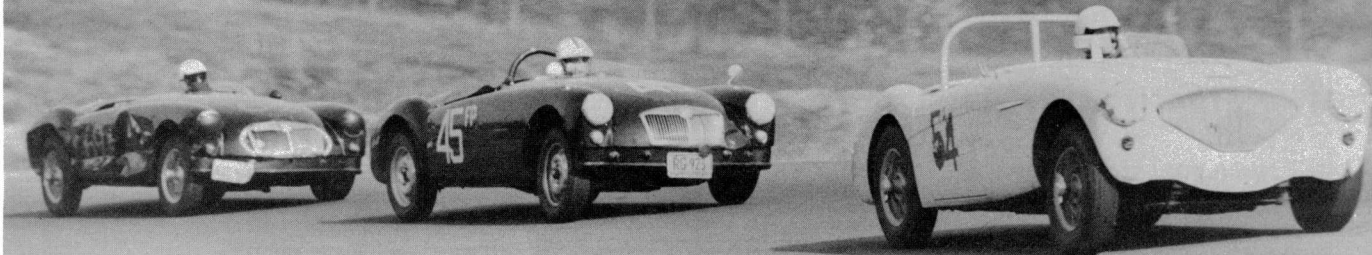


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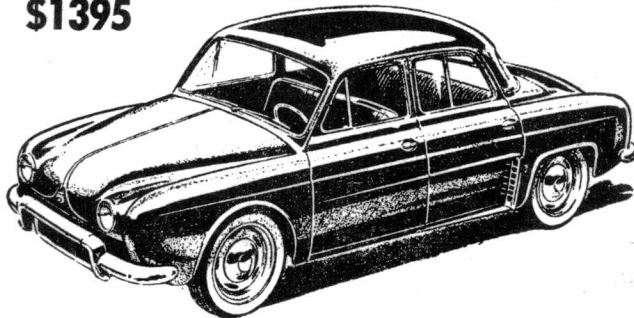
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REGULAR MEETINGS of the region are held at Beck's Tavern, corner of Wolf and Shaker Roads in Colonie, New York, at 8:00 P. M. the first Wednesday of each month. NEXT MEETING: February 3, 1960. Guests are welcome.

Commencing in MARCH, the REGULAR MEETINGS of the Region will be held at Paul's, one mile north of the Latham Traffic Circle on Route 9.

CALANDER OF EVENTS

- Jan 17 MOHAWK-HUDSON REGION "Reliability Run", Stuyvesant Plaza Shopping Center, Western Avenue (Route 20), West of Albany, just off Fuller Road. Registration 12:00 Noon. Trophies for Driver and Navigator
- Jan. 17-24 Monte Carolo Rallye
- Jan. 31 Argentine Grand Prix
- Feb 7. Hilltoppers "Ice Dyce" Gymkhana at Central Park Lake, Schenectady
- Feb. 6 Buenos Aires 1000-Kilometer
- Feb. 14 MG Car Club Rallye
- Feb. 14 Buenos Aires Grand Prix
- Feb. 21 Valley SCC - Hare and Hounds
- Feb. 21-24 Sestriere Rallye, Italy
- Feb. 28 EMSC Annual Winter Gymkhana
- Mar. 8 EMSC Gimmick Rallye (That's Tuesday Friend)
- Mar. 27 MOHAWK-HUDSON REGION "ALL DAY RALLYE"
- Mar. 26 12 hour Race, Sebring, Florida
- Apr. 7-9 Geneva Rallye, Switzerzland
- Apr. 1 6-24 International Auto Show, N.Y. Coliseum
- June 3,4,5 MOHAWK-HUDSON REGION SIXTH ANNUAL WINDHAM MOUNTAIN TOP RALLYE
- Aug. 21 MOHAWK-HUDSON REGION - All Night Rallye
- Oct. 23 MOHAWK-HUDSON REGION Annual Gymkhana

ICE RACING: During the winter months, Ice Racing is conducted every Sunday on Lake Naomi, Pocono Pines, Pa. For further information write to: Ice Racing Enterprises Inc., Pocono Pines, Pa.

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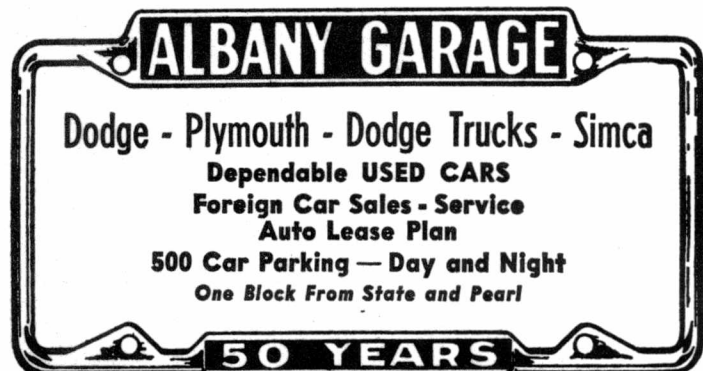
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Automobiles vs. Winter Nature vs. Human Nature

Now that the seasons of glad tidings, brotherly love, and New Year's resolutions are past and there is nothing in the offing until Columbus Day, one can revert to puzzling on the devices nature has been saving up to divert the winter driver and keep him amused and wily behind the wheel of his vehicle. There are several attitudes of approach which one can use in meeting these challenges of nature.

In rising in the morning and viewing the wonders wrought by winter nature overnight, let's look at a few hypothetical situations which might arise and discuss the philosophical states of mind which could be used in rationalizing the havoc:

Last night you could have put the car in the garage, but you decided to leave it by the house because you would have had to drive down the driveway, open the garage, put the car in, close the doors, and walk thirty extra steps to the house. This would have taken an extra four minutes. The car is now plastered with sticky, wet snow and the windshield and windows are covered with ice; it will take ten minutes to clean the car off and you were late getting up. There are several solutions to this problem - don't eat breakfast; start the car and drive twice as fast as usual to blow the snow off; 'phone the office and say you're stuck on that hill you're always saying you've never had any trouble on; go back to bed.

Or - yesterday you were going to buy a shovel, but you were hungry and didn't feel like stopping at the hardware store. The snow plow has now come by and plowed all the snow from the road into your driveway, blocking your only access to the highway. Confronted with this wall-like structure, there are several things to be done. Get a running start from the back end of the driveway and barrel into the snow wall hoping that nobody is coming down the road; curse the highway department for a bunch of ignorant fools; call the office and say you're stuck on the hill you always brag about making; borrow the pancake turner from the kitchen and start digging.

Well, let's say now you're out on the road approaching that hill you always make. There is a D.I. broadside of the road and enough room to squeeze through. Should you stop and help? Keep going and hope you make it? Hit the fence or the car? Back down the hill and await developments? The Good Samaritan type probably will stop and help, pitting good fellowship against the moment when the D.I. disappears over the top of the hill leaving the Samaritan in a stationary position with wheels churning part way up the hill. The hedonistic, devil-may-care individual will probably roar through, looking superior and smiling gleefully in triumph. The Hindu will take a "turn the other cheek" attitude and vassilate between choosing wood or metal to smash into, unless

Page 4

he is a fatalist, in which case it won't make any difference anyway. The Buddhist would probably back down the hill, contemplate the situation, and absorb the aesthetic appeal of a piece of D.I. stuck in the snow.

Then there is always the warfare of tires vs. snow tires vs. chains. Regular tire users advocate a stoic approach to the vicissitudes of winter driving, interspersing four ply with six ply tires with tubeless and/or tubed tires plus regular inflation or underinflation. Snow-tire users are usually pretty uncompromising about the superiority of their type of tire. These people are semantically averse to indicating in any way that they ever approached a situation in which they "might" have had some difficulty. They simply "never" have any trouble at all. Chain users are gimmick people; the trunks of their cars rattle like Marley's ghost and rust stained trunk mats and excess monkey links appear without fail. These people go for the "do-it-yourself" kind of stuff and there is nothing as exhilarating as crawling under the car in a good suit at 10° above zero with sludge dripping in your eyes to really make an evening to remember.

Of course, sleet is another wonderful substance to reckon with. When driving on ice-covered roads it is always difficult to decide whether to drive down them conventionally, back-wards, or side-ways. Sometimes the sneaky car gets it into its mind to go one way when you want to go another and then it takes days longer to get where you were trying to go - but other than spending money, you couldn't ask for more fun anywhere - could you?

The unpredictable always adds a certain flavor to winter driving and keeps up one's interest in the sport. A few nights ago, after a dull drive, I was following a car up a road. He drove off the road, up a hill, missed a telephone pole, bounced through some underbrush and trees and came to rest across a side road in another field. I wasn't even in the car, but I'm sure I got as much of a charge out of it as the other driver. If I hadn't happened to open my eyes all the way at precisely the moment he started on this detour, I probably would have followed him right up the hill and into the trees. And believe me, Ernest Hemingway didn't have any more excitement in crossing the river.

The thought for the month is: Snow is not all that drifts.

(paf)

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POSTSCRIPT

The 1959 racing season has now passed into oblivion. Even though there was nothing as earth-shaking as Mercedes' return to racing, let no-one denounce it as uneventful. The greatest part of the excitement was aroused by the very close competition - not only that competition normal to any given race but also the various rivalries for driving and works championships.

Firstly, there was a different twist to the Sports Car Constructors' contest. Old Enzo just didn't come through this time. Although the Maranello works was turning out rather fantastically powerful and fast machines, David Brown's organization was right up there in other ways. Perhaps the Aston-Martin team lacked the power of the big red cars, but the Englishmen did have a few aces up their collective coverall sleeves. One notable instance was the power jack. Borrowed from (shudder) Indy, ~~it~~ turned out to be well worth the extra 17 pounds. Compressed nitrogen in the pits activated a vertical piston at each wheel and raised the whole car in about a second. Le Mans pit times tell the story quite satisfactorily.

Porsche provided a dark horse this past year. Racing 1.5 and 1.6 liter cars, the Stuttgart firm worked its way into third place in the classification even though they gave away $1\frac{1}{2}$ liters or slightly less. At the end of the season, the air-cooled engineers had gotten into third place behind Ferrari and 3 points behind the winner. If Le Mans hadn't been a complete bust for the Germans, the final results could have been quite different.

On the GP scene, Cooper rather conclusively demonstrated the superiority of the smaller car. Ferrari's big Dinos couldn't stay near the Britishers on a tight course at the beginning of the year. By the time of the U.S. GP at Sebring, the Climax engines and Cooper cars had improved so that even the longest courses saw no significant deficiencies in the Coopers' speeds. Additionally, the engine in the rear also caught on at BRM and, at last report, Ferrari was fooling with the idea, too. All of this changing presages a nicely exciting 1960 Formula season.

New names in GP racing included Aston-Martin in Formula I and Porsche in Formula II. But Vanwall retired to the accompaniment of rumors that they will soon come back.

Gone but not forgotten - Jean Behra.

Things to try to forget - the silly German GP at Avus. Schloss Solitude has been mentioned as the site of the 1960 event. This would be infinitely more desirable, and the safety factor is more realistic. More fun to watch, too.

This leaves the drivers. Moss managed to follow his pattern of the previous year by missing the championship despite all that he might do. In 1958 he lost to the late Mike Hawthorne due to a plague of mechanical bothers throughout the season. Although the latter won no majority of grandes epreuves, he did cop the cup by virtue of a consistent series of wins and places. Jack Brabham followed in Mike's footsteps this year for the same reason. Stirling still had a chance to gain the honors if he could win the U.S. GP and drive the fastest lap. But just when he was proceeding to do this, his Colotti gearbox packed up again. This left the year to Jack, who won the crown without any gas. It seems a shame that the best driver cannot win the championship. But such is le sport.

Speaking of racing, our Region has shown marked improvement within the last year. Our competition drivers have increased in number by over 100%, and M-H members are noticeably present in the spectator areas at most nearby race meets. It would seem that racing interest within the Region is waxing. Now we just need a nearby course and we'll be all set.....won't we?

All of this brings us to our newest K-O feature. Beginning in the next issue we will run articles written by our competition-minded members to give you an inside view of the races. We won't mention the Duke of Frothy-bothamfield or Don Juan Penuche except in passing, but there will be news and views by and about the people that you do know. The first journalistic efforts will be from the competition drivers, and we hope to expand the list of contributors to include qualified flag and communications personnel when someone decides to take up this phase of the sport. Until then we'll be hearing the drivers' tales.

ANNUAL RELIABILITY RUN

We hope that this issue will reach one and all before the above-mentioned event takes place on Jan. 17, 1960. If it does, just climb into your sportwagen, econo-car, or D.I. and try your hand. Rallye headquarters, prior to the event, will be Stuyvesant Plaza shopping center at Western Ave. (Route 20) and Fuller Rd. Registration will begin at noon and all cars will begin the run from this location. We are sure that equal trophies will be awarded to driver and navigator, we trust that everyone will have fun, and we hope that lots of people show up.

In keeping with our Region's policy of well-planned, somewhat out-of-the-ordinary events, this reliability run

will be an honest, old-fashioned, true reliability run, and you can't hardly find that kind no more. The object of the whole thing is to be as reliable as possible. In order to allow the contestants to demonstrate their reliability, the management has consented to direct the competitors around a route at a given average speed, assessing penalties for failures to adhere to this speed or speeds. Then, when one has happily finished the circuit, one will set off again on the same route attempting to match the actual average speeds recorded on the first lap. As we said, reliability is paramount, and it isn't as difficult as it may sound. There can be no doubt that this event will be a change from the normal Sunday rallye. Prizes will be given at the finish, incidentally.

Should you be reading this after the 17th, please disregard the preceding because it has already come to pass. But you will at least know what they were doing out there if you stayed home.

JACK FROST, GET LOST

The gasoline companies tell us how to prepare our cars for winter. They want us to be grateful and buy their gas. The anti-freeze firms tell us the same things. They want to sell anti-freeze. The rubber companies follow suit. They want to sell us their tires (domestic tires? how awful). The AAA issues sage advice. They are nice people. The KNOCK-OFF staff has nothing to sell. The K-O staff stocks neither gas nor anti-freeze nor tires. The staff are not nice people. The staff has some room to fill up and must pad the pages.

The K-O staff will not indulge in the inanities generally associated with this type of exhortation. We will let you benefit from our vast experience, however. If you haven't turned the page yet, read on.

1. If your car has a radiator blind, why bother to change the thermostat? Pull that heretofore unknown knob under the dash and see if the car runs warmer. There, you've just saved some money, and there's nothing to change in the spring.

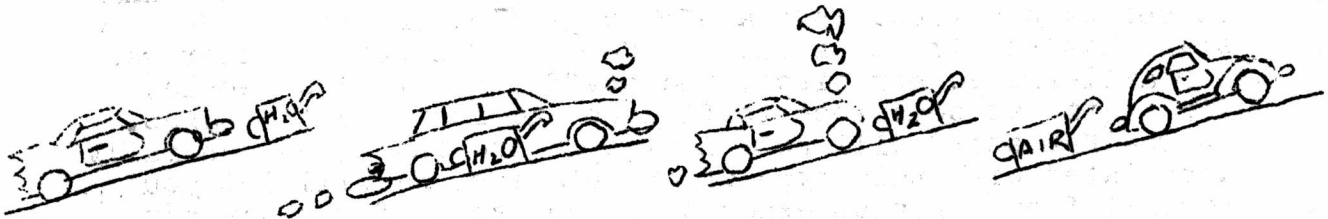
2. Being well-oiled never hurt anyone, especially an exposed metal-to-metal joint. To mix a really binding cocktail, add to a few gallons of water the following ingredients: salt, gravel, ice, freezing weather. This combination of medically proven ingredients can weld a joint, ever so tight. So get out the oil can when the car is next on the grease rack. Ball-and-socket joints are special offenders, so watch them.

3. Grease the old elbow while you're at it and scrape all

rust from the underbody and cover the bare spots with a rust-covering and rust-inhibiting paint or primer, or daub on some more undercoating. Neglecting this could lead to misunderstandings when your friends complain about the water coming through the floorboards.

4. Always be accompanied by the Golden Rule (or just any piece of wood about the same length). Prolonged turnpike driving will cause so much frozen mush to collect in the wheel wells that there may be no more room for them to do anything but point straight ahead. Embarrassing when you have to drive right by your turnout because you can't turn. You might go on forever. The piece of wood will rid you of this problem.

5. Patronize the tire dealer who tells you how to prepare for winter. Or go to the quiet one if you prefer. Just get new tires if the old ones are becoming recognizable as asphalt slicks. Snow tires are nice, but many people prefer Michelin X for year-around use. This second method has an advantage in that there is no need to change with the seasons. Or, if you're the try-a-new-product sort, get a set of Pirelli BS3 tires. Then you can run snow treads in the winter and change the tread in the spring. Seriously! Just deflate the casing and change the three tread rings. In addition to the normal and snow treads, ice cleats with tungsten carbide tips can be affixed with the snow treads for bad conditions. Removal does not damage the tire and involves nothing more than taking off the treads and letting the ice tips fall off. What won't they think of next?



A PROBLEM OF ENVIRONMENT

I bought a sports car. They all said I was crazy. Maybe so, but the ideal of my young life had been fulfilled. The first ride in a VW had awakened my latent addiction, and now through the grace of my bank I could live.

There's no luggage space, they said. So who has luggage? I'm a bachelor. Horrors, they wailed, there's room for only one passenger. So how many girls can you take out at one time? Anyhow?

Cries of despair: it's so small! Well, I'm no Wilt the Stilt. Attempts at dissuasion: it's impractical. Who cares? After all, it fits in my environment.

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ENVIRONMENT (continued)

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How much is it mister? Ho-o-o-o-ow much, mister? And the Super is ??? That's pretty \$uper. Okay, I'll stop drooling on the floor and go home.

Think. Income is so much with this much expected soon. Promotion coming soon. Then 6 months and live at home with parents. Eat less. Quit smoking. Quit drinking. Well, let's not go too far. Yes, I can swing it.

Mister, I want one. No, not this one. Silver. Speedster. Super engine. Wait two months? Sure. Just make the best of the environment.

Two months. No word. Three, four months. Call importer. Nothing? Miserable environment.

Five months. Honest, mister? It's here? Oh, joy. Oh, wonderful tidings of unbounded happiness and felicitation.

New environment. Friends admire and envy. Bob Holbert now speaks to me. Wonderful! Join the PTA? Oh, PCA. Sure.

Out of the Army. Leave Philly. Come home. Write Westport and transfer SCCA membership. Some guy named Mc Compass writes about Mohawk-Hudson. The power company? No, it's just on power company stationery. Okay, all squared away now. New environment. Everything's just fine.

Getting married. Can we afford the Porsche? Scrimp, save, look for ailing rich uncles. None. But Santa Claus comes through and we're all set again.

Adapt wife to new environment. SCCA, dear, not SPCA. No, not the Society for Continuation of Cruelty to Automobiles. There, that's right.

Sensible friends give sensible advice: get a bigger car. You're a family man now.

Same giving more of same (becoming tiresome): Pregnant? You have to have a bigger car now. NO, NO, a thousand times night. They will so fit. I'll prove it!

Visit wife's mother. She's pessimistic. No room. Okay, Mama, I'll prove it. Watch, everyone!

Luggage rack is home. Pack stuff in back seat. Here goes. Knitting bag. Diaper pail. Boots. Fur coat. Box of cookies. Lunch. Music box. Box of baby clothes. Box of diapers. Another. Two-suiter. Now, the coup de grace: assembled bath-inette. Hah! And they said it couldn't be done. We're ready for anything (except twins).

There, world, we're not so crazy.

So you see, it's just a matter of adapting one's environment to suit oneself.

--AHF--

REPORT FROM THE R.E.

1959 proved to be the most successful year in the history of the Mohawk Hudson Region and it is the hope of all of your Executive Officers that 1960 will be even more beneficial to you the members. In order for the regional staff to gather all of the elements necessary to make a good region together and provide better events and more publicity your help is needed, right down the last man or woman.

A small group have worked on events in the past, a much larger group is necessary this year for two reasons. 1. The events are getting bigger and more experienced help is needed and 2. some of the people who work regularly would like the opportunity of participating for a change. Working as officials on any event is a lot of fun and the experienced gained will make a better enthusiast out of you. If you are not asked, please volunteer.

This issue and all issues for 1960 will be in the capable hands of Art Frederick and his Porsche, he needs contributions in any form. Rough writing is nothing to be ashamed of as he will edit, correct or rewrite as necessary. Letters to the Editor of the Knock Off is your best method of "sounding off".

We have just purchased six Heuer Monte Carlo Standard Timers. These have been mounted on clip boards by Mac and a box to house same is being constructed. In the near future we hope to be able to purchase six more. The watches we now have are being checked out against CHU by Mac and Art Flatley and a graph is being compiled tracing and plotting their error.

Gus Franze took on two females when he and Secretary Phyllis Heywood got married a short time ago. Gus not only has Phyllis, and that "ain't" bad, but Sarah as well. Those of you who have not met Sarah will find her gentle, loving and most attractive and I gather a bit jealous, but most German Shepherds are.

Our business meetings, the first Wednesday of the month will, we hope, provide a little more varied interest than last year. Emphasis will be placed on securing interesting speakers, films and programs with particular emphasis on racing, communications, flagging and timing. We may have a track hereabouts in the not toooooo distant future. Let us follow the Boy Scout motto of BE PREPARED.

R. D. F.

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