with tweed jackets. May check with Department of Population Statistics in Argentina to determine relationship to Fangio. Takes fiendish delight in out-dragging Jaguars (Applies to cars with over 400 hp only), Austin Healeys (350 hp limit), Triumphs (300 hp limit), Mini-Minors (200 hp limit). Rallies consistently to prove manhood and equality with sports cars; never attends gymkhanas.

Thus ends my erudite dissertation on this subject of unusual mental disturbances. The reader must realize that the original monograph delves into the problems here presented in greater detail, citing case histories gathered in private practice and through extensive research conducted under the auspices of the Automobile Manufacturers' Association, the AAA, and the President's Commission on Mental Health. General prognosis of these diseases is unfavorable inasmuch as those who are already afflicted are a generally garrulous, extroverted, and thoroughly daft group. Their

misguided enthusiasm is extremely contagious, and there are not sufficient analysts to cure all of the rapidly growing group of mental deficients.

Respectfully submitted,

Iza Witch
Doctor of Psychology

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Beware The Down-Easter (Bunny?)
(a sequel)

All kidding aside, is it really true that the NASCAR-USAC row is getting the ACCUS in bad with the FIA (is the latter becoming friendlier with SCCA or not?) not to mention the CSCC or MGCC? And what about the bit with the Frisco Region; they've been pretty inactive until the latest SCCA-SCRAMP-USSCC affair. Aren't sports car racing relationships fun?

Is there really a bridge at Bridgehampton, a gap at Cumberland, a lime at the Rock (or is it on the rocks), a laguna at the Seca, loops at Maryhill?

And how about the showing of the Tatra's at the Seventeenth Coppa del Brest-Litovsk? All right, huh?

After glancing at the latest listing of GT cars by the FIA it still seems that we won't be seeing much of the Bentleys. It's too bad because after their past performances at Le Mans and Brooklands we've all been hoping that the FIA would see it their way and set up the classes favorable to that big B.R.G. entry.

And don't forget, they're now running at Westboro, Brookline, and East Peabody from strictly stocks to Class A mods and midgets (how'd that get in here--that's for the National Speed Sports News).

Now that R.I.A. is phasing out of operation the U.S. forces can only hope that Jim Hall and the Chap-

arral can phase into top notch performance. The potential is there, and the drivers. I wonder which way Ray Saidel and the Jomars are phasing this year. On my next trip to the State Liquor Commission I should run up to Manchester and check.

The frosts have long finished heaving and the metropolitan Boston roads are in fine shape (until mid-May at least). How can you tell? Just listen to the Austin-Healeys as they scrap merrily along Commonwealth Ave. and Tremont St. Those Belgian block proving ground roads have nothing on these.

And if this column seems abominable to you, just remember, a snowman wrote it.

henry manley IV

- - - - -

The following information was presented to members present at the April 4th meeting:

FLAG SCHOOL

The problem is that of obtaining a group of enthusiastic and competent flagmen. After a person has spent a day flagging, he invariably is quite enthusiastic. Therefore, the major problem is making these enthusiasts competent. The New England Region has an excellent handbook prepared by David DeWolfe and revised by Bob Gregory which is attached as reference. Due to the time limitations, our own situation requires a modification of the NER licensing requirements.

A. M-H Region SCCA flag and communications temporary license requirements (T.P.).

1. Satisfactory performance at 3 days of driver, flag and communications schools (conducted by any SCCA region).
2. Be at least 21 years of age.
3. Be a member of SCCA.

B. M-H Region SCCA flag and communications license.

1. Satisfactory performance at a minimum of 4 days of driver, flag and communications schools.
2. Satisfactory performance at a minimum of 3 days of regional racing or practice.
3. Satisfactory performance at a minimum of 1 day of national SCCA racing.
4. Be at least 21 years of age.
5. Be a member of SCCA.

The licenses granted by this region will have printed on their reverse side these license requirements. Even the regional license will be adequate credential to enable you to flag at any sports car race on this continent.

I would suggest the following regulations above and beyond those indicated in the NER handbook.

1. There will be absolutely no partaking of alcoholic beverage prior to going on duty. This also means no drinking on flag station. It also means that no intoxicated people should report for assignment.
2. SCCA membership must at least be considered seriously by a school student. Membership in SCCA must be a requirement for license holders.
3. It seems short sighted not to recognize other region's events as being equal to ours; hence, schools and races conducted by other regions count for licenses.

The prospective or even indifferent listener may wonder why on earth he should spend the day in the boondocks.

1. Flagmen don't pay admission.
2. There is usually free beer after the day's work is done.
3. Flag station is the best place to watch a race.
4. You are performing a needed and appreciated service.

5. It's an awful lot of fun. To the best of my knowledge, no one who has ever flagged at a race has ever given up flagging for lack of interest.

6. It is exceedingly educational. One learns a great deal about fast driving from observing fast drivers and those not so fast at close range. It has been my personal experience as a driver that the problems of a difficult turn have often been resolved by watching my superiors negotiate that turn. One sees a far different view from a flag station than from a car on the track.

7. There is no friendlier, more sociable bunch of beer drinking nuts than the flagmen.

TECHNICAL TIPS

For those of you who have had trouble synchronizing the cardinal grammeters on the 230 and Fuel Injected engines, the latest info from the Chevrolet Service Bureau specifies the following: The original detractor had a base plate of amulated bakelite which developed stress-corrosion cracks under long and hard use. Part #9548393 group 2.35 is available for replacement. Since this part costs quite a bit (about 31 bucks), I recommend strengthening the existing plate by whittling out six mardzel vanes from a polyester plastic and bonding them with tetryhydrazime and 5% reminative hydrobenzene as solvent. With the base plate in place the wennel sprocket will run true enabling the roffet forks to nub correctly with the grammeter. New gremlin studs and Permatex should be used to prevent leaking of dram cock oil.

For those of you who have trouble with sticking windows, duPont makes a spray on dry lubricant called "Slip-Spray". Spray it generously in the channels in the door. Also it helps stop squeaking of the rubber hard top moldings on the clam shell. Next month's Tech. Tip will be on decommuator failure because of retrograde temp. phase distortions.

Clark Fegraus

CLASSIFIED ADVERTISING

FOR SALE: 1958 Jaguar, will consider trade. Call OR 4-3695, Peter Farrell.

FOR SALE: 1959 TR3, red exterior, black interior, wire wheels, heater, tonneau cover, luggage rack, mirrors, front grille protector, rear deck protector, Abarth Exhaust System, 1205 actual miles - \$1800.00. Contact Keith Witter, 150 Maple Avenue, Altamont, N.Y.

FOR SALE: 1961 MGA Roadster, grey, red interior, excellent condition. Contact Midge Birdsey, 1 Terry Ave., Schenectady, N.Y. ELgin 5-1456.

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1962 Studebaker Larks	from \$2095.
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1958 Triumph TR3	1195.
1958 SAAB	995.
1957 SAAB	795.
1960 Fiat 500	695.

1959 Goggomobile, dark green, has 10,000 original miles, good condition, \$275.00. Contact Art Bradt, EX 3-2624.

Trailer, 5' x 8', \$125.00. Contact Art Bradt, EX 3-2624.

1953 Sunbeam Talbot, Contact Art Bradt, EX 3-2624.

FOR SALE: 1959 Sprite, never raced or wrecked. Has been ported, polished and balanced. Really ready to go! Call Courtney Makela, FR 7-0374.

Al Schimpf's XK150 Jag is still for sale. Can be seen at the Albany Garage. Interested? Call Sy Hotaling. Price is only \$2000.00

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NEMITH OF LATHAM, Latham, N.Y. Used engines: 1 XK150S, 1 XK150, 1 Renault Dauphine, 1 Hillman, 1 Ford Anglia, 1 TR3, 1 MGA dual overhead cam. Contact Jim Spencer at Nemith's.

FOR SALE: Set of four 5.00 x 14 Michelin-X tires. Virtually new, \$75.00. Contact George Iliff, ELgin 5-6627.

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A NOTE: According to John Bone in the April 1962 R & T, 165.53 million spark plugs were replaced by motorists. Add to this approximately 24 million more, those installed in new automobiles, and figure an eighty per cent over the counter price.....so..... anyone interested in going into business?

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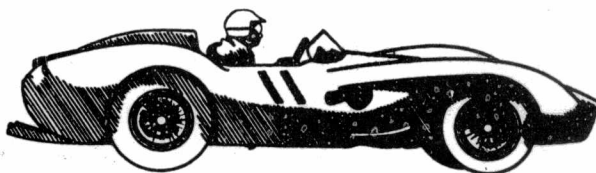
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CALENDER OF EVENTS

- May 5 - 6 Driver's School, Thompson, Connecticut
- May 5 - 6 6th Annual Little 500 Rallye, M G Car Club, Central N.Y. Centre, Southport Shopping Center, Elmira, N.Y.
- May 5 - 6 Regional Race, Vineland, N.J.
- May 6 Montgomery Wards Gymkhana, Ward's Parking Lot Menands, N.Y. Sponsored by the Empire Motor Sports Club. Harold Cameron, Gymkhanamaster.
- May 11, 12 & 13 National Race, Cumberland, Maryland
- May 12 BMSC presents the "Twilight Rallye No. 1". Registration is from 6:30 to 7:15 p.m. First car off at 7:30 p.m. Driver's meeting to be at 7:15 p.m. Navigational type rallye, 3 hours more or less, in the Berkshires. Fee is \$2.00 to any motor sports club, \$3.00 non-members. Starting place to be announced.
- May 19 - 20 Regional Race, Vineland, N.J.
- May 26 - 27 Regional Race, Thompson, Connecticut
- May 27 Loose Goose JASCA T.S.D. Starting at noon from Kelly's Hamburger Stand, Washington Avenue and Erie Boulevard, Schenectady, N.Y. Registration is at 12 noon, first car off at 1:02p.m. Medium length rallye with fee of \$2.00.
- June 2 - 3 National Race, Bridgehampton, N.Y.
- June 2 - 3 Regional Race, Dunkirk, N.Y.
- June 9 - 10 Divisional Race, Vineland, N.J.

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