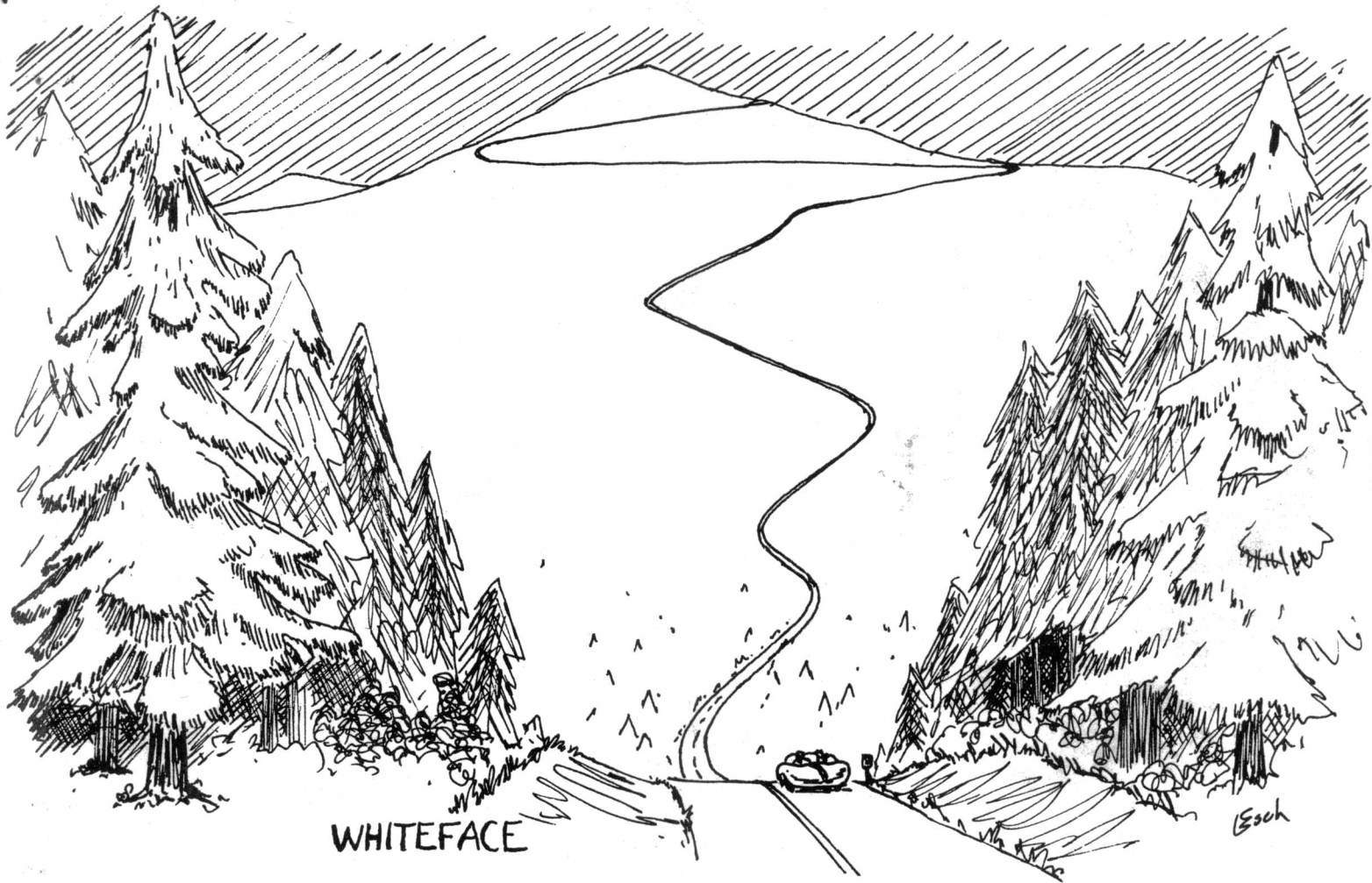


Aug 64

THE KNOCK OFF



(Inec Rallye Info)

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This newsletter is the official SCCA publication for the Mohawk-Hudson Region. Published once each month, it is dedicated to news, announcements and results of sports car activities in and around this Region. The publication of this newsletter is supported by Regional dues and sponsors. All members are invited to contribute. Deadline is the 15th of each month. Send information to the Editor, Mary Schongar, 4029 River Road, Niskayuna, NY

1964 OFFICERSREGIONAL EXECUTIVE

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MOHAWK-HUDSON REGION MEETINGS

Regular meetings are held on the first Wednesday of each month at the Circle Inn, south of US9, Latham, N. Y. Information regarding the Region and its activities can be obtained from any of the Club Officers.

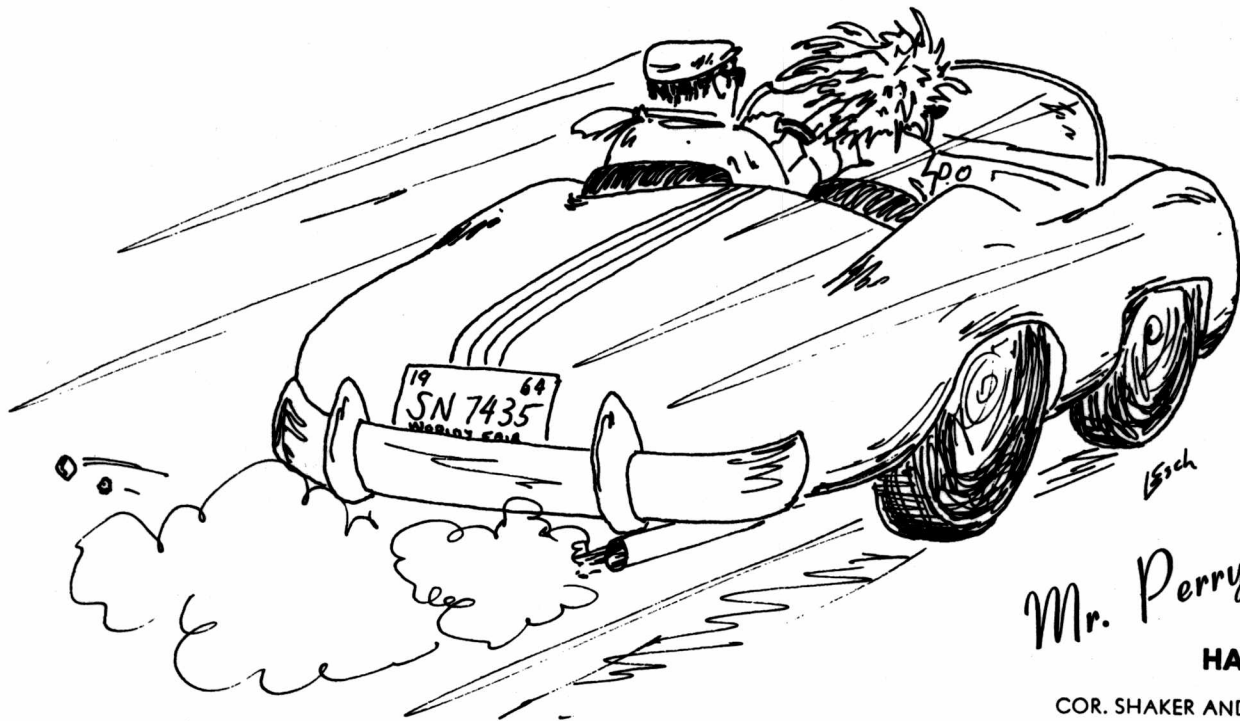
MEETINGS WILL BE HELD THE FIRST
WEDNESDAY OF EVERY MONTH

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.
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SCHEDULE OF EVENTS

September 13	Gymkhana	Green Mountain Sports Car Club
13	Gymkhana	Southern New York Region
19-20	Whiteface Mountain Hillclimb	Mohawk-Hudson Region
25-27	Rolling High National Rally	Pan American Region

HOW TO COME IN THIRD IN RACING, WITHOUT REALLY TRYING by Mickey LeVan

"Well, this time we had the hot Camshaft and the right rear end ratio so there could be no excuses"....I said to Connie, while filling out the entry blank for the race at DuBois, Pa. "This will be a small low pressure event with little competition. I bet we can take a first in G production easily." How wrong can you be.....

Witness a very hot Morgan SS piloted by one Peter Van der Vate, last year and this year Championship GP driver. Witness also a sparking red Spitfire prepared by Tullius's wrench. Witness many other very hot GP machines.

To digress somewhat, our supposed six hour drive turned to ten, and we arrived in DuBois (at the airport) just in time to register. Early morning practice showed fair speed but some GP cars were faster. A preliminary ten lap race in the afternoon placed us well back of the leaders and lapped by Pete in the Morgan. (He smiles as he passes).

A night in town keeping an eye on Bill Argetsinger and Chuck Marsh (Oh yes, and Jim Verpotten) cost even more sleep. Sunday AM we drew the first race, a fifteen lapper. Again we were fourth or fifth - I don't know exactly - my pit crew was asleep in the station wagon.

The big race was Sunday afternoon, and here we were in fifth grid position. Somehow we sneaked into third at the first turn and, except for a short dice in lap three, we held third for twenty laps. Later discussion showed the Spitfire was hitting about 108mph at the end of the three thousand foot straight. I was most happy with this - a tribute to Hugh Herlihy the maestro mechanic at NEMITH AUTO. Fact is, we had only to add oil for the whole weekend of racing. Speaks well for Hughy.....

Connie, resplendent in white uniform, was a flag worker at the busy corners during the weekend. In fact, one Alfa Romeo chased her and co-workers into the boondocks when his brakes locked on the corner. That gal can sure scoot when she has to. Earlier, I lost it on this same turn and took a small excursion into the tulips. Some say I ran over a green flag....but I missed the workers.....I think. The race was a success, the fun was immense, and boy were we beat. We will be back next year. Van der Vate or no Vander Vate.

THE KNOCK OFF

AUGUST 1964

MINUTES OF MEETING - continuedSunday, September 20th - continued

10:00 A.M. - 5:30 P.M. - Timed runs

6:00 P.M. - 7:00 P.M. - Social hour and trophy presentations - White Stag

Spectator Fee:

\$5.00 for the whole weekend or
\$3.00 per day.

Workers are needed - please call Mickey LeVan or any officer in SCCA. Schedule is subject to change at any time.

Gene Birdsey made a motion that at the Annual Meeting in December we vote to increase the dues from \$3.50 to \$5.00 per year. Allan Jacobson made an ammendment to the motion that an additional initian fee of \$5.00 per new member be added to the yearly dues. The amendment was voted down and the motion approved (25 for - 1 against) and will be brought up at the December Annual Meeting.

The guest list was read. There were 22 guests at this meeting.

Mac McClumpha discussed flag and communications for the Whiteface Hillclimb. He would like all workers to wear white coveralls and blue caps.

GYMKHANA AT BENNINGTON, VT.

The Green Mountain Motor Sports Club will hold a Gymkhana on September 13, at the First National Parking Lot in Bennington, Vermont. Registration will begin at 12:30 with the first car off at 1:30. There will be four classes including ladies. Entry fee will be \$2.00 for members and \$3.00 for non-members. Seat belts will be required.

THE KNOCK OFF

August 1964

MINUTES OF MEETING - Circle Inn, August 5, 1964

Meeting called to order at 8:45 P.M. Treasurer's report was given - balance for August \$303.53. Dick Leonard gave the Activities Report.

Steve Donachie reported on the Gymkhana for Sunday, August 9th. It will be a high speed event. Any two classes may be entered. The electronic timer will be used.

Art Fredericks reports that the Porsche Club will hold a high speed Gymkhana on August 23 at the Big N.

Bill Turner from the Green Mountain Sports Car Club announced that they would hold a Gymkhana on September 13th at the First National Parking Lot in Bennington, Vermont.

Driver's School will be held on September 11, 12, 13 in Marlboro. An INEC Meeting will be held at the Glen - Seneca Lodge on August 23rd.

Henry Ten Eyck will not run for area governor this year.

Mickey LeVan reported on the Hillclimb. New York State is paying many of the expenses. The timer will be timing to 1/100th of a second. This timer is the **same** type that used in the Olympics. Posters will be ready Friday for distribution. Flyers to be passed out and mailed. Entry blanks will be mailed the 15th of the month. There will be a meeting for workers on the 12th of September. All workers are advised to be there. The schedule for the Hillclimb is as follows:

Friday, September 18th

- 4:30 - 8:30 P.M. - Early registration and Safety Inspection at Holiday Inn -
Wilmington, New York
- 8:30 - 9:30 P.M. - Social hour for workers

Saturday, September 19th

- 8:00 A.M. - 3:00 P.M. - Registration and Tech Inspection
- 8:00 - 9:00 A.M. - Busses for spectators running to the top of Whiteface
- 9:30 - 10:00 - Hill closed to Public
- 10:00 A.M. - 5:30 P.M. - Mandatory practice
- 6:00 - 7:00 P.M. - Social hour - Sportsman Inn

Sunday, September 20th

- 8:00 A.M. - 9:30 A.M. - Busses for spectators

REgional Ramblings by Mickey LeVan

These past weeks have been, to say the very least, pressing.....In addition to the efforts on behalf of our HILLCLIMB, we somehow found time to get in a race at duBois and a Hillclimb at Utseyantha. Therefore, this is to be, by necessity, a short article.

It is most gratifying to find literally hundreds of folks ready to work on our first major speed event. To all who have already agreed to work and to those thinking it over; it will be an unforgettable weekend. Most of the major details are pretty well hashed out, but there is so much to be done at the last minute. A meeting will be held at WHITEFACE MOUNTAIN on Saturday, September 12 (the weekend before the race - to test the timers, check on the radios and communications stations and work out emergency procedures). Anyone who is interested is invited to meet with us there, at 8 a.m. to see in advance what has to be done.

It's difficult to believe that we have been working almost a year to set up this event. Now that the date is only a couple of weeks away, we can reflect that this event may well be the turning point of this region. First, if it fails.....there will be no region.....seriously though, we have much to be proud of. New York State has allowed the WHITEFACE MOUNTAIN Authority to sponsor this event. This in itself is a monumental achievement. Then we have enlisted the aid of chambers of commerce in Wilmington and Lake Placid, as well as the Police Departments, Fire Departments, State Police and Mountain Patrol; all who will assist us in conducting the Hillclimb.

During the past weeks at various race functions, many drivers have told me personally that they will be at the Mountain. Hundreds have been supplied with brochures and already entries are pouring in. We had a mailing of over two thousand entry blanks to northeast drivers and race personnel. It is still somewhat early to tell, but from all indications, success seems probable.

Further.....Our INEC CHAMPIONSHIP GYMKHANA, piloted by Steve Donachie was the greatest financial and attended event we have conducted in years. Seventy-four entries from points afar - Rochester, Binghamton, Syracuse, Rome, etc. The course was well planned and offered both high speeds for the big cars and tight turns for the little ones. No complaints about the course were voiced. Additionally our electric timer performed to near perfection giving to all contestants the assurance that they would not be beaten by a stop watch. The only incident was the TR-3 that turned turtle in the middle of the course. The driver was unhurt and, in fact, drove the car home.

I think that '64 will be the greatest year this region has even known. And if by chance I seem a little proud, it's because all of us have served so well as to demonstrate what a little ambition, some extra effort and a lot of planning can do. It is my sincere hope that we end the year as candidates for the most improved region award.

STRADDLING THE LINE by Rhoda Hogge

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 ALFA ROMEO GUILLETTA SPYDER.....GOODBYE MG CAR CLUB.....INJUN SWAP GENE B.....
 MR. SPITFIRE, MICKEY LEVAN.....ORCHIDS, STEVE DONACHIE FOR A SUPER EVENT.....
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 RED FACES.....THE GIRL GOES.....CONGRATULATIONS CONNIE!.....LET ME BORROW YOUR
 CAR DAD.....WATCH OUT RAY, YOU'LL WIND UP PITTING FOR DAVE.....CROWD PLEASER,
 CHUCK SCHONGARYOU GOT TO HATE IT TO DRIVE IT LIKE THAT "TIGER" DICK MC COUGHIN
YAH!.....BARNEY GILINSKI, LOOKING GREAT BOTH ON AND OFF THE COURSE.....NO PUN,
 INTENDED....."OLD BALD TIRE" CLAFFEY STANDING AROUND.....JACK COLLINS & CORVAIR
WHO SAID HE WOULD RATHER FIGHT THAN SWITCH?.....WHERE IS HANS???.....
 ROLY & LONNIE BREAKING IN BETTY'S SPRITE.....GOOD TO SEE BOB, WANDA AND HEALEY....
 THE 63 CHAMP RETURNS, HI! DELORES.....BILL TURNER & TRIBE FROM VERMONT.....
 SHAME ON JOHN AND BARBARA FOR GOING HOME EARLY.....MORE PORSCHE COMPETITION FOR
 ART & BERNIE.....A REAL CHAMPIONSHIP EVENT.....SEE YOU AT WHITEFACE IN SEPTEMBER
REMEMBER THAT OVERHEARING LIKE OVER REVVING CAN BE DANGEROUS.....

NEWS FROM SCCA - Westport, Conn. - July 29

Starting this year, a new annual trophy, the "Rookie of the Year", will be presented at the club's annual convention by Castrol Oils, Inc. The award will be to the competition driver showing the greatest promise and will be based on driving ability demonstrated in regional and divisional races during the driver's first year of competition. The Executive Stewards of SCCA's 6 divisions will each nominate a candidate and the Competition Board will select the recipient from these candidates. This new trophy will be presented each year, enabling permanent possession by each recipient. The first presentation will be for the current season and will be made at the February 1965 SCCA convention in Philadelphia.

Two new trophies to manufacturers will also be awarded by SCCA based on maximum points earned by GT cars in the United States Road Racing Championship, SCCA trophies will be presented to both under and over two liter GT car manufacturers earning the most points in their class in the series.

The first meeting of the newly formed SCCA Promoters Advisory Committee was held July 22 in Chicago. Chairman of this new sub-committee of the Competition Board is Cameron R. Argetsinger (Watkins Glen), and the other members include Les Richter (Riverside) and Cliff Tufte (Road America). Representatives of thirteen U.S. road racing circuits attended the meeting to which all major promoters had been invited. There was a valuable exchange of views on many vital subjects including insurance for races, course safety standards, publicity and public relations problems, contractual agreements, and trends in race attendance, car development, and race classifications. It was the consensus of all who attended that this new communications link between the organizers/sponsors group and the SCCA is bound to lead to tangible improvements in many areas of the sport.



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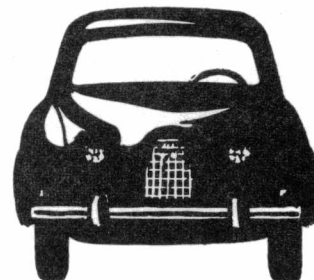
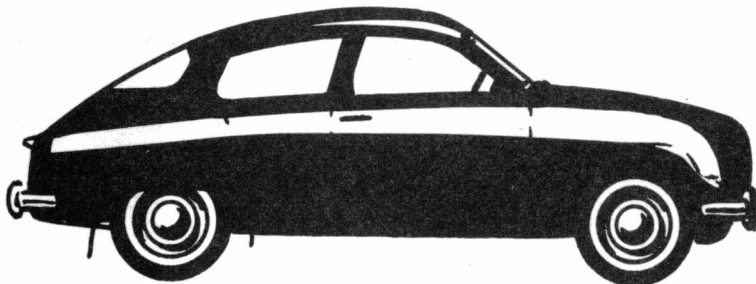
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FROM START TO FINISH LINE by Joani Hall

Sterling Moss, one of the world's greatest racing drivers, is also one of racing's most articulate and prolific writers. His earliest book, In the Track of Speed, (Putnam, N. Y., 1958, 211p illus., \$3.95) covers his racing career from '48 to '56 and is, in addition, an informal history on international auto racing. Moss, who began racing at 18 and has competed in 466 races, rallies, sprints and endurance runs, discusses techniques and strategies he used on the classic courses, and sets forth the physical and tempermental qualities that determine a successful race driver.

His second book, Turn at the Wheel, (Putnam, N. Y., 239p illus. \$3.95) is a continuation of his rambling autobiography and covers his career from 1956-1960. Although this volume has less personal appeal than the first, the technical information it contains makes it valuable for sports car enthusiasts and "armchair mechanics" alike.

Perhaps the most widely read of Moss's books is his most recent, All But My Life, (Dutton, N. Y., 1963, 239p illus. \$4.50) begun before the tragic Goodwood accident and finished while he recuperated. Ken Purdy and Moss tape recorded many conversations and drew the material for the book from these informal sessions. Originally, Playboy and The Atlantic Monthly were planning to run the book in serial form, but Moss's accident changed these plans.

The English, in particular, scrambled to read about Moss and All But My Life made the England best seller lists for weeks on end. An American interviewer commented that "England saw Moss as a modern St. George, risking his life in a new battle each weekend, each race a new dragon." (Interesting concept) Today, amid reviews labelling the book from "silly", "nonsense", to "a deep look inside a man's world and soul" to "a book which does for racing and the great driver what Death in The Afternoon (Hemingway) did for bullfighting and the great matadors," Moss continues to write, watch and report the races and emotions of the sports car world.

SHADES OF SEBRING

The Southern New York Region will present the SHADES OF SEBRING INEC CHAMPIONSHIP GYMKHANA on Sunday, September 13th at the IBM Owego Parking Lot, Route 17C - 1 mile east of Owego. This event will be a 1/2 mile autocross in a Sebring likeness. Technical inspection - 10:30-2:00. First car off at 11:00 A.M. Entry fee is \$3.00. There will be a ladies class but ladies may decide before competing whether to compete against men in other classes or to run in the ladies class.

For further information and advance registration contact:

Dick Surine
44 Broad Avenue
Binghamton, New York

Phone 607 7228801

THE MANLEY REPORT by h. manley iv

Well gang, this isn't a race report this time; mainly because the last Thompson Divisionals (August 2) were scooped from my grasp by the competition press. So go read all about it there if you wish. The main point I want to bring out to the floor is that if this is to become a real racing region soon: where are all the racers? Granted all kinds of people besides racers are needed to put on a speed event but it would be nice to see some M-H people out on the course gathering trophies and gab to relate back at the next meeting. At the last two most local events, Lime Rock Regional and the Thompson Race so dearly mentioned above, however the lone M-H entry has been lonesome Ray Gaul. He's done well and had a good time (fourth at the Rock and tenth of twenty-two starters, and not running with full power, at Thompson) so why can't others do the same. You know - the more the merrier and all that jazz - where did all those decals go anyhow? That's all really - if anyone does go to the Glen I hope they write it up themselves because I'll be playing soldier instead - could they all be waiting for the Hillclimb? Manley's report waits for retorts.

P.S. Let's not hear that "we have to work for a living" bit or "it's expensive" routine either. I want some performances to write about.

INEC GYMKHANA by Steve Donachie

As a look at the results will tell you, our INEC Gymkhana was a huge success. The weather was cool, and we had 75 cars entered. The weather was just good fortune, but the 75 cars were due to the efforts of our publicity committee. There were a suprisingly large number of people who did not belong to any club, but "heard it on the radio", or saw one of our flyers, and decided to come out and give it a try. A breakdown of the entries by clubs looks like this:

Mohawk-Hudson	20
Other SCCA	11
EMSC	7
BMSC	3
GMASC	7
No Club	22
TSCC	1

Thanks again to our publicity committee.

Only one thing remains to be said. Mere thanks are not good enough for the people who worked on this event. The course took in the area of 1-1/2 minutes to run; and everyone was given two runs. Consequently, the event did not end until 6:45. What can I say about those people who were there from 10 in the morning until 7 at night. I can only hope that the rest of the club appreciated them as much as I do, for without these people there would be no club. In particular I would like to mentioned the Gauls, the Leonards, Bill Van Alstine and Joel Solomon. Thanks again.

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SCHENECTADY GAZETTE

The Wheel

By BILL KANE



Howling winds, innumerable snow drifts and below-zero temperatures did not prevent the writer, in company with Bob Bailey, local Sprint dealer, from journeying to the factory of John Fitch and Co., Lime Rock, Conn., for a test of the Corvair Sprint.

ON ARRIVAL, Fitch, innovator of the Sprint, made available his personal car for the test. The Sprint, although exposed to the elements over night, started immediately and without any further hesitation, we roared into the sun-spattered countryside.

Two and a half hours later the test had been completed. Actually, the test was completed in less than half of that time but the ease, comfort and sensations derived in driving this car were beyond expression and the thought of turning off the ignition key seemed like the end of a lovely dream. The Sprint is a dream that has been made a reality. It can be said from the writer's viewpoint that the outward appearance of the Sprint should be termed the Mona Lisa of automobiles.

THE TEST car was graced with a heavy protective chrome mesh stone guard which prevents broken headlights and paint clips from flying objects on the highways. The top was made of a vinyl material in a crushed leather finish, which adds to the sound-dampening.

Upon entering, the first notable feature that strikes the eye is the dual aluminum and fine grained mahogany steering wheel. The upholstery is basically that of the Corvair Monza, with large bucket seats that form around the body and in addition, rear deck compartment carpeting which adds to the internal appearance plus reducing exterior noises.

THE BUCKET SEAT has been modified as standard equipment and it allows even the tallest of owners to fit comfortably. It is in fact the first car that we have been unable to reach the pedals when the seat was positioned in a full back position. Being six feet tall, this is indeed a rarity. The dash was plain and simple with easy to read instruments including an illuminated transistorized tachometer, an oil pressure gauge,

DRIVING THROUGH the snow-swept secondary roads of Connecticut proved to be effortless. The Sprint has a fast ratio steering gear which produces the maximum amount of control along with three turns lock to lock. The smooth ride and handling were aided by shorter rear Sprint calibrated shock absorbers. This in turn holds the rear wheel camber at a two degree negative setting. The addition of a "quickshift" has reduced the amount of travel of the gear lever by nearly half. Adding over an inch on the shift knob provides a much better co-ordination when depressing the clutch. Incidentally, the pedals have been arranged so that the driver may heel and toe while shifting the completely four-speed synchromesh transmission.

THE SPRINT'S power plant boosts 145 horsepower with the aid of four carburetors and a tuned "trombone" designed dual exhaust system. This enables the car to go from zero to 60 MPH in twelve seconds. Cruising at 60 MPH the tachometer indicates 2900 RPM's and the most phenomenal aspect was that the Sprint could be driven at very very low RPM's in fourth gear without any sign of bucking or stalling.

Upon completion of the test, we toured the Sprint assembly plant at Millerton, where it was learned that the Sprint is available in three different stages of tune. Also noted at the hospital-like factory were a number of regular Corvairs being converted to Sprint specifications.

The Sprint is one of the most inspiring low cost American cars on the market. A car that not only is good to look at, but also a car that has outstanding performance qualities. Enthusiasts who are interested may contact Bob Bailey, Kingsley road, Burnt Hills, for further information regarding purchase, conversion or accessories of the Sprint line for your normal Corvair.

ALBANY TIMES-UNION



Sports Cars

By ART FREDERICK

As you read last week, I was lucky enough recently to have an opportunity to test drive John Fitch's Sprint, a Corvair-turned-GT now being introduced to the Capital District. This is one of the few domestic automobiles especially designed and executed for the purpose of touring par excellence. Basically, it is a Corvair Monza but the car's personality is completely changed after receiving the Sprint treatment.

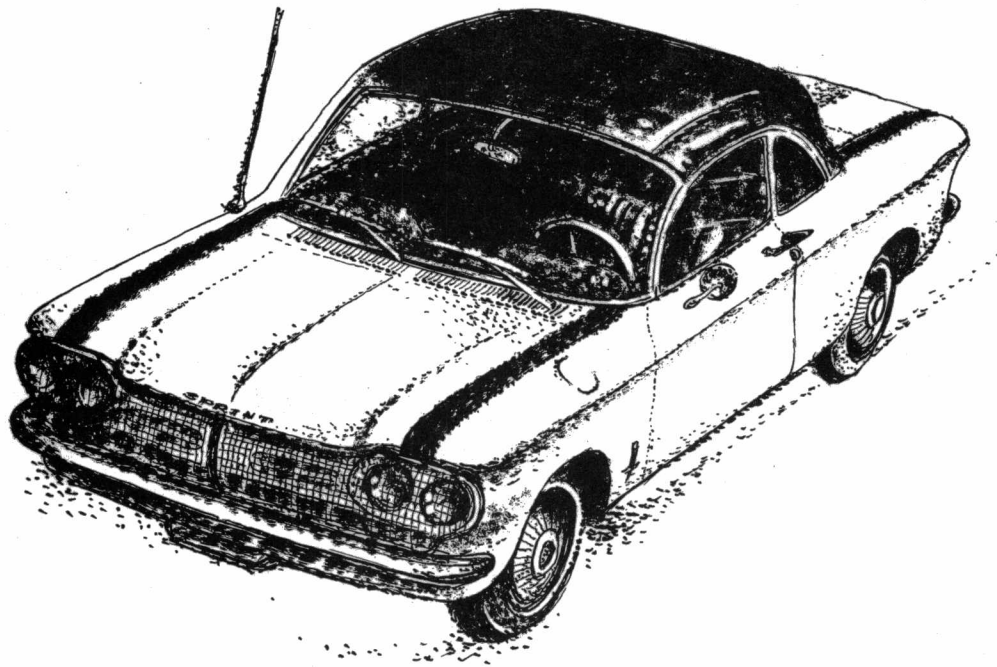
Among the more notable features of the Sprint are the addition of two more stock Corvair carburetors on the stock manifolds, special exhaust system, special suspension components, quick steering and gearshift mechanisms, and various driver aids and comfort features.

A drive around the block suffices to teach one that the Sprint bears no more than a surface resemblance to the stock Corvair. Of course, the open road is this machine's habitat, and it is there that its true colors shine through.

Fitch's special rear springs and shocks, combined with the Chevrolet Positraction, serve to bring the rear end into control and allow the driver to negotiate the most winding roads with more control and less effort. The 135-horse engine, of course, tends to liven up the day no small bit.

Porsche racer and Sprint dealer Bob Bailey, of Burnt Hills, and I spent the better part of an afternoon touring through the Connecticut in Fitch's own Sprint, and it was an education. The feeling imparted to the driver is one of utmost controllability combined with traditional American sturdiness and comfort. It feels much like driving a 1½-sized Porsche, although the Sprint is an easier car with which to become acquainted.

True, the Sprint is not an out-and-out sports car—neither is it meant to be one. Its purpose in life is to fill a gap caused by the lack of a reasonably-priced (about \$3,000) GT car that is also seatable for family use if necessary. To my mind, it should be called the Ultimate Corvair.



Make your Corvair Monza into a *SPRINT* or have B & B Motors* do it for you

"A racing driver's private transport . . . a genuine gran turismo car," was the way the July '62 Car & Driver described the Corvair Monza *SPRINT*.

Now you can convert your Monza to the same specifications with the very same components. Read on . . .

The *SPRINT* is an amazing transformation. It will go zero to 60 in 12 seconds, top 110 mph, yet it is completely docile in traffic (wives love it). The suspension and steering improvements "must be experienced to be believed" according to experts. Your *SPRINT* will generate a full .7 G in a corner with complete stability. Basic good styling and *SPRINT* additions result in a strikingly distinctive GT look. "Spacious, fast, practical and luxurious." "Every inch a sporting car" (Harvey Janes), "...a luxuriously equipped, rugged, high speed car. A real American GT car. Nothing fussy or temperamental, a joy to own and drive." (Art Kelley) "...every part that wears or requires maintenance is a stock GM part . . ." (*Road & Track*) "normal stock car service and maintenance." (*Cars*)

You can install *SPRINT* components on your Monza yourself, have an authorized *SPRINT* dealer* do it for you, or order a complete new *SPRINT* from your dealer*. Select from:

***SPRINT* four carburetor engine kit:** delivers a muscular 145 hp. Smooth, economical, and practical (normal chokes), with **POWER** when you need it. Carburetors, linkage, air-cleaners and detailed instructions anyone can follow using ordinary hand tools (use dual mufflers below) complete\$92.50
4-Carburetor Adapter Kit only, without extra carbs or air cleaners\$32.50

2 Extra Carburetors, in factory sealed cartons\$42.00

4-Carburetor Air Cleaners, with filtering elements (4 units)\$18.00

Tuned Dual Muffler System, not loud but deep-toned. 20 minute installation. \$44.95

***SPRINT* Stage I Engine Kit**, intake and exhaust relief produces a free-revving 120 hp on 2-carburetor engine. Zero to 60 in under 14 seconds. Includes tuned dual mufflers, jets, efficient filter elements, and special tuning instructions. Alternate to 4-carb engine. One hour job!\$53.50

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***SPRINT* Tachometer:** Transistorized, self contained and illuminated. No lag or waver. Mounts under cowl.....\$44.95

***SPRINT* Steering Wheel:** Mahogany and aluminum, full inch thick rim for a real grip. With *SPRINT* centerpiece\$60.00

***SPRINT* Stone Guard:** Full width. Stops paint chipping, broken headlights. Heavy chrome mesh, stainless steel hinged. Clamps to bumper\$49.95

Short Throw Gearshift: Positive, fast shifting in the best GT manner. Also for 3-speeds, 20-minute installation\$9.95

***SPRINT* Long Range Driving Light:** \$8.95
 Create an original GT to your specifications from our many unique items: Steering Damper, Tall man's Seat Bracket, Luggage area carpeting, wood or leather (vinyl) Dash Panels, Spyder dash, *SPRINT* Padded Top, etc. Send for catalog.

HOW TO ORDER Order direct and install *SPRINT* components yourself. Fill out coupon below; enclose your check or money order (shipped prepaid, guaranteed satisfaction).

Note that the Corvair Monza *SPRINT* is a luxuriously equipped, rugged, high-speed American Gran Turismo car. Engine breathing has been increased to the point where it will deliver larger and more numerous horses.

* B & B Motors

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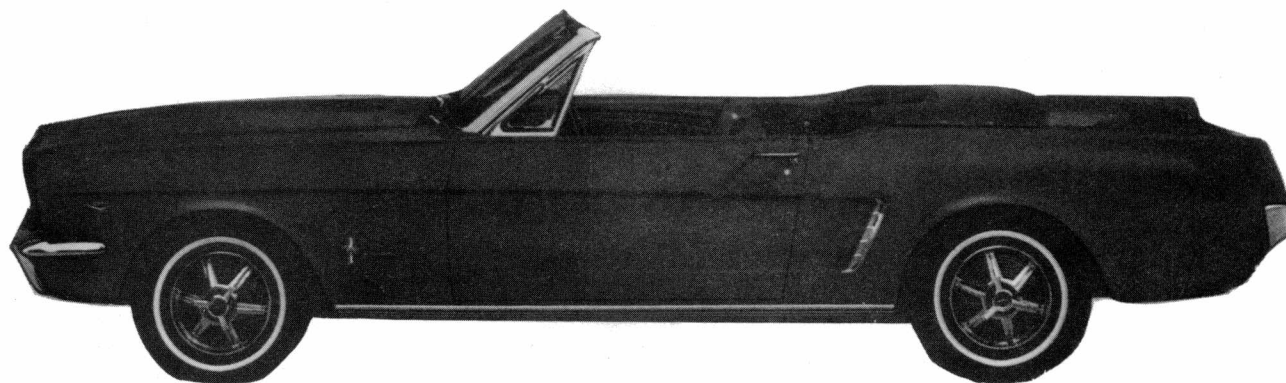
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INEC RALLY CHAMPIONSHIPSchedule

April 25-26 - 250 mi. night rally by Central New York Region
 August 30 - by Southern New York Region
 Sept 27 - by Glen Region
 October 18 - Photographic Rally by Finger Lakes Region
 **Nov 15 - by Western New York Region in conjunction with local club

**Very tentative - due to no commitment

Specifications

It was decided at the last meeting that this year's circuit would be ~~run under~~ a set of minimum specifications as some regions might not be able to, or not wish to, handle more complete and complex specifications on such short notice.

Rally type - straight time/distance, no gimmicks. Rally instructions should be written so that local knowledge is not necessary.

Timing - To the second, using WWV or CHU as base time.

Total distance and time -

Minimum - 125 miles and 4 hours

Maximum 0 250 miles or 8 hours

Any combination total distance and time that fits within these limits will be considered acceptable for a Championship course.

Controls or Checkpoints

A minimum of three open, manned controls per 100 miles of rally course. The spacing of these controls will be up to the Rally Master. An open control will be considered to be adequately manned if it has a minimum of three persons.

Unmanned milepost controls may be used to supplement scoring.

Checkpoints will be opened 15 minutes prior to the first scheduled arrival (based on original start time) and shall remain open 15 minutes after the last scheduled arrival unless conditions dictate otherwise.

Penalty Points

Penalty points will be assessed at one point per second early or late, up to and including five minutes early or five minutes late. Arrivals of more than five minutes early or late will be assessed 300 points (the equivalent of 5 minutes error).

The rallies are to be non-cumulative, with a 120 second time allowance for each open manned control. Therefore, any subsequent leg will automatically begin 120 seconds after the completion of the previous leg. Legs will be considered to begin and end at manned controls.



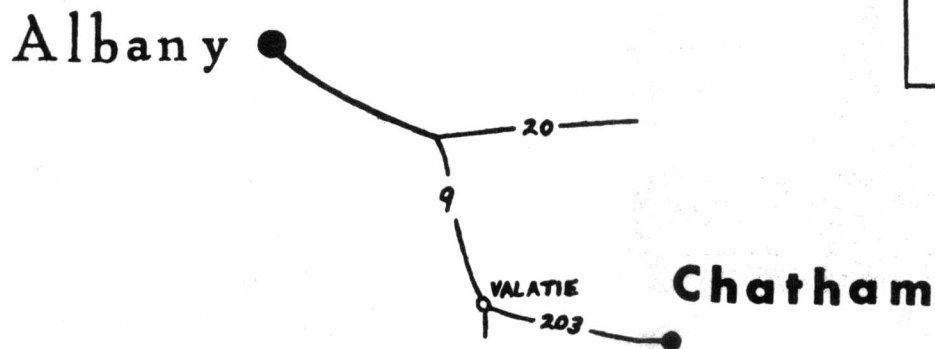
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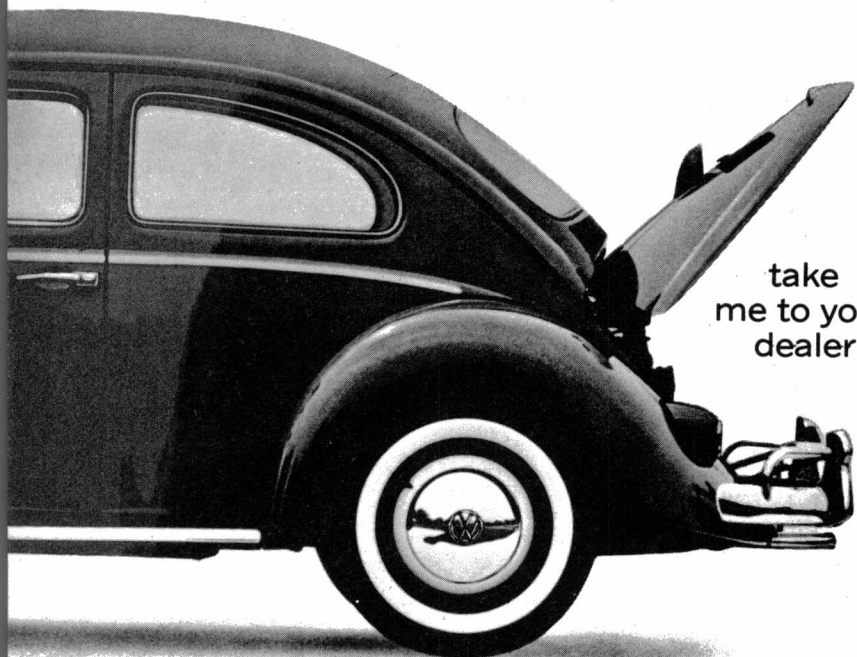
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INEC RALLY CHAMPIONSHIP - continued

Safety Inspection - Each car entered in an INEC Championship rally, which is running for championship points, shall be subjected to a safety inspection within the twenty-four hour period immediately preceding the start of the event and at a suitable location designated by the committee.

Any car failing to meet the standards required or to have aboard the items of safety equipment specified by the rally committee shall be barred from participation.

The inspectors shall conduct the safety inspection in accordance with the standards prescribed by the rally committee. As a minimum requirement, the following vehicle equipment shall be operable and in safe condition:

1. Headlights (high and low beam) and parking lights.
2. Taillights and stoplights
3. Horn, windshield wipers and directional signals
4. Rear-view mirror
5. Footbrakes (to be subjected to a moving brake test) and parking brake (to be tested for holding ability)
6. Tires, including spare (to be inspected for condition of side walls as well as tread)
7. Seat belts, firmly installed to the frame of the car, for both driver and navigator
8. While not mandatory, it is hoped that the good sense of the rallyist will prevail in including the following items:
 - a. Fire extinguisher
 - b. Tow rope
 - c. A good, complete first aid kit
 - d. Road flares, if it is a night rally

The entrant of any car initially failing to meet the requirements prescribed by the rally committee shall be given reasonable opportunity to remedy the deficiency and to resubmit the car for inspection as the committee may direct. Tech inspection will stay open until thirty (30) minutes before the last scheduled car is to leave the start line.

NOTE: Due to the fact that the April rally was laid out before these rules were conceived, there will be numerous exceptions.

INEC RALLY CHAMPIONSHIP - continued

Teams - Only three car regional teams will be allowed, with a \$1.00 per car assessment.

Mark prizes - no.

Scoring - All entrants will receive one point for attendance. Navigators and drivers will be scored separately. That is, at the end of the year, there will be navigators' and drivers' trophies. The number of positions scored for trophies will be twice the number of rallies entered in the circuit for any particular year. Championship circuit will not be said to exist for any particular year, unless there are three firm commitments by the first of March for that year. If three rallies are accepted as a minimum for a Championship circuit, and since there are only six regions in INEC, therefore the following are the four most likely scoring structures.

<u>THREE RALLY YEAR</u>		<u>FOUR RALLY YEAR</u>		<u>FIVE RALLY YEAR</u>		<u>SIX RALLY YEAR</u>	
<u>Pos.</u>	<u>Points</u>	<u>Pos.</u>	<u>Points</u>	<u>Pos.</u>	<u>Points</u>	<u>Pos.</u>	<u>Points</u>
1	13	1	17	1	22	1	26
2	9	2	13	2	18	2	22
3	6	3	10	3	15	3	19
4	4	4	8	4	12	4	16
5	3	5	6	5	10	5	14
6	2	6	5	6	8	6	12
7 et al	1	7	4	7	7	7	10
		8	3	8	6	8	9
		9 et al	1	9	5	9	8
				10	4	10	7
				11 et al	1	11	6
						12	5
						13 et al	1

Note - Points are based only on cars running for championship points, not overall position in the rally.

In order that a team prize may be awarded at the end of the year, at least two teams must have competed, head-to-head, in one of the Championship rallies. If there is a change in team personnel from one rally to the next, it will constitute a new team.

Official Mileage - Each rally will begin with at least a 15 mile odometer check run. There should be no speed changes within this check run. You will be given X minutes to cover Y miles. At the end of the run, contestants, if on time, will have a 5 minutes computation time allowance, before starting on the competitive part of the rally.

Rally fees - In order that the INEC Championship Rally circuit may pay for itself, without regional assessment, the entry fee for each Championship rally will be the regular regional fee plus two dollars (\$2.00) per car for INEC. This extra two dollars will only be assessed those who are running the Championship circuit.



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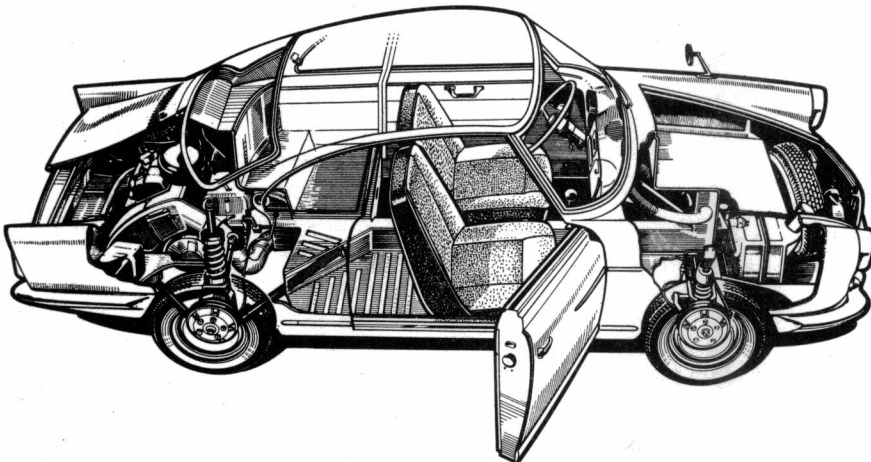
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