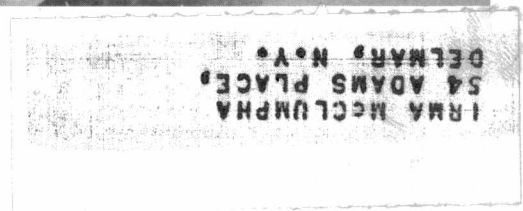


June '60



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KNOCK OFF ADVERTISING MANAGER	William Kane - IVanhoe 9-5441 780 Washington Avenue, Albany

THE KNOCK OFF is the official monthly publication of the Mohawk-Hudson Region, SCCA, and is mailed to all members of the region. Information about SCCA and this region in particular may be obtained from any of the above officers. Advertising rates will be quoted by the Advertising Manager.

REGULAR MEETINGS of the region are held at Paul's, Route 9, Latham, New York at 8:00 P.M. the first Wednesday of each month. NEXT MEETING: June 1, 1960.

COVER: The Porsche of Art Frederick, Chatham, N.Y., leaving the line commencing M-H's Reliability Run, followed by the Magnette of the Ray Gaul's, Voorheesville, N.Y.  
PHOTO: Courtesy of Miss Lisa Henri

Page 2

**Calendar of Events:**

May 1

Vallye S.C.C. Rallye  
Crossroads, Latham Registration  
12:00 Noon; 1st car off 1:00 P.M.  
Fee \$2.00

May 14

I.C.C. Dinner-? Dance  
Circle Inn

May 15

Empire MSC Hare & Hound Rallye

May 22

Renault ROCA Gymkhana

**Racing Schedule:**

May 8

Driver's School, Thompson, Conn.

May 21-22

Regional Race, Thompson, Conn.

May 28-30

National Race, Bridgehampton, N. Y.

June 25-26

Glen Classic Regional Race  
Watkins Glen, N. Y.

July 1-2-4

National Race, Lime Rock, Conn.

July 16-17

Regional Race, Thompson, Conn.

July 29-31

Giant's Despair Hillclimb & Races  
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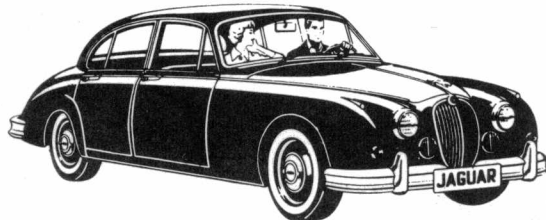
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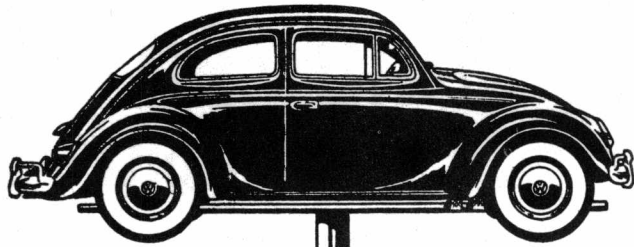
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**15 YEARS OF SERVING THE IMPORTED CAR OWNER**

In the April issue of "Pit Talks" the NE Region publication they carefully outline the 1960 Regulations governing issuance of Race Communications Licenses for the NER. As many of us are and will attend these schools the complete report follows:

\* Qualifications for a Race Communications License:

1. A minimum of 20 points must be earned at schools.
2. A minimum of 30 points must be earned at National and Regional race events.
3. Person must be a member or wife of a member of NER\*.
4. Person must be 21 years of age or over.

Qualifications for Renewal of Race Communications Licenses.

1. person must meet qualifications of 3 & 4 above, and must have had a license from a previous year.
2. A minimum of 15 points must be earned at Schools.
3. A minimum of 20 points must be earned at Nat'l & Regional Race events sponsored by NER.

1960 Licenses will be issued automatically to qualified 1959 license holders. To qualify for renewal for 1961 licenses these license holders must meet above renewal qualifications during the 1960 racing season.

Above are minimum requirements under which a Race Communications License will be earned and final award will be left to the discretion of the Flag Marshall and the Flag and Communications Board."

\* We will advise you on this point later, I believe the NER will honor a M-H Region member. A discussion of these schools was held during our last meeting...why weren't you there? (If you were not, that is)

I am aware of the fact that many members and guests would like to speak with me during the meeting and due to the never ending problems that arise, many of you are not able to. I am truly sorry for this and will try to remedy the situation by arriving at Paul's Rest. no later than 7:30 PM. Since the meeting does not start officially until 8:30, you may, if you are interested, talk, bully or just tell me off, but at least in this way I hope to be able to talk with anyone interested in the Region on whatever subject they wish to discuss (within reason).

Dick Leary has officially moved to Boston and our acting Activities Director, August Franze is now Activities Director in full and extradinairer.

## SPORTS CARS AND WOMEN

by

Phyllis A. Franze

I have been viewing recently the rising dilettantism appearing in the world of sports cars - especially on the part of females. As several of the things I have seen of late offend my sense of sports car aesthetics, as well as those of several other women I know, I thought I would put some of them forth for contemplation.

A couple of Saturdays ago, while attending flag school at Lime Rock, among the women present I observed: Lady #1 attired in high, high heels, stockings, 5 petticoats and a sweater sinking to the bottom of her Cinderella slippers in mud and shivering in the 32 degree (plus and minus) weather which alternated between rain and snow. Lady #2 wearing a black knit, skin tight leotard leading two squealing poodles on their duly appointed rounds (she later put on a coat.) And Lady #3 who was the most uncommonly dirty (unwashed) female I can recall seeing in a long time. Fashions are great in the Village and on Fifth Avenue, but at Lime Rock in April???

Then there are the women who own sports cars - the ones who sit bolt upright in the seat like pokers looking like the steering wheel is attached to a series of bombs which will explode at the next bump. Or the ones who grind ingloriously down from fourth to second gear with the unperturbed brow of a sphinx. Or, how about the ones who wind the tachometer up to 4000 in second gear in a "Quiet! Hospital Zone" and then peek coyly over their shoulders to see if you've been listening to their fabulous sounds?

I love the society page women, too. You know, the "My dear, you've simply got to have one - they're so cute!" type. The pictures displayed in the rotogravure of an open sports car with a long-haired damsel waving "bon voyage" and saying "cheese" are magnificent - especially when you know the person doesn't even own a sports car. The gorgeous ladies resplendent in sheath dresses and spike heels also intrigue me and I've often wondered how, when driving the car, they've finished leaning all over, they manage to maneuver from gas pedal to brake without putting the shoe heels right through the fire-wall - let alone how they even got into the car in the first place.



## Sports Cars and Women (cont.)

Another group which interests me is the one whose members turn up through association; that is, they don't own sports cars, but they know someone who does. They aren't interested in rallying or gymkhanaing or racing, but the people who do these things are so utterly fascinating that they flutter around at various social functions like moths attracted to light. They "ooh" and "aaah" over the drivers who won last week at the races and drape themselves around anyone who will allow them to bask in the glory. They delight in the latest tid-bits of gossip and revel in anything that glints of scandal. Such lovely creatures.....

The arrogant ladies who drive to the nearest car-wash on Saturday and arrive on Sunday events to oversee and direct the directors of an event are equally divine. The badge bar on the front of the car gleams with insignias of far off and exotic clubs. They watch the proceedings with narrowed and gimleted eyes in what one assumes must be a position of great responsibility. But do they contribute anything other than their stony-faced presences? - no, the iridescent green fingernail polish might get chipped.

It seems to me, furthermore, that the function of a sports car club is primarily to promote sports car events and sports cars themselves. The social aspects of such a club are part of the general comraderie which everyone enjoys; they are not the reasons the various regions of S.C.C.A. are in existence. I think that clubs whose feminine members operate under the delusion that social activities come first and sports car events as a last resort are in need of some capable leadership which will not have to be subjected to personal whims and sophmoric Machivellian tactics directed toward others who have really worked on events and proven themselves enthusiasts in the true sense of the word.

Come on ladies - Why not leave the fashions to the magazines, the extroverted driving habits to the Hell Drivers, the spectating to D.I. spectators, and back-stabbing to the bridge table? Sports car clubs don't need this kind of nonsense.

## IN TIMES PAST

Those who did not get to the April meeting missed out on an extremely interesting program. A representative of Castrol came to our humble gathering and brought with him a film of the Coronation Safari. Don't get us wrong now; this was not about a hunting expedition for elephants or a group of bearers taking Castrol to Albert Schweitzer. The Coronation Safari was actually a rallye, and what an event it was. Only production sedans were allowed to participate - no sports or GT machines. The route wound around Kenya for about 2800 miles over some of the most unroadlike roads in existence anywhere.

To give yourself some idea of what this event is like, imagine driving a go-kart at top speed across a plowed field for 20 hours or so at a time. This would be something comparable to the conditions encountered on this trip. It looks like loads of fun provided that you can drive someone else's car and hit him up for all repairs and parts.

We have things like this all the time. Who knows, you may find that you enjoy those meetings if you give them a chance.

#

## YOU GET A LOT TO LIKE AT ...

The SCCA races at Marlboro on April 16 and 17 saw quite a few Mohawk-Hudson competition drivers fighting for trophies, although at least one was fighting just to get on the grid. Dick Young brought home a third in class with his Fairthorpe, while Pete Farrell managed a fifth in class with his Sprite. Or, as our R.E. put it in his column, "Peter Farrell of Albany in a Sprite took a fifth." But what did he do with it, Bob? Sherm Decker got himself a first in class with his Twin-Cam, but The Judge, our own Hank Van Deusen, apparently got lost in the shuffle. Bruce Cargill, of Watkins Glen fame, ended up in the pits after his car developed ailments during the Friday practice.

There was also a good contingent of local drivers at Lime Rock on April 23, but we lost the newspaper and cannot at this time give you any result. No-one dropped us a line about it, so please look up an old paper for the information.

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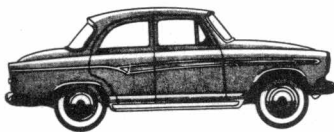
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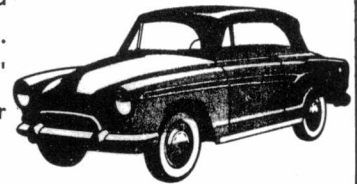
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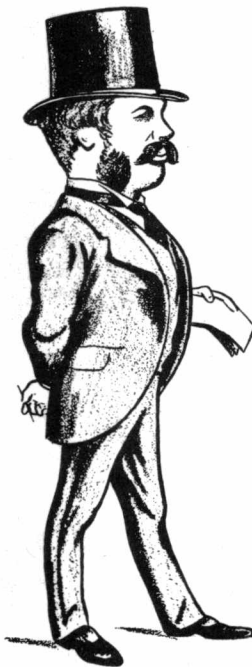
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. . . . And when I say naturally, I am, of course, referring to the authentic natural shoulder suits you'll find in Wultex's Gentlemen's Corner! Besides that, you'll like the absolutely correct custom-tailoring details — buttons are placed just so, tapered, plain front trousers, lapped seams, hooked vent and . . . . Slip one on, man — you'll see why I run on so about Wultex's natural shoulder suits!

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*Gentlemen's Corner*

## **WULTEX**

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## OTHER WORTHWHILE NEWS

We had planned to give you a comprehensive write-up on the recent New York International Auto Show. Unfortunately, no-one has come up with anything on this subject, and the deadline is now past. So this article will be dispensed with since everyone else will have something to say about the show before the next issue rolls around.

The same applies to just about everything else of interest to the membership. As for your editor, all he knows is what he reads in the newspapers - and we hate to plagiarize (it's too easy to get caught). So how about it, eh?

## ODES AND ENDS

by Phyllis Franze

There once was an MG named Gaul,  
Who never had suffered a fall.  
But that curve on the track  
And the cars in the pack  
Made him look like he'd run through a wall.

There's also an MG named Irma  
Who sports a near perfect derma.  
But bumps are her meat  
And her four spinning feet  
Don't leave her too near terra firma.

There's one more MG name of Leary,      (This one was written  
Whose gearbox got awfully weary.      last year)  
The sound of his moans  
And screamings and groans  
Left Leary both bleary and teary.

There once was a Healey named Heywood      (So was this one)  
Who was asked to do more than she could.  
She went into the curve  
And she started to swerve  
And the engine went straight through the hood.

There once was a Jaguar named Fertig      (This one, too)  
Whose 3.4 liters were perfect  
For size and for speed  
And for all things, indeed  
Except that.....it wasn't a Porsche.

There's also a Porsche named Frederick  
A car that has never been sick.  
Its trip to the docks  
Only shook up its locks,  
And the engine still clocks like a tick.

Page 8

The preceding poems were composed by our Secretary in 1959, so that accounts for the difference between actual conditions, i.e., cars now owned by the subjects of those delightful little limericks, and those stipulated in the context. Of course, we might have been able to work in the cars presently owned by those mentioned, but it would have looked rather ridiculous. For instance,

There once was a Morris named Fertig  
Whose 3.4 liters were perfect...  
Now we ask you...

We would like to edit the last entry as follows in order to suit our own tastes and because you can't talk back:

There's also a Porsche named Frederick  
A car that makes MG's look sick.

A trip to the docks  
Only loosened its shocks

And TR's it easily licks.

Now there's some controversy for you. If there's no reaction to this one, we'll know for sure than nobody reads this book.

#

#### NEW MEMBERS

Here's the latest list of those who have seen the light:

Richard I. Leonard  
1 Leonard Place  
Delmar  
MGA

Peter Heck  
1556 Baker Ave.  
Schenectady  
Kurtis-MG

Philip J. Fisher  
81 Fairfield Ave.  
Albany  
?

Lawrence Black  
3026 Evelyn Drive  
Schenectady  
Morgan Plus-4

David Gaul  
Altamont Road  
Voorheesville  
Ray's cars

Ann Lee  
Regional Family Member  
Wife of Philip Lee

#

#### THE TOP O' THE MOUNTAIN TO YEZ!

As you probably know by this time, the Sixth Annual Mountain Top Rallye has been postponed. No, it has not been canceled. This postponement has come about because of the miserable road conditions around Johnstown at this writing. It seems that last winter and spring were unusually hard on

paved surfaces in that area, and most of the good rallye roads will be virtually unpassable at anything like a decent speed until late June or July. Thus, the rallye will take place in September. This is good, too, since it gives us a better chance to talk it up and get a good attendance. Fuller details will be forthcoming.

#

## RACING SEASON

Racing time is here once more,  
So grab your hat and out the door.  
To Lime Rock in your roaring car,  
Stopping at your favorite bar.

The Astons and the Jag-u-ars  
Go blasting off as if to Mars.  
The wonder is you don't get killed,  
But soon the parking lot is filled.

You're watching now, they're going fast  
Your eardrums split as they go past.  
They're making noise as nothing can.  
They're all well oiled, they're racing fans.

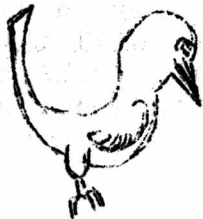
It's raining now, oh me, oh my.  
Good gracious, how will we stay dry?  
The rain it overflows its cup.  
And is the tonneau cover up?

Ferraris and the Masers, too,  
Porsches and the whole darn crew.  
They're speeding up, they're slowing down.  
Sit down in front, you silly clown!

Your drinks are gone and so's your voice.  
You just tripped o'er a Rolls Royce.  
Your car is lost in that big lot,  
You'll not get home till ten o'clock.

You start home to your loving wife,  
The sweetest gal in all your life.  
The table will be set for you,  
And bicarb of soda, too.

The house is bare, but here's a note;  
The nastiest she ever wrote.  
"Dinner you'll get yourself, I fear,  
I've gone to an all-day rallye, dear."



This is a watchbird  
watching a blank page.



This is a watchbird  
watching you.

Did you contribute to the blankness of this page?  
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57 TR3	58 Goliath Sunroof	60 A-H Sprite	59 Datsun
58 Victoria	59 Moretti	60 A-H 100-6	59 Hillman

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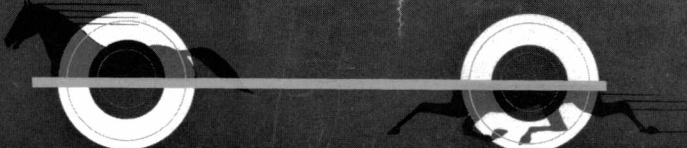
Open Evenings

Telephone: 6-3310

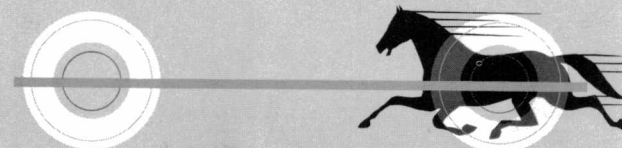
THE  
SWEDISH  
MARVEL  
**SAAB**  
**93F**  
THE  
ECONOMY  
SPORTS  
SEDAN

**HORSE SENSE**  
about THE APPLICATION OF  
**HORSEPOWER**

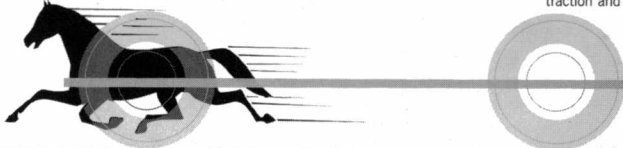
"SPLIT" system ... inefficient and cumbersome, because power source and drive wheels are separated.



"PUSH" system ... Unstable and unbalanced, because car is pushed from behind without sufficient weight in front.



**SAAB\*** system ... Perfect pulling power, because both engine and drive wheels are up front for maximum stability, traction and efficiency.



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