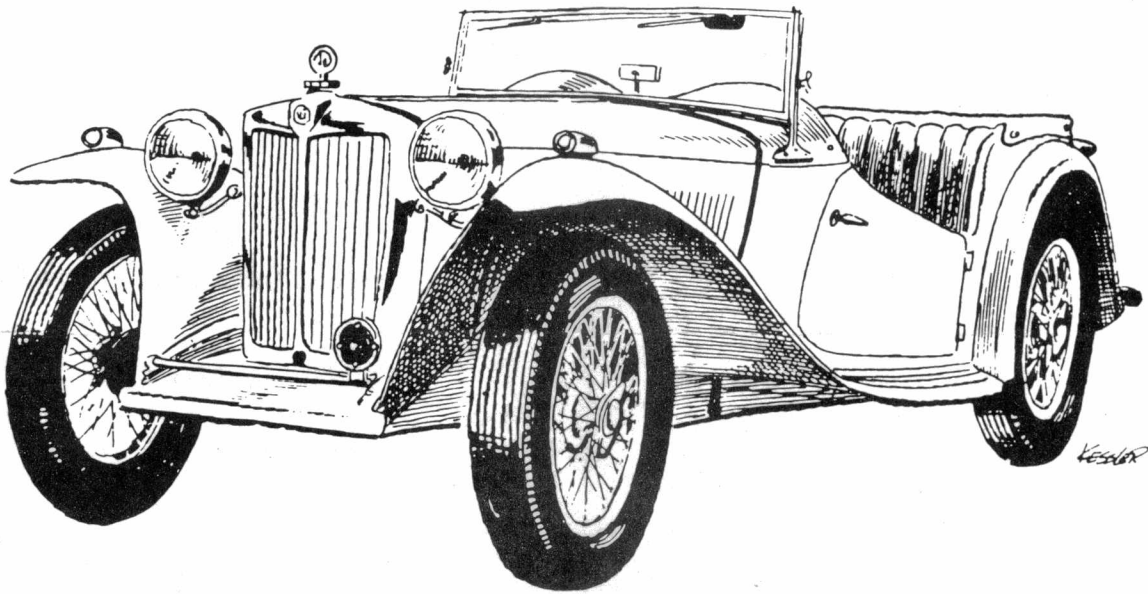


JUL 1962



# MOHAWK - HUDSON REGION



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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

Editor:

Dick Leonard  
1 Leonard Place  
Elsmere, New York  
  
HEmlock 9-2863

MOHAWK-HUDSON REGION MEETINGS

Regular meetings are held on the first 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 purpose 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 in addition to \$2.50 for Sports Car Magazine and one year's Regional dues, \$3.50 - Total dues, \$16.00.

\* \* \* \* \*

Closing date for KNOCK OFF material is the 15th of each month.

1962 OFFICERS

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Chatham 4-4288

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AF 4-2082

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Mac McClumpha  
54 Adams Place  
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HEmlock 9-9656

2.

## REports

After a month of turmoil and confusion, things have been straightened away now, and we are functioning smoothly again. You know from reading the last issue that Midge Birdsey was forced to resign from the KNOCK OFF staff due to business commitments. We have been lucky to secure the services of Dick Leonard of Elsmere and his lovely wife Sharon to carry on in the place of Midge and Gene, and there should be no trouble making the transition. Please give the Leonards your full support to make their job as easy as possible and to make sure that the KNOCK OFF remains a magazine to be proud of. Use pen a paragraph or a page, a sentence or a story. You may be surprised to find that other people are really interested in what you have to say.

Anyone knowing of firms that would be interested in placing advertisements in the KNOCK OFF should contact the Editors at 1 Leonard Place, Elsmere, for full information on the subject.

We also had a bit of a scare when Bob Wallace notified us that he found it impossible to continue as Activities Director due to his receipt of a Fellowship at Union College and a change of teaching jobs. However, Courtney "Corky" Makela is stepping into the position with great enthusiasm and verve.

Speaking of activities, please make an effort to attend our August 5 gymkhana. The June 17 event was poorly attended by both members and non-members, only the regulars showing up. If you cannot come, why not get someone else to go in your place. If every member participated, we would have a bang-up event. And it will be a good one; the events are being laid out so that the course can be traversed by even the largest DI without undue difficulty. So when you try this in a sports car - WOW!!!

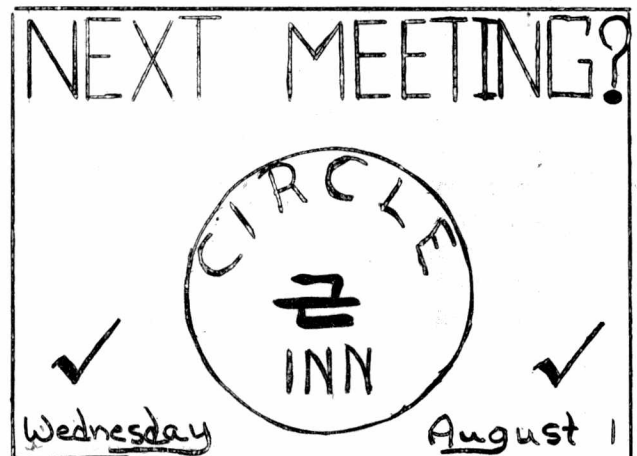
Congratulations are in order for Dolores and Lonnie Granito and Chuck Shongar. They, and non-member

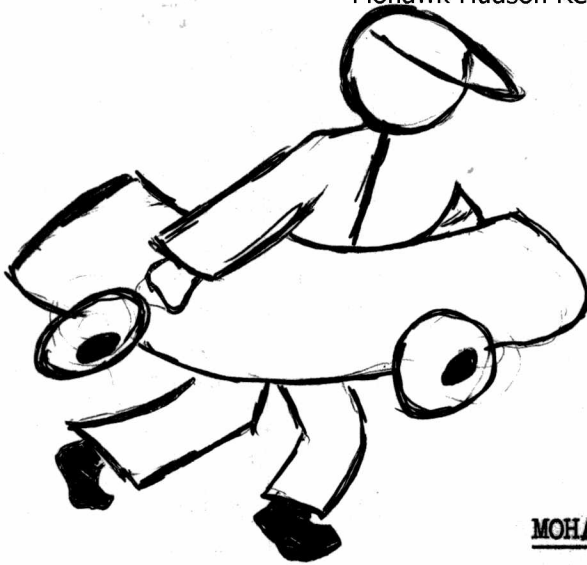
but old friend Harold Cameron, participated in the Mohawk Valley SCC's "Central New York Championship Road-ee" on July 8. The event, run in Utica, drew 57 entries, but our folks left only 3 of the 11 trophies for the other 53. Lonnie had fastest time in Class I and overall, Harold won Class II and the MG marque award, Chuck won Class III, and Dolores won the Ladies class hands down. In addition, the Granito/Granito/Cameron team representing Pastrami, a local gymkhana team, won the team prize without a great amount of difficulty.

In case you have not heard it yet, our friend and Mohawk-Hudson member Peter Ryan of Quebec was fatally injured at Reims when his car was hit by another competitor's auto. The accident was no fault of Peter's and he will be missed by all of us.

That seems to be about the extent of it for now. Remember your three R's: Receive the KNOCK OFF, Read the KNOCK OFF, and Rite for the KNOCK OFF. See you in a month - or how about the next meeting? Will you be there? You missed a good movie if you didn't get to the July 11 gathering.

af





I'LL BE THERE!

MOHAWK-HUDSON AREA

- August 5 ..... OPEN GYMKHANA at Stuyvesant Plaza  
Starting time at Noon - First car  
off at 1:00 P.M.  
David Gaul, Gymkhanamaster
- August 12 ..... EMSC Gymkhana at Empire Raceway  
Starting time - Noon

NORTHEAST DIVISION ACTIVITIES

- August 4 ..... New England Regional Race at  
Lime Rock, Connecticut
- August 11 - 12 ..... South Jersey Regional Race at  
Vineland, New Jersey
- August 11 - 12 ..... New York Regional Race at  
Schenectady, New York
- August 11 - 12 ..... New England School at Thompson,  
Connecticut
- August 18 - 19 ..... Washington Region Race for Economy  
Sedans at Marlboro.
- August 25 ..... N. New Jersey Regional Race at  
Lime Rock, Connecticut
- August 25 - 26 ..... Steel Cities Region, Divisional Race  
at Connellsville, Pennsylvania
- August 25 - 26 ..... New England Region School at Thompson,  
Connecticut
- September 1 - 2 - 3 ..... New England Region National Race at  
Thompson, Connecticut
- September 8 - 9 ..... Philadelphia Regional Race at  
Vineland, New Jersey
- September 15 - 16 ..... SCCA - GT 1, S, Fm. Jr., at  
Bridgehampton - FIA (Inter)
- September 21 - 22 ..... Glen Region National Race at  
Watkins Glen
- September 28 - 29 - 30 ..... Washington Regional School & Race at  
Marlboro



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---

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## MOHAWK-HUDSON REGION GYMKHANA - JUNE 17, 1962

## RESULTS

NO.	NAME AND ADDRESS	POS.	CLASS	CAR	TIMES	
					Best	Total
1	Ray Gaul, Voorheesville	6	SO	MGA	37.6	162.6
2	J. Greenly	3	SU	TR-3	49.0	202.4
3	George Iliff	2	FT	Volvo	38.2	157.7
4	Sam Prock	5	DT	Chev	60.0	244.6
5	Ted Baran	4	FT	Volvo	38.0	161.5
6	Gene Birdsey	1	FT	VW	35.8	149.8
7	Hanns Flebbe	4	DT	Corvair	56.0	226.3
8	David Gaul	3	DT	Chev	49.0	222.3
9	Robin Knox	5	SO	Corvt.	45.0	159.8
10	Art Frederick	2	SU	Porsche	35.0	138.0
11	Bob Seger	3	SO	MGA	37.9	141.9
12	Robert Gregory, Pittsfield	2	DT	Corvair	47.0	192.3
13	Chuck Shongar	7	SO	Daimler	37.2	167.2
14	Martin Ormsbee	1	DT	Falcon	47.0	178.4
15	John Weber	2	SO	MGA	33.2	140.6
16	Lonnie Granito	1	SU	Sprite	32.0	132.6
17	Butch Sciarra, Pittsfield	3	FT	Saab	44.0	159.6
22	Dolores Granito	2	L	Sprite	35.4	158.4
23	Harold Cameron	1	SO	MGA	32.2	129.7
24	Clif Thorne	4	SO	MGA	39.0	159.2
25	Betty Heacox	4	L	Fairth.	51.1	186.5
26	Janet Miller	1	L	Sprite	41.0	157.5
27	Lonnie Oathout	3	L	MGA	42.4	159.8

TOTAL ENTRIES: 23

TOTAL PER CLASS: Sports over 90" wheelbase - 7 Code "SO"  
 Sports under 90" - 3 Code "SU"  
 Foreign Touring - 4 Code "FT"  
 Domestic Touring - 5 Code "DT"  
 Ladies - 4 Code "L"

Gymkhanamaster: Gerry Oathout

Assisted By:

Ray Gaul	Lonnie Oathout
Ted Baran	Gladys Gaul
Gene Birdsey	Mac McClumpha
Art Frederick	Irma McClumpha
Clif Thorne	

Yep, it sure was hot out there! Maybe that was the trouble. Or perhaps it was because it was a nice weekend for a change. Or it might have been that Father's Day interfered with the festivities. Anyway, we could draw only 23 entries for our gymkhana at Empire Raceway on June 17. Seems sort of sad, really.

Gerry Oathout did some commendably fast work on short notice and turned out quite an interesting event. There were three events in all, and they were run on a modified "MGCC-Montgomery Ward Gymkhana" style.

The first pattern was sort of a miniature race track type of thing with garages. It

5.

was here that the only required backing up was incorporated, and it was only a stretch of some 15 yards or less.

Then came a serpentine calling for a run, a loop at the end, and a return, all in a forward direction. Things were a little tight on this one, and some of the DI type cars entered encountered more than a smidgin of difficulty in getting through without backing and filling. Sam Prock, who was driving what was undoubtedly the largest car there, devised an interesting, if none too effective, maneuver, though. After finding that it was impossible to get his Impala convertible through by steering, he decided to drive straight through a gate, cramp the wheel, and torque the rear end around. It is problematical whether or not he actually saved any time, but we all had to admit it was a spectacular show. Too bad there wasn't a trophy for showmanship!

After everyone had finished the first two events, both of which were run on the infield, the third run was started. It consisted of a one-way traversal of the serpentine, a half lap on the asphalt, and a backward (referring to direction, not attitude of the car) run through what was previously the first pattern.

As interesting as all of this was, it seems a shame that more members were not there to support it. Well, you'll have another chance on August 5, when we will have a real OPEN gymkhana. Our gymkhana-master promises us that it will be easily driven in even the largest DI. And that means all sorts of fun for sporty type cars. So let's get over to Stuyvesant Plaza on August 5. Do come, y'all.

Art Frederick

\*\*\*\*\*

REGULAR MEETING MINUTES - CIRCLE INN  
July 11, 1962

Treasurer's report read and accepted.  
Balance is \$176.34.

R. E. announced coming activities. The Region will have a gymkhana on August 5 at Stuyvesant Plaza.

R. E. announced that Courtney Makela would take over duties of Activities Director for balance of year.

Harold Cameron announced that Region members brought back 8 trophies from Utica gymkhana.

Contest Board Chairman announced coming events and asked for volunteers to help at INEC driver's school.

R. E. asked membership for discussion on a possible week-end rally to be held at Lake George in 1963.

Motion was made by Ray Gaul and seconded by Mike Hancock, that Mohawk-Hudson Region put on a week-end rally at Lake George if the Lake George Chamber of Commerce agrees to pay ALL expenses. Motion approved.

R. E. announced that 1962 Sebring film would be shown after meeting.

Meeting adjourned.

Respectfully submitted,

G. Gaul, Acting Secretary

\*\*\*\*\*

NEW MEMBER

Stephen J. Donachie  
Materials Eng., N. Hall  
R. P. I.  
Troy, New York

MK. 2 SPRITE

\*\*\*\*\*

In our area at present and living at Earlton (which is near Climax, which is not far from Surprise, N.Y.) are the Paul Klines who are from SCCA Nebraska Region. Hope to see them soon.

\*\*\*\*\*

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## LIME ROCK NATIONALS

Bernie Burns

June 30th, at Lime Rock Park under the sponsorship of the New England Region, the SCCA offered another chance to gain National Championship points. The event drew thousands of spectators to watch the finest drivers and cars from this part of the country compete in eight scheduled events on the beautiful and tight little course nestled in the Berkshires. The day was a success with skills and thrills often evident. Some of the machinery suffered somewhat and a driver or two may have been bruised a bit, but happily no serious misfortune came to our attention.

Our only disappointment - we missed the first race which was won by Chris Noyes driving the Jack Crusoe Alfa Romeo averaging 71.09 MPH, followed by a Class G Sprite and another Alfa. The first car in Class H was the Sprite of Harvy Glass who was 13th overall averaging 67.26 MPH. Second and third slots were filled by Ed Astri's Fiat Abarth and Mark Robinson's Sprite.

Race #2 contained twenty Class F cars, three of which were Turners. Skip Barber drove one at an average speed of 72.49 MPH to win the race. Don Sissler's Alpine (one of three raced) took second with Will Daugherty and his Porsche following for third position. The eleven MGA's ran pretty much as a parade - their best time averaging 70.47. Our own Ray Gaul placed well in this line - driving steadily and skillfully in Steve and Molly Scullen's MGA.

The third race put 18 Class E Production cars on the grid and a rough and ready group of lads were driving. On the initial burst into Big Bend not one gave an inch - not even to Art Riley's P1800 Volvo. There was considerable dust and perhaps a bit of metal to metal but the fellows grinned and kept going. That was the style of the race. Bob Tullius's TR-4 grabbed and held on to first for 24 laps only to be challenged by McNeill's Morgan at the beginning of the 25th. McNeill, who had been steadily coming through the pack, drove deep into the Big Bend ahead of Tullius, came out faster, passed slower cars in the Esses and continued to go like

the devil, winning the race with this masterful display of racing know how. Tullius had to settle for second followed by John Stevens and his Healy. Carl Metzger of our Region had to take his TR-3 out of the race at about lap #15.

The G and H Modified went off like clockwork with Jim Scott driving the de Tomaso-Osca to first at an average speed of 76.98 MPH. H Modified was taken by John Holmes in the Lola-Osca. Race #5, 20 laps for Unrestricted, Formula Jr. and Formula III provided considerable excitement as Tim Mayer in the Cooper Jr. turned 1:04 and fractions on several laps. No official word was given as to establishment of a new track record but at any rate, no one was catching this flying pencil which averaged 79.98 MPH. Floyd Askou in the Lotus, Montreal's Ernest de Voss in a Lola Jr., and William Smith (Mayer's teammate) placed second, third and fourth, respectively. Ernie George in the Jaguar Special with Cadillac Engine was first of the big cars and fifth overall. Ten speedy little Formula III's were in the line-up with Skip Oliver winning the Class at 74.68 MPH.

The sixth race for Production "D" - It was the Porsche of Burt Everett all the way. There was a terrific fight going on for second place until on the seventeenth lap, Chris Noyes in the Alfa took and held that position for the remaining eight laps. The Porsche of George Frey placed third. The race demonstrated well the need for escape areas as time and again the fellow tried too hard and sent up clouds of dust to prove it.

Twenty-six cars of Production Classes A, B, & C were on the grid for the seventh race. The Bob Grossman Ferrari out dragged all of them. George Georgi in the Allen Wylie Ferrari was second and Dick Lang in the 327 Corvette next. However, on lap six, Georgi took Grossman and somehow made it stick. Lang in the Corvette drove hard all the way for an overall third place. John Howe, our neighbor from Pittsfield way, put his Jag XK120 in second place Class C. Our Rolly Heacox did not finish as well as he may have. I was informed he was penalized for starting before the flag fell. At any rate, Rolly seemed to appreciate his freedom when they let him go again and gave it all he had. These Ferraris perform beautifully here at

7.

Lime Rock. The Lotus Super Seven in the capable hands of Dave Clark showed very well too. The Corvette will have its day on one of the faster courses.

Race #8 was made up of 18 Class C, D, E and F cars. The Telar Special of Roger Penske won this easily, lapping all cars in the process. It just went fast all the time with no apparent effort. It did not seem to matter whether there were corners or bends or straights or grades - it just went fast. Bob Halbert gave his Porsche an excellent ride to place third in the Kelcooper. Tom O'Brien was fourth in the Ferrari. Ray Gaul drove his second race of the day, this time in the Healy Silverstone. It looked like considerable work keeping all that auto under control on this course crowded with corners and other cars.

At the presentation of trophies to the winners after the final race, I could not help but notice that the "Noteables" when handed their "silverware" grinned just as broadly and seemed every bit as awed as you or I when handed a similar prize for doing well in a local event on a Sunday afternoon.

\* \* \* \* \*

## CLASSIFIED ADVERTISING

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by Dolores Granite

The flyer we received sounded exciting: "Central New York Championship Auto Road-ee"..."\$200 worth of Oneida Silver"..."fourteen inch bowls to class winning drivers"... "three fifteen inch silver serving trays for the best team entered"... "separate ladies award", All in all, you stand a good chance of going home with some of the prettiest hardware you've seen in many a year." AND IT WAS ALL TRUE!

On July 8, a patriotic entourage made up of Lonny and me in our red Sprite, Chuck and Mary Schongar in the white Daimler and Harold and Alita Cameron in their blue MGA traveled to Utica to try for some of this beautiful silverware. We arrived early to see a huge General Electric Parking Lot set up with hundreds of pylons and a hill climb. We registered, and since Chuck's car wasn't running properly it was decided that Harold, Lonny and I (a woman - already this team was being discounted) would enter as Team Pastrami. We walked the course which consisted of ten separate events to test all driving skills from garaging, reversing and long straight-aways, flying starts and slaloms. There were serpentine, cloverleafs, figure 8's, to a butterfly, a daisy, a fan and a hill climb which had to be driven up and run in reverse back down.

There were four classes: Class 1 was made up of Sprites, Midgets, VW's, Saabs, Fiat Abarths, Renaults, Lotus 7's, Fairthorpes, MG-TC's, Triumphs 10, TR Heralds, etc. Class 2 was MG, TR 2+3-4, Elva Courier, Lotus Elite, Alpine, Porsche, Alfa 1300, etc. Class 3 was made up of Daimlers, Jaguars, Alfa Romeos, Austin-Healys, Corvairs, Corvettes, Thunderbirds, etc. Class 4 included all American and imported saloon-type vehicles not in the other classes. There were 57 entrants, of which five were women. There were also six teams entered including the Toronto MG Club, Foote Stables, Ecurie Roma, etc.

Driving was not spectacular until the ninth driver, Harold Cameron, showed everyone what could be done. His performance brought forth first stunned silence, then wild applause. Chuck's car seemed to improve with each event. Lonny couldn't have driven better, and I was trying my hardest not to let the better two-thirds of our team down.

Our eyes kept going back to the trophy table where ten shiny, beautiful cups, bowls and platters were displayed around the huge "Roser Sports Trophy" to be awarded for best time of day.

Award time found the four of us jubilant to say the least!

Harold was first in Class 2 with a time of 402.7 seconds, beating the second place car's time of 409.7 and third place car's time of 414.2. I'm giving the times to show how I did.

Chuck's time of 430.3 took first in Class 3, beating the second place car by 10 seconds.

Lonny had the best time of the day and first in Class 1 with 388.7 seconds. I surprised myself by getting second in class 1 with 414.3. The third place car's time was 441.5.

Team Pastrami's scores beat all the other team scores.

Harold was awarded the first place trophy for Class 2, one of the team platters and another smaller platter given for best MG performance.

Chuck got first place trophy for Class 3.

Lonny got the Roser trophy and one of the team platters and I got the Ladies Award and the third team platter. It was estimated that our eight trophies were worth more than \$150.

The Mohawk-Valley Sports Car Club deserves a trophy of its own for such a well-organized event. All their workers were very helpful, cordial and sportsman-like. Examples of this club's thoroughness included television coverage of the event,

individual dash plaques for each entrant and individual photographs of each car in action.

\* \* \* \* \*

#### A GLIMPSE AT THE GLEN

Ray and Gladys Gaul represented the Mohawk-Hudson Region at the INEC Drivers School; Ray as a steward, Gladys as a timer.

Glen Course has a new press building and also an automobile underpass. Both work out nicely.

For those who will be camping at the Glen for sports car races or otherwise, get to the state camp ground early because there is much less space for tents than previously.

There were 60 cars entered at the INEC School.

\* \* \* \* \*

#### THE OTHER SIDE OF LIME ROCK

June 30, 1962 - the Nationals - It's really an event worth watching. I wonder who else is going. I wonder if he needs another member of his pit crew. Might as well make myself useless. I'll give him a call and see.

"Hi! Are you still planning to go to Lime Rock Saturday? How about help, do you need any extra?....I'd be glad to fill in as part of your pit crew....Good! We'll see you at 6:00 A.M. Saturday morning. So Long."

What time did he say? Six in the morning? Let's see, that means I have to get up at five in order to be there on time. Honestly, the things a racing fan goes through for the sport!

Saturday - 6:00 A.M. - Let's get going.

Let's put this show on the road. (I bet they're completely disgusted with me - It must be awful to put up with someone so cheerful this early in the morning.) Ahhh! Nice smooth ride, wish I could say the same for the roads. Oh Oh, I'm getting sea sick. PLEASE, let's stop for breakfast. Back on the road again - but only for about another hour.

"Hey, you just lost a hubcap from your trailer." Remember that...the first farm past the neat junk yard on the left just outside Millerton.

Lime Rock sweet Lime Rock. Look at them all. Are you sure there will be enough room? Sign in? Oh that's right. Now let's see... A, B, C, D, that line looks inviting - let's see if it's the right one.

Down into the pits...where in heck are we going to park these things? Hey! Watch it fella! Oooops, almost got that one. I see a spot...got to get it before everyone else sees it too...do they give tickets for speeding down here.....Ahh! Success!

It's about time we get down to some serious work. Put the numbers on; Check. Masking tape.....where in this #%\$&\*"% tool box did I put the tape? Pardon me, would you have any extra tape? Thank Goodness! Tech inspection, A-OK; Practice time, A-OK. I wonder if race time will be the same.

Here's when we find out. Out on to the grid. Have fun. We'll keep you posted as you pass. ....19....20 laps. The whole race! It must be a good day; we finished the whole race and no trouble.

This calls for a little bit of relaxation. What was that? The clutch wasss...36-25-35 and in short shorts too, WOW!!!!...Oh, the clutch, yes sir. How can they expect a man to keep his mind on his work with all that scenery around.

Let's watch the next one from the hill. You can get a real nice view of the Esses (maybe a few other curves, too). Here they come...look at him go...he'll never make it out of that turn.....that one just can't be

controlled....there's a looker....Who? What? He just stole first with one more lap to go? He made it! The winner!

Well, back down to the pits. If I wasn't so darn thirsty, I might be hungry. I probably couldn't find my mouth anyway under all this dirt. It's a good thing we brought that water cooler....it's going to be a life-saver on a scorcher like today. Good grief, this is worse than the Sahara!

Race time again. Better help get ready. You think you'll have any trouble with the oil? See you after the 25th lap....back so soon? Hooray! The second full race of the day and on only seven cylinders, too! We can go home in good SPIRITS tonight. Speaking of home, let's get started.

Millerton....oh yea, the hubcap, first farm...neat junk - there it is. Don't put it back on the wheel, it will only come off again. Okay, Okay, go ahead. It's time for that steak dinner. You sure they won't kick us out? I don't think we're quite dressed for dinner. Boy, this tastes good....and right in the middle of a class re-union, too... Entertainment with our meal, What more could you ask for?

Back on the road. Crash! Screech! What was that? We're heading for the mall. Back over to the side. What in heck happened? We lost a wheel from the trailer and no spare. Well, so long. Be back as soon as I can get home and get a wheel.

We had to leave the trailer back on the side of the road. A parking permit? No sir, we don't. Can you give us one? We have to go to Albany, get a wheel, get back on and turn around at Selkirk to pick up the trailer. They'll have a special ticket waiting at Selkirk? Thank you very much sir!

Zoom! Back with the tire and a few extra people. The wheel's all set, let's go. My car's at your house. Bye! Ohh Nooo! It's pouring...to heck with the top... it tastes like salt water and sand..Ohhh well! ZZZzzzzzzzzzzzz GOOD NIGHT ALL!

# RACING AND RALLYE EQUIPMENT

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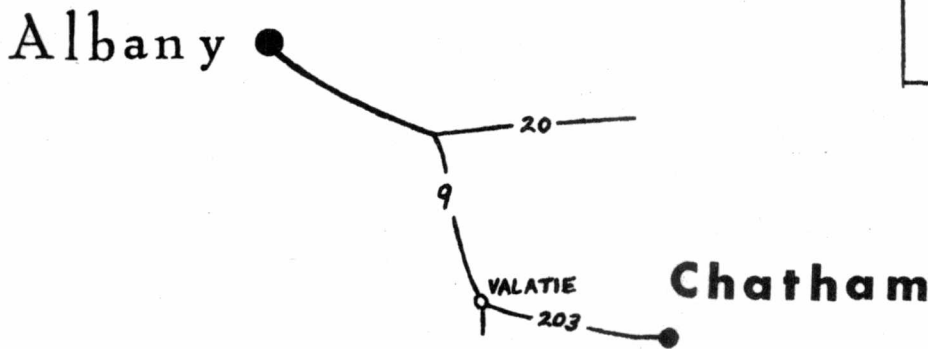
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PHONE ELGIN 5-1456

## Directions to the checkpoint



<p>Checkpoint for Quality and Economy</p> <p>FREE DELIVERY</p>
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chatham furniture main st. 2-4131

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- RENAULT
- PEUGEOT 403 - 404
- JAGUAR
- DAIMLER
- TR-4
- TR-3
- TRIUMPH  
HERALD
- ALFA-ROMEO
- LANCIA

# KAYE

## IMPORTED CARS



— FACTORY AUTHORIZED  
SERVICE AND COMPLETE  
COLLISION WORK BY  
EXPERIENCED  
MECHANICS \_\_\_\_\_

### IV 2-4413

1033 CENTRAL AVE.  
NIGHT TOWING. - HO 3-8786

**DOMESTIC AND IMPORTED CARS  
BOUGHT and SOLD**

**DISTRIBUTOR FOR DUNLOP TIRES**



*Mr. & Mrs. Francis E. McClungha  
54 Adams Place  
Delmar, N.Y.*