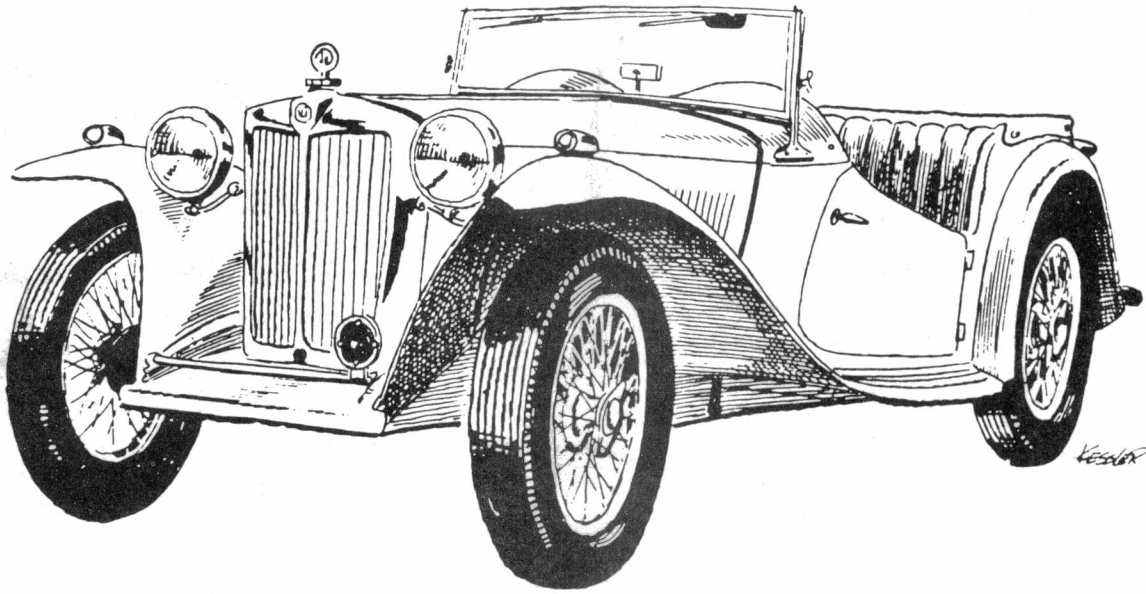


June 1962



# MOHAWK - HUDSON REGION



# THE KNOCK OFF

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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

Associate Editors:

Midge & Gene Birdsey  
One Terry Avenue  
Schenectady 3, New York

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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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Chatham Center, New York  
Chatham 4-4288

Assistant Regional Executive

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Closing date for Knock Off material is the 15th of each month.

## REports

Attending the INEC meeting in May was an enlightening experience. Not only did this little trip give INEC a better chance to see what's going on down here in Mohawk-Hudson, but it also served to give me some ideas to relay to you about this INEC organization.

Briefly, INEC is the Inter-regional North East Council, a body composed of representatives from each of the six SCCA Regions in Area 11. Although its original purpose was to avoid conflicts in the scheduling of competition events in the Area, INEC's scope has gradually broadened to the point where it now operates one of the finest Drivers Schools to be found anywhere in SCCA. In fact, last year's school at Watkins Glen was one of only three or four in the country that actually gave five full hours of on-course instruction in one weekend, thus qualifying students for competition licenses at a single school.

So far, INEC has not meant too much to our Region for two reasons. The first is that we have not held any speed events and have not needed the help of INEC for our purely local activities. However, more important, INEC has not meant too much to us because we have not put much of anything into it.

It is axiomatic that one only gets out of an organization what he puts into it. In fact, the phrase itself is a definite cliché. But it happens to be true.

Things are working toward a Mohawk-Hudson speed event in 1963. If we are to do this thing, if we are going to be active and grow, we must begin working on it NOW.

You may ask what you can do. If you are at all interested in racing, there are so many jobs that can be done that it would take a full page to list them all. Perhaps you have attended some flag schools - if so, why not go the full round and pick up a M-H flag license? Or maybe you are interested in tech inspection at races, timing and scoring, pit control, course control, or some other phase of race organization. Well, why not get yourself some experience and get ahead of the crowd? Good people are seldom turned away from a race meeting.

Ah, but where do you go the necessary experience? That's where INEC comes in. Whatever your preference, come along to the July 13 - 15 INEC School. Any of the various stewards and marshals will gladly put any willing SCCA member through a thorough course of instruction in his particular field. Come along and we'll find a spot for you. Contact any officer for details.

Think what you'll be able to do by this time next year!

Another note on INEC: it also provides a good channel through which we make our desires known to our Area Governor. You would be surprised to find out how the Board of Governors listens when a whole Area gets up and speaks through its own Governor.

Speaking of speaking, Governor Hank Ten Eyck would like to hear from all competition drivers on their feelings about the proposed changes to the Production Category rules. Here's your chance to give the pro or con where it will do the most good. It only costs a 4¢ stamp - hurry before the postal rates increase!

af



STATE  
5-8940

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---

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*Henry Van Deusen*

**PHONE AF 4-3339**

**109 E. MAIN ST.  
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## INEC REPORT

All member regions were represented at the May 19, 1962 meeting of the Inter-regional North East Council at the Airways Inn, Syracuse, N.Y.

Chairman John Duvall opened the meeting at 1:45 p.m. and the minutes of the previous meeting were read and accepted.

Finger Lakes Region reported on the progress of the Historic New York Rally which they are running this year.

Area Governor, Hank Ten Eyck, reported on the May 5 Governors' Meeting. He mentioned that one of the governors is leaking unauthorized information to the press, a situation that could develop into a harmful habit at the wrong time.

The Car Classification Committee reported to the Board with recommendations that there be one Production Category for 1963 and that it be somewhat more liberal than the present arrangement. More modification of engines would be permitted, but the lists of available options authorized would be cut down to conform more to the availability of these optional parts to the general racing public. There would be no "showroom stock" category.

Hank Ten Eyck issued an appeal for comments from competition license holders on the proposed changes in Production rules. Only by dropping him a line can the drivers in the Area be assured that their wishes are made known when a final decision is made.

The Car Classification Committee advised continuance of performance classes in production racing.

Competition Regulations and Car Classification and regulations will be published for 1963 by December 1962.

The Board of Governors has authorized Area 11, through INEC, to formulate standards and licensing procedures for all race control personnel other than Stewards of the Meet and Flag and Communications workers. These will become effective upon completion and acceptance by the Board of Governors. Licensing procedure will be handled entirely through the Regions. The Region itself will issue licenses for race communications personnel (flaggers, stewards, marshals, etc.) on both Regional and National levels. The National licenses must be approved by the Area Chairman of the function in question. Westport would be concerned only with the maintenance of records to back up the regional records.

A Regional License would entitle the holder to work on any race event and be an Assistant Chief at a Regional event. Those holding National licenses could work on any event, act as Chief at a Regional event and Assistant Chief at a National event, and he could be a Chief at a National event by approval of the Area Chairman of that function.

In reply to a question about the alleged inadequate appointment of an Area official, Ten Eyck replied that all Area Chairman appointments will hereafter be approved by the Board of Governors.

The Board also discussed the progress of the lawsuit instituted by the Los Angeles Region, SCCA, doing business as the United States Sports Car Club, and affiliate of USAC. The donnybrook was brought about by SCCA's disenfranchisement of the former L.A. Region. To eliminate many judicial details, suffice it to say that there has been little progress by

either side.

Doug and Loretta Wylie of the Western New York Region, reported on the upcoming Lake Erie Invitational Races at Dunkirk, New York on June 2 - 3. About 135 entries had signed up to date and the only big problem was one of Stewards of the Meet. Theirs had been obtained before the newest Competition Regulations were published and there was some consternation on the part of certain officials in the area.

David Weld of the Finger Lakes Region mentioned that 30 entries had been received to date for the Historic New York Rally.

Kent Partridge of the Central New York Region reported that Milray Raceway in Fulton will be progressing slowly throughout the year and should be sufficiently completed for 1963 racing.

Yours Truly reported on the current status of the Schenectady Race and future plans for larger-than-local events in which other INEC regions will be interested. Full support was promised for any races that we might wish to hold next year, and it was proposed that an earlier, preliminary INEC Driver's School might be held in this Region early in the Spring.

Bob Stanton read the entry form for the July INEC School and announced that the limit would be 70 cars. (The schedule and other information will be published as soon as received.)

Treasurer Loretta Wylie reported a current balance of \$847.99.

Kent Partridge invited all regions to send representatives to a Central New York Trials to be held on May 27. These are a modified English Trials, complete without roads, etc., planned to allow any car to enter and finish.

Hank Ten Eyck announced that there would be no State Fair Gymkhana this year due to a decision of the Fair Committee.

The next INEC Meeting will take place at the Glen Classic, about 1/2 hour after the last race on Friday.

Meeting adjourned at 4:30 p.m.

Art Frederick

\* \* \* \* \*

BILL KANE, Mohawk-Hudson Region's (SCCA) top competition driver, spent last week at the Alfa Romeo Factory, Milano, Italy along with Chuck Stoddard, Willoughby, Ohio and Al Weaver, Columbus, Ohio. Stoddard was SCCA's Class D Champion, while Weaver won Class G which was held by KANE for several months.

The occasion was the presentation of the Nouvarli Trophy (Italy's highest racing award) to Giancarlo Baghetti along with various presentations to the Top Alpha Romeo Drivers of the World. All the notable racing figures in Italy were present including Enzo Ferrari, who seldom appears in public.

In a communique, KANE stated that driving plans for the future look very good, but would say no more. KANE will end his fourteen year Navy career shortly to return to Albany and the World of Racing.

\*\*\*\*\*

Keen - con't. -members of our team and all had a real good time. I'm sure by now you all heard how we made out & about the trophies we brought home so why don't you go with us next year? See you there!

Hanns Flebbe

OPERATION 850  
by Carl Metzger

On Thursday, June 7th, having nothing better to do, I ambled down to Lime Rock to see the much publicized event that was announced as Operation 850, standing for, of course, the 850cc Mini-Minor.

After registration, we were given press kits and tams and invited to watch a demonstration race between a few prominent gentlemen and a woman. There was a certain J. M. Fangio of Argentina, I. Ireland of Scotland, J. Boreu of Argentina, and P. Rodriguez of Mexico. Oh yes, the woman was a certain Miss McCluggage of New York. Do the above names sound maybe a little familiar??

The race was mainly a battle between Ireland and Rodriguez with Fangio trailing and demonstrating the car.

After the race was over we were invited to ride with one of the stars on a demonstration tour. I couldn't get a ride with Fangio so I rode with Innes Ireland, winner of the '61 Grand Prix of the United States. This was a ride that I shall never forget. Even tho this car (Cooper-Austin 850) has a top speed of somewhere around 85-90 mph, Innes kept this car performing at its utmost. He would pass cars while in a four wheel drift inside or outside by very skillful maneuvering. Going down the hill at Lime Rock on one lap he went inside one car and outside another, all between the Amoco bridge and the Apex of the corner.

In all this was a very exciting ride with a champion driver.

Then, anybody who so desired could drive the course in any one of the three models; the Standard,

Super or Cooper Austin. I drove all three for a total of 20 laps.

The most memorable one was the ride in the Super 850. As I dove for the first turn in the ESSES, a Cooper-Austin took me on the outside. As he drew abreast of me, I looked at the driver and there with a big smile and wave was the five time World Champion, Juan M. Fangio. In my racing career I've been passed by many name drivers, but I've never been dusted by the World's Champion. I tried to slip-stream him but he just walked away from me.

The British Motor Corporation is to be congratulated for putting on such a wonderful day. The food and drinks were of a superior quality and so was the attitude of the Grand Prix drivers.

cm

#### News Item

Last Saturday, Jack Jones ran through two stop signs, three red lights, drove three blocks down the wrong side of the road, and did a gymkhana slalom back and forth across the center strip for two blocks. Jack does this all the time and never gets a ticket. What's his secret?

Well, Jack is only 12 and rides a bicycle.

George Iliff

#### Keene Hill Climb

The Keene Hill Climb is one of the few serious events in this area that can be entered without a competition license and therefore, offers a chance for the amateur to show his stuff and



have a lot of fun. An important point to keep in mind though is that this event can be dangerous as shown by the number of serious injuries which have occurred in recent years. Consequently, if you plan to enter next year:

1. Your car should be thoroughly checked, well tuned, and equipped with roll bar, seat belts, etc.
2. You should know what your limits are and what your cars limits are and drive accordingly.

George Iliff

### Intermediate Events

There is a large gap between gymkhanas, rallies, etc. and SCCA racing such as at Lime Rock. In gymkhanas, the cars are rarely ever out of second gear while regular SCCA racing for the most part is a pretty serious endeavor.

This gap should be filled by intermediate events such as hill climbs or better yet, high-speed gymkhanas (horizontal hill climbs) as are reportedly run in the New York city area. Such events could be run at the GEX parking lot and should perhaps be tight enough to keep maximum speeds down to say 50-60 mph. Of course, qualifications for cars and drivers, spectator control, etc., would have to be higher than for the usual gymkhana. Many of us would welcome this type of event only - please keep the Mini-Coopers out of my class!!!!

George Iliff

### News Item

Mini-Coopers at the Keene Hill Climb were equalling good MGA times and slaughtering Sprite and SAAB GT times.

George Iliff

### Poem

The Corvair is a dear,  
With the engine in the rear,  
But when cornering fast,  
The rear end slides past.  
It's not the wine or the beer,  
It's just a little oversteer.

George Iliff

REGULAR MEETING MINUTES  
CIRCLE INN  
June 6, 1962

Secretary's report read and accepted with the exception of Ray Gaul's motion which has been revised.

Treasurer's report read and accepted. Balance is \$266.17.

Contest Board Chairman announced coming events and asked for volunteers to help at the INEC Driver's School.

K-0 Editors asked for articles for the publication.

Membership Chairman announced that the Region has one new candidate for membership.

Publicity Chairman reported that four M-H Region members placed well at the Keene Hill Climb

R. E. announced coming activities. The Region will hold a gymkhana on June 17 at Menands, N.Y.

Mike Hancock made the motion that the next meeting be held on Wednesday, July 11. Hank Van Deusen seconded. Carried.

Meeting adjourned.

Respectfully submitted,

Irma McClumpha

Well, the arm chair racing circuit is quite good again. Bruce McLaren won the G. P. of Monaco twice --live and on A.B.C. T.V. How about that? It should be a season to top last year. Aren't you glad the T.V. networks (C.B.S. & A.B.C.) have finally seen the light?

Henry Manley IV

### What's Up Down East

A good contingent of Mohawk-Hudson Region (I thought I'd spell it out to let you know I could) turned up at the first New England Regional at Thompson, May 26 & 27. Representing M-H were Ray Gaul, Phil Groggins, Roly Heacox and Al Jacobson. Maybe I should stop here as only Phil Groggins lasted his race. But while Phil did not collect any silverware, he was in the top half dozen and had an interesting dice with an Austin-Healey (cracks in the fiberglas show that things got hairy in the bends--who says sports car drivers don't block much).

One other interesting feature of the afternoon didn't pan out either. John Caley brought down his rumored-to-be extremely fast '62 Class A Corvette. But John was emitting lots of funny smoke on down-shifts and gave up the ghost after three laps. Will Mike Gammino be able to win again next time? Will John Caley be back? Or will there be faster Ferraris and Dick Thompson to cope with? Boy, one can hardly wait, can one?

In case you're interested, George Constantine has just left the Beth Israel Hospital in Brookline, Mass. It seems that his ticker was giving him a little trouble, but he is all right now. I hope that he'll be able to drive with his fantastic vigor again. George always puts on a good show.

### INVASION

Nine Capital District gymkhanists, including part of Team Pastrami, made the trek to Pittsfield on June 10 to bring back some hardware from the BMSC crowd, if possible.

It was possible!

This event had been billed as "ANAHKMYG", or "gymkhana" in reverse. Was it going to be all backward, or was it going to be a gimmick event, or did those New Englanders have something else up their collective sleeves? We took a chance and went to see for ourselves.

First thing we found out was that it was HOT. And the sun persisted on depositing gobs of sunburn upon one and all.

Second discovery was that the classes were screwy by our standards. Class A included Alfa, Healey, Daimler, MGA, Porsche, Mercedes and Volvos were placed in Class B, while the rest were relegated to Class C. This arrangement left Fairthorpes, Sprites, VWs, Renaults, Saabs and Minors all together. Sounds strange, eh?

But it seemed to work reasonably well. Unfortunately, the entry list of 25 did not bring many cars out and accurate assessment of the classes could not be made. But those comparisons that could be made showed that the classes seemed equitable.

Event 1 required reversing from the start to a garage, forward motion to another garage, reverse into another, forward into another, reverse into another and a flying finish after all of this shifting. The second one was weird - it consisted of a forward circle, a straddle stop, a reverse circle over the same route, a straddle stop and 630 degrees of increasing radius circle to the flying finish. All but the last 180 degrees took place within narrow lanes.

The third event was a serpentine followed by a garage and more serpentine to the flying finish, while the last pattern combined some serpentine motion with three garages. Both of these were quite straight forward after the maze of pylons in event number 2.

The nine area drivers (in six cars) competed in each of the classes. Hanns Flebbe and George Iliff represented the Class B entry, Bob Seger and I drive in Class A, and two Sprites with six pilots kept us competitive in Class C. Dolores and Lonnie Granito drove their own Sprite and Jim and Jean Smith of East Berne shared their car with Betty and Roly Heacox.

As it turned out, many of us had our little troubles. Hanns just couldn't manage the Monza in some of the events due to its size. The poor guy was still cranking the steering wheel even after he had left the car. The rest of us were more fortunate in that respect, but there were other difficulties. Some of the competitors kept going off course, some could not get their cars in gear, and some experienced wildly slipping clutches. I only managed to hit one pylon.

All problems aside, we did meet with some success in our venture. George brought his Volvo home to first in Class B, Roly and Lonnie were 2nd and third in Class C, respectively, and the Porsche pulled down a second after another close competitor rep-

eated the pylon maneuver. Now if that guy in the A had only hit one, too.....

Art Frederick

#### WHOSE RESPONSIBILITY?

Whose responsibility is Mohawk-Hudson Region? It is the job of the Regional Executive to see that it keeps going and advances? Is it the duty of the Board of Directors to do everything that must be done? Or is there more to it than that?

We are now facing a problem in the production of this magazine. Due to increased duties in regular employment, the Editor has found she cannot keep putting out the Knock Off under the conditions that have been forced upon her in recent months.

At best, the Editorship is not the easiest job in the Region. It is surely no sinecure. But its difficulty depends to a great extent upon the amount of cooperation tendered by the members of Mohawk-Hudson.

For the first few issues of 1962, material for publication was abundant. Everyone seemed willing to help in some way and the job was one of editing. However, the winter stream has turned to a summer dribble, and, to mix a metaphor, getting material is something like pulling hens' teeth. What happened?

Even though the activities calendar is much fuller now than it was earlier in the year, even though more MHR members are attending the events of other clubs, even though there is much more about which we can write now than there was five months ago, the Editor has had to resort to the old trick of copying from other newsletters and magazines to arrive at an issue that is even partly full. Of course, quality

also suffers when this sort of situation exists.

Soon we will be asking for a new Editor. If no one will accept the position, it can only be assumed that there is so little interest that publishing the Knock Off is a simple waste of time and effort.

After the staff is functioning, it will be necessary for us to supply them with enough articles, information and data. A little cooperation by a lot of us, rather than a lot of work by a few of us, will mean a better and more interesting publication for everyone. Many of us attend events of other clubs both in and out of the immediate area. With a few minutes at the desk you can tell the others what you have done and how well.

In a few minutes you can do one or more of the following things:

- a. Write about a rallye or gymkhana that you recently attended.
- b. Write about a M-H event that has just been run.
- c. Gripe.
- d. Praise someone.
- e. Write a letter to the Editor.
- f. Ask a question.
- g. Pass along a tip on service, sales, sports cars in general.
- h. Air a pet peeve.
- i. Tell a joke.
- j. Write a story.

Surely, at least one of these categories can apply to each one of us.

The keynote to the success of any organization, from the Federal Government down to a three-man poker club, is cooperation. Without it no

group can long survive. And cooperation takes many forms. Cooperation first has a positive phase about which this whole enterprise has concerned itself. But it also has a negative phase.

What is this negative phase of cooperation? Well, it consists in the main of doing things that tend to destroy that mutual assistance that already exists. It can almost always be traced to failure to air disagreements. None of us who hold offices expect to be perfect, but we want to know when you are not satisfied - it does no one any good to keep differences of opinion bottled up.

So the last thing that you can do is to speak up at the regular meetings. In the final analysis, the Club belongs to its members, not to one or two or even a group.

Let us hear what you have to say, and let's all COOPERATE.

Who would like to help?

Art Frederick

\* \* \* \* \*

MINUTES-BD. OF DIRECTORS MTG.  
CIRCLE INN, June 13, 1962  
Secretary's report read and accepted. R. E. announced that some members of the Lake George Chamber of Commerce will attend the July 18 Board Meeting to discuss a weekend rallye for 1963.

Treasurer's report read. Balance is \$132.34. Ray & Gladys Gaul agreed to attend the INEC Meeting after the Glen Classic Race. R.E. will try to get the Sebring '62 film for the July meeting.

R. E. announced that Midge Birdsey has resigned as K-0 Editor. Tentative plans were made to have a gymkhana on Sunday, August 5. Meeting adjourned.

Respectfully submitted

Irma McClumpha

CALENDAR OF EVENTS

- July 1 MGCC - Gimmick Rallye
- July 7 Little LeMans at Lime Rock, Connecticut
- July 8 AMEC - Trials at Charlton. Registration at 12 noon - 1st car 1 p.m. \$3.00 entry fee.
- July 8 Rensselaer T.S.D. Rallye put on by R.P.I. students Registration 12 noon - 1st car off at 1 p.m. R.P.I. Field House Parking Lot at eastern end of Peoples Avenue. For more information call Ben Chi at AS 4-3334
- July 11 SCCA Meeting - Circle Inn
- July 15 EMSC Picnic Rallye
- July 21 LISCA Race at Lime Rock, Conn.
- July 21 Regional Race at Norwich, 22 Maine
- Aug. 1 SCCA Meeting - Circle Inn
- Aug. 12 EMSC Gymkhana at Empire Raceway

\* \* \* \* \*

PLEASE NOTE: The regular meeting of SCCA will be on July 11th - not on July 4th.

\* \* \* \* \*

A "bit" of information from the AMEC group.

Two new trials classes have been proposed in order to provide fairer competition at the Autocross. These new classifications will be used provided enough cars are entered to permit a minimum of three cars in a class:

COMPACT CARS - sedans under 3000 pounds and larger than small

touring cars (such as SAABS, VW's, Renault, DKW, etc.) will be classed as "compacts". This class should provide better competition for owners of Volvo, Corvaire and similar machinery.

FRONT-WHEEL-DRIVE CARS - these cars have a marked advantage particularly on a slippery track and when possible, will be separated from other sedans.

Also, unless otherwise announced, there will be an event at the Charlton Course in Charlton on the second Sunday of each month during the summer and fall.

\* \* \* \* \*

Men seem to think that there's a hex

On every driver of my sex.

Each time the traffic snarls ahead,

In language uninhibited

And tones as bitter as persimmon,

They cuss and carp and mutter: "Wimmin!"

How quick they are to slur, indict.

How sad to know they're often right!

by Dorothy R. McWood as printed in the Wall Street Journal, 6/5/62

\* \* \* \* \*

PATRONIZE

OUR

ADVERTISERS!!!!!!

!!!!ATTENTION!!!!  
COMPETITION DRIVERS

Hendrix Ten Eyck, our Area 11 Governor and Chairman of the National Board of Governors, has asked that all SCCA licensed competition drivers notify him either directly or indirectly of their desires in the matter of the proposed changes to the allowable modifications on production cars.

To recapitulate the possible changes, much more extensive modification of engine, drive line, and suspension would be allowed while the lists of allowable options would be drastically reduced in many cases. The reason for cutting down on options is that many factories list various goodies as options when only a few of the very best drivers are able to obtain them from the manufacturers. No "showroom stock" category is contemplated.

The obvious effect of the desired changes is to make legitimate many cars that are now on the borderline or are patently illegal. But it also will mean that much more preparation will be necessary to be competitive in the production classes. This, of course, means that more money will be required.

To help the Board of Governors to arrive at a decision on this most important question, please complete this questionnaire and return it to the address indicated. Be prompt, because a final decision will be made this fall, and the 1963 regulations will be published by December, 1962.

1. I am (in favor of) (opposed to) the proposed 1963 Production Car regulations as now in effect in Area 9 & 10. Reasons for my choice: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_
2. I am in favor of continuation of the present production car regulations with the following changes: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_
3. I would (favor) (oppose) the proposed changes if a "showroom stock" category were added. Comments: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_
4. Additional comments: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Return this questionnaire completed to A. H. Frederick,  
 75 Main Street  
 Chatham, New York

## KEENE Hill Climb - 1962

In spite of all the stories we had heard about this thing called Hill Climb, we decided to take a crack at it and so on Friday evening a small but "selected" group assembled in a parking lot next to the Schenectady "Y". Roly towing the Jag, Lonny towing the Sprite, Cliff in his "A", Dick Moody with his SAAB GT, Chuck and Mary Schongar in the Daimler, Cliff Vincent in a Healey, Al and Shirley Cummings in their SAAB - Al was functioning as "Consulting Engineer" - and Ursula and myself in the Monza. After some picture taking and some ice cream, we were on our way to them there faraway Hills - Lonny leading because he sure knew all the short cuts. At the Luzerne Diner we stopped to eat and entertained the other guests with those fabulous tales from the Abominable Snow Rallye. While being there, George and his Volvo joined our party, that is, he left the Volvo outside.

Fortunately Lonny was able to provide a place to stretch out for all of us in form of a camp belonging to his parents-in-law and after another 3 hrs. driving along beautiful Lake George, we arrived there warmly welcomed by our hosts. Since for obvious reasons we did not want to leave the cars on the road and the camp was situated halfway up a hill with no real driveway, we had a fine time getting the 10 cars tucked away. It must have looked like giant ants crawling all over the hill. After some liquid refreshment and still more tales it was finally time to get some shuteye and everybody looked for a corner to rest his weary bones. Dick and George took their sleeping bags and sought the company of the bugs outside. I was laying next to Chuck and he was kind of restless, to say the least. Maybe he dreamed about the Canadian Rallye. At 4:30 the noise and smell of coffee in the making woke everybody up and Chuck couldn't find his socks. We all looked, but no luck! Well, c'est la vie. We unscrambled our cars and around 7 a.m. we arrived in Keene and went right to tech

inspection. Drivers' meeting was scheduled to be at 8:30 which left some time for additional breakfast. Unfortunately, they were not prepared for me and so I didn't get my oatmeal. Drivers' meeting was short and to the point when the friendly fellow, who was to be the starter, said: "And I don't want the place messed up with blood and broken bones so drive carefully" Following that we were allowed to take a look at the course and we took a stroll up the hill at 30mph especially to see the main attraction, an 8' wide concrete bridge built to withstand almost any car. I'm sure this bridge must have been built with Hill Climbing in mind because it sits just at a nice angle to the direction where you come from to make things interesting and don't try to go straight off it or you run up a high bank. To complete the picture, an ambulance was stationed halfway up the run and a wrecker was at hand too. And don't think they were not used. The course consists of a series of tight S-turns, then the bridge, sharp right with high bank on your left, another S-turn, then straight up. The whole thing is 1.7 mi. long. On the entry blank open exhaust was mentioned as desirable and so naturally everybody complied. Besides obvious reasons, sounds good, too. This seems to be a good way for attracting spectators. Come starting time it began to drizzle and this' rough macadam really got slippery. Dick must have good connections up-stairs to get just the weather he wants. 4 of the 1st cars never made the finish line so we decided to take it easy on the 1st run since there were 2 more to follow and your best run counted. In time for the 2nd run the course had dried up and turns were taken tighter, bridge crossed a bit faster and times were generally better. Fortunately nothing serious happened all day, only the bridge seems to be too narrow for a Ford at whatever speed he was going, a Sprite came back down in 2 sections and a few more things which I don't remember. Some very good times were turned in by

(con't. on page 4)

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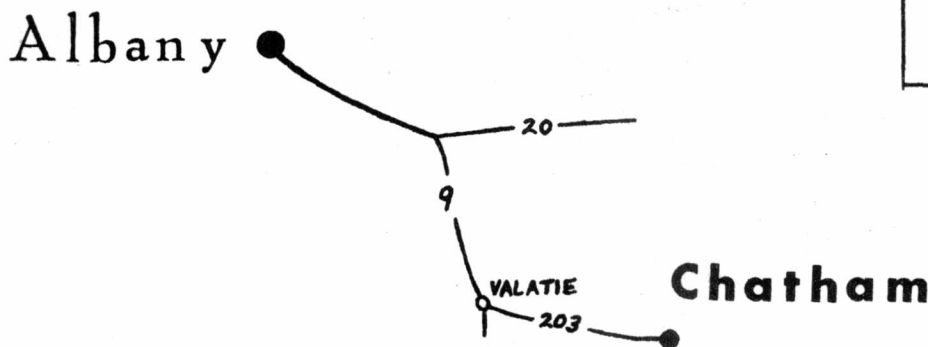
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