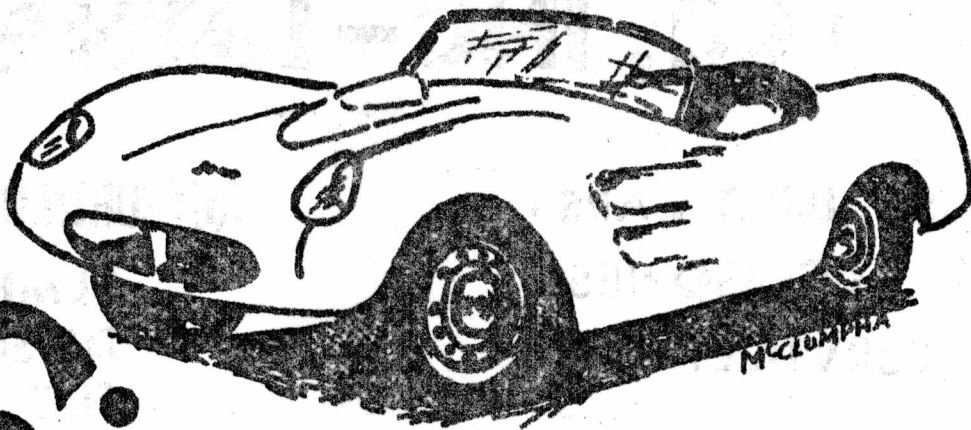
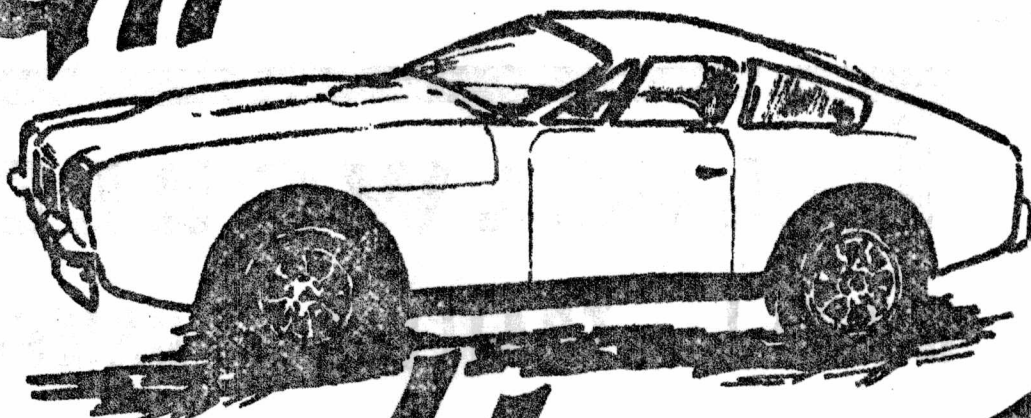


The Knock-off

Feb. 73



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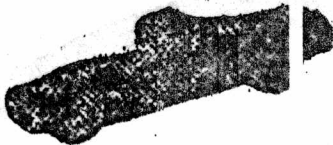
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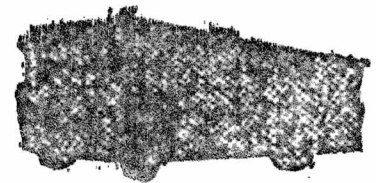


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THE KNOCK-OFF is published monthly by the Mohawk-Hudson Region of the Sports Car Club of America, with subscriptions limited to members only. All material for publication should be mailed to the Editor or delivered to him at the monthly meeting, the first Wednesday of each month.

**Mohawk-Hudson Region SCCA
Financial Report
Jan.1, 1972-Dec. 31, 1972
Carl Corrin, Treasurer**

<u>Balance 1/1/72</u>	<u>\$2791.07</u>	<u>Expenses</u>	<u>Income</u>	<u>1971 Figures</u>
Thompson Regional	1636.71	6592.29	8229.00	n/a
Lime Rock Regional	3495.57	5214.43	8710.00	414.78
Mt.Cathalia Hillclimb	- 494.70	793.20	298.50	n/a
Regional Events	346.87	1208.63	1555.50	470.66
Dues	560.00	217.50	777.50	705.00
Knock Off	-217.66	515.16	297.50	-633.77
Capital Expense	-1147.96	1147.96	n/a	n/a
Miscellaneous	- 517.71	<u>1463.15</u>	<u>945.44</u>	<u>-653.73</u>
Totals	<u>\$3661.12</u>	<u>17,152.32</u>	<u>20813.44</u>	<u>302.94</u>

Balance as of 12/31/72 \$6,452.19

from the Editor:

We had a real hellfire+brimstone editorial for this month. You'll be happy to hear that we delicately crumbled it up and put it in the circular file.

Instead we have good news: part of it is printed above, more of it is a result of some very forward-thinking by our Executive Board, and we finally have a date and site (see elsewhere) for our ice trial.

And best of all, thanks to Barry Foley, may we introduce you to a perfectly charming fellow who goes by the monicker of CATCHPOLE. We hope that you'll enjoy the adventures of CATCHPOLE and his many cohorts; Demon Tweak, Mad Dog, Booby Galore, Rocky Ape, and many others.

All in all a good issue we think, and a good omen of things to come for Mo-Hud and our favorite sport in general for 1973.

Enjoy.

greg

Electric Typewriter courtesy of Peck Business Machines, Dunnsville Rd, Schenectady New York. FR4-0372

Knock-Off advertising manager: Phil Panos 463-9077 or 462-1689. If you know someone who might be interested in buying space in a local-oriented enthusiasts' magazine with a circulation in excess of 200, please let me know. Thank you: Phil.

On-Time (?) Touring
by "Wild Bill" Hoffert

A New Year has strange effects on the masses, or so I'm told. Yet until recently I would not have believed it, not being given to resolutions in long lists and other signs of character inconsistencies.

For some reason unknown even to the Group W Bench, the wintry chill toward rallying in the region appears to have lessened. While it may be but a temporary thaw due to favoritism for the traditional (?) "SNOWFLAKE and RALLYE THERE OF", I've been told in hushed whispers about small, but surviving, enclaves of rallyists existant within and adjacent to MO-HUD's Sanctums of "THE RACE + THE AUTOSLALOM". Knowing that such independents will seek refuge in Societies of the Aliens passing as Clubs of the Tour without encouragement to stay and partake; I offer NEW HOPE.

Yes, it is true. Within SCCA and Mo-Hud there is a spirit given to checkpoints, tulips, zeros and other elements of rallye madness. Evidence can be seen in the recently releases results of the 9th Leadfoot All-Night Rallye. (For the uninitiated, this was just one of a series of All-Night Rallyes conducted in the Northeast for the sole purpose of testing one's "powers of judgement and discretion". Among the 322 Leadfoot (ed) entries, eleven were courageous enough to claim affiliation with SCCA. It should come as no surprise that Mo-Hud had its representatives in the form of "Mad Melvin" Muntz and "Wild Bill" Hoffert. While our "Rover Boys" were not quite able to crack the All-Night nut, they did finish a respectable 38th overall and 16th in class (Seat-of-the-Pants). As for the other ten SCCA entries, two went flat-screaming-bananas storming into the night and (coincidentally) first and second place overall and in class, both running Equiped: Norm DeCarteret (ed. note-Norm is a member of Mo-Hud, transferring from New York Region, and is one of the people behind the "Deja Vu" Nat'l Rallye put on by Mo-Hud, now scheduled for August)/Smith, in a Datsun 240Z, with 202 pts, and Nesbitt/Hauman in a Datsun 510 with 261 pts.

Such was the effect of the Leadfoot's specially ordered fog, and rediscovery of (best) forgotten portions of the Appalachin Trail on Mad Melvin that there seems serious doubt cast upon his being a fully converted rallyist. Occasional coherent phrases snatched from the jumble and mumblings that often pass for conversation from Melvin seem to indicate that there is some meaning to "Charleston", "Sports Cars of Ltd. Distinction", and "Molsons". If my interpretation is correct it would indicate that I've lost a rallye partner. In the face of this minor and imminent crisis I'm led to an undertaking that I hope will bring together those rallyists previously taken to the underground.

It is my belief that a gathering of interested rallyists can only be a good thing for all. So---if YOU are interested in RALLYING; currently without a rallye partner, or looking for one; in need of information about rallyes and where to find them; or if you simply want to find out how well developed your powers of judgement and discretion are: contact me, "Wild Bill" Hoffert (JR) at 346-5935. It's my hope that the resources I've uncovered can be of help to those either interested in, or who think they might be interested in rallying. My personal goal is find some unfortunate soul with "undeveloped powers of judgement and discretion" to team up with for the '73 New England Region-SCCA Rallye Series (ed. note-this series has picked up sponsorship from Pirelli) and the Northeast All-Night Rallye Series, both of which are immediately at hand.

Remember, even if you already are part of a rallying two-some give me a call, and let me know who you and your team-mate are. Once we begin to close ranks and work together I'm sure we'll all find more event and opportunities to contribute to rallying, maybe even in Mohawk-Hudson Region. So, Please give me a call, and watch this space in upcoming Knock-Off's for listings of pending rallyes.

UPCOMING RALLY HAPPENINGS:

Feb 18- Air Conditioner (2nd in SCCA-NER Series), by Worcester Area Sports Car Club, start Sturbridge, Mass. Contact Wayne Harlacher 617-869-2769

Feb. 25- Snowman II, by Berkshire Motor Sports Club. Start at Big N, Rte. 20 Pittsfield. Registration 11:30, FCO 12:30. Contact Dave Hathaway 413- 443-4670

March 11- Hocus Crocus (3rd in SCCA-NER Series) by Vermont Sports Car Club. Start Hartford, Conn. Contact Terry Folsom 203-295-9078

+++++

WIR -----NO, Sainte Jovite-----YES (maybe)

The proposed Washington International Raceway will (as its much-heralded predecessor, Chesapeake International Raceway) not be built; the list of road courses which have gone under in the area of our Nation's Capital (Marlboro Summit Point, and now WIR) seem to indicate that politicians and their assorted hangers-on, and motor racing do not mix. Meanwhile rumblings from North of the Border indicate that now that the Autoroute is finished, the picturesque Mont. Tremblant circuit may re-open with gov't backing as a tourist attraction. Hope so.

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SCCA Professional Race Schedule

Canadian-American Challenge for Group 7
 June 10 Mosport Park, Bowmanville, Ont.
 June 24 Donnybrooke, Minn. (tentative)
 July 8 Road Atlanta, Gainesville Ga.
 July 22 Watkins Geln, NY
 Aug. 12 Mid-Ohio, Lexington Ohio
 Aug 26. Road America, Elkhart Lake, Wis.
 Sept. 16 Michigan Int. Speedway, Brooklyn Mich.
 Sept. 30 Edmonton Int. Speedway, Alberta, Canada
 Oct 14 Laguna Seca, Monterey, Calif.
 Oct 28 River side Int. Raceway, Riverside, Calif.

L+M Continental Championship
 for F5000 cars
 April 29 Riverside
 May 6 Laguna Seca
 May 20 Michigan Int.
 June 3 Mid-Ohio
 June 17 Watkins Glen
 July 29 Road America
 Aug 5 Dallas Int. Speedway
 Aug 19 Road Atlanta
 Sept. 3 Pocono Int. Long Pond. Pa.

Trans-American Championship for FIA Groups 1-4

April 15 Road Atlanta	July 15 Sanair International,
May 5 Lime Rock Park	Montreal(tentative)
May 20 Bryar Motorsport Park, NH	July 28 Road America
May 27 Donnybrooke, Brainerd, Minn. (tent.)	Aug. 19 Edmonton Int., Alberta
June 16 Watkins Glen	additional dates to be announced

INEC Area 11 Road Racing Championship

A Sedan

1. W Glantz FLR 22
2. M Summers CNY 20
3. E Hurlbutt CNY 6

B Sedan

1. P Schwartzott WNY 20
2. L Stahlberg CNY 18
3. D Girven FLR 15

C Sedan

1. D Jones CNY 32
2. A Sleeman FLR 29
3. A Zimmer FLR 11

A Production

1. A Davidson CNY 12
2. L Marth FLR 8
3. K Gauntlett FLR 7

B Production

1. J Searless Glen 11
2. D Carter CNY 7
3. F Catalano WNY 2

C Production

1. B Spear CNY 11
2. H Niederer CNY 10
3. J Walters CNY 2

D Production

1. R Rung WNY 40
2. D Orr FLR 14
3. D Naegele FLR 8

E Production

1. L Gigliotti FLR 39
2. D DeLeo FLR 24
3. K Kirk WNY 21
6. Pete Callaghan MO-HUD 8

F Production

1. ED HOLEVA MO-HUD 24
2. J Morski WNY 10
3. J Ostrum Glen 7

G Production

1. G Dennis FLR 22
2. DAVE HATHAWAY MO-HUD 19
3. D Dill WNY 2

H Production

1. H Bogart FLR 27
2. HAROLD CAMERON MO-HUD 21
3. G Hall FLR 17

A Sports Racing

1. L Stahlberg CNY 7

B Sports Racing

1. BILL MORRIS MO-HUD 11
2. S Pembroke FLR 1

C Sports Racing

1. D Mathews WNY 15

D Sports Racing

1. J Bergman WNY 38
2. C Tower FLR 19
3. D Waddle CNY 10
5. E Morris MO-HUD 4

Formula A

1. D Reed WNY 3

Formula B

1. R Tinker Glen 2

Formula C

1. P Dundas WNY 17

2. C Foster WNY 17

3. A Barabasz WNY 2

Formula Ford

1. P Smith FLR 14

2. T Conklin SNY 5

3. D Cook 1

Formula Vee

1. E Whitmore CNY 38

2. J Cleveland CNY 14

3. R Moll FLR 10

10. A Peck MO-HUD 2

Showroom Stock Sedan

1. D Pohlíg FLR 19

2. H Beckwith FLR 15

3. M Gallup M-B 9

5. Bruce Cargill MO-HUD 7

10. P Hermance MO-HUD 1

#####

THE time has come, the walrus said
to speak of many things.....

I think that the treasurer's annual report will indicate that our racing program for 1972 showed a healthy profit; large entries in combination with well run, economic planning of our races are the reasons. Where will we go then for 1973? Steady, on course, try to maintain our success of '72. Not in my opinion.

It's not that I'm against success, or profit, for that matter. But. In light of our returns on the '72 program, might it not be a good idea to pass our good fortune along to the racers who made it possible. Racing costs, and living costs in general are up (as usual); if we can keep our race budget near stable, don't we owe it to the sport not to be too greedy. What this is all leading up to is a proposal to the RE, the Exec. Board, our Race Chairmen, and anyone else who might be involved; will it be possible to REDUCE entry fees for our races in 1973. Based on my computations on the '72 program, it appears that a reduction of our fees by \$5 is feasible. We'd like to hear from the powers-that-be on this one.

Mo-Huds Own Race Track: is not in the foreseeable future. And with good reasons. The cost of building a race track is phenomenally high, and the amount of racing that would be scheduled on it could hardly be justified. The northeast has too many race tracks now; and not enough good ones. Another race track could not draw enough entries to a) make it profitable for the region b) be attractive to potential spectators, and sponsors. We may as well face facts: our beloved Capital District is full of "strokes", and they're everywhere: in the editor's chair of our newspapers, in front of the cameras at local TV stations, disguised as sports editors, and just about anywhere you care to look. And if you need proof, just listen to one of those radio programs ostensibly concerned with auto racing, or better yet, hang around the SCCA display at the auto show in Albany. Add these factors together and you get no race track for Mo-Hud, now. Or ever.

IMSA racing is nice, but it's not the answer to all of our problems. For one thing it's not professional, it's more like semi-pro. And the races are so far apart (geographically) that if you don't want to, or can't travel, then you can run about three races a year within reasonable travelling distance. The introduction of a similar format into the Trans-am makes it a bit more lucrative because you can now run two series with one car; but the prize money doesn't come anywhere near preparation costs, especially now that the very costly FIA Group 1, 2, 3, 4 specs have been adopted.

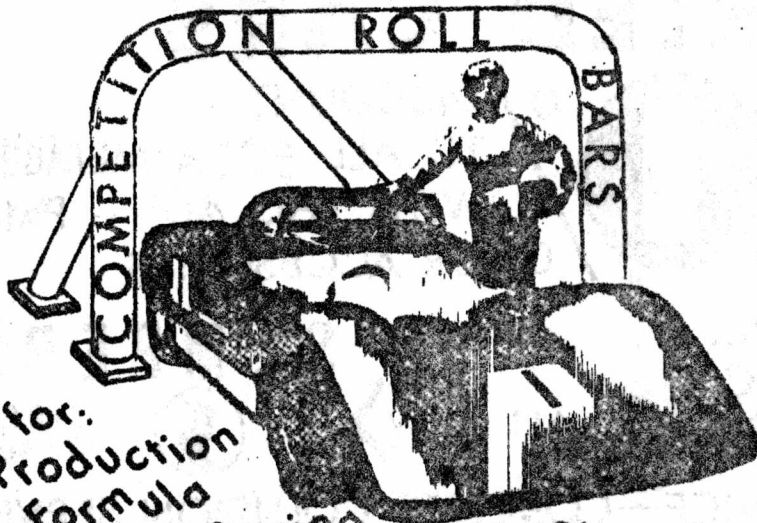
For "fun" racing, that is racing as a hobby, SCCA still provides the most value for the money. Now if only the amount of money can be reduced.

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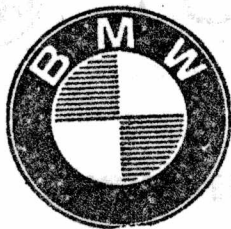
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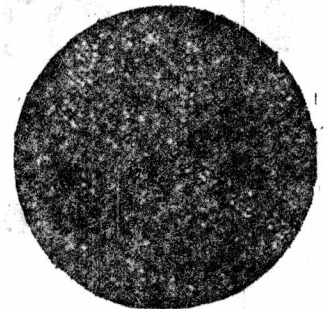
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THIS ENGLAND :

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Spirit of Jim Hurtibise, continued.....

The two front-engine Mallock U2. Formula Three cars have been sold. One car is being converted to Formula B specifications and has been sold to a Canadian while the other car, which has also been converted to a twin-cam engine setup will remain in Britain to be used for hill-climbing.

British Women Racing Driver's Champion.....

Ms. Allison Davis driving a Ginetta G15, sponsored by FEMFRESH, which is a...??

Motor Racing in the Caribbean: Guyana and Barbados

The past year has seen a tremendous growth in motor sport in Barbados. The facilities have leapt forward and interest on the islands has never been higher. At the time of the BOAC Team Speedbird's visit to the Turner's Hall hillclimb just a year ago, Barbados did not have a permanent race circuit; but a short dirt circuit had recently been completed, and during the past year this circuit has been surfaced. A magnificent clubhouse has been built on the hillside which overlooks the whole of the track area, and spectators are restricted to the hillside flanking the clubhouse, an area that offers excellent viewing of the whole circuit and at the same time permits good crowd control of the enthusiastic spectators. The circuit measures 0.8 miles, and has a lap record of 46 s. The attendance in Barbados of 18,000 was no less than 7% of the total population, which statistically is equal to an attendance at the British GP of over 3.5 million.

Graham Hill's Formula I ride for 1973 will be.....

a privately entered UOP-Shadow/Cosworth, with the first race appearance scheduled for the South African GP in March.

RAC Rallye:

1. Roger Clark/Tony Mason Ford Escort RS1600
2. Stig Blomqvist/Arne Hertz SAAB 96 V-4
3. Andrew Kullang/Don Karrison Opel Ascona
4. Harry Kallstrom/Gunnar Hagbom Lancia

The Future of Formula Three and Formula Atlantic

The CSI has announced that the current 1600cc stock-block Formula Three will be superseded by a 2000cc limit in 1974 thus making the current equipment obsolete after just three years. F3 is certainly expensive, and will become increasingly so but because it is still the proving ground that everyone looks to competitors will do it whether they can afford to or not. It is a chance that anybody wanting to move up in the racing world must take. As it stands now with the new regulations unannounced in detail, drivers are beginning to look for an alternative formula. Engine prices in F3 will have to increase as the manufacturers development programs have to cease just as they have really started in order that they might begin to prepare for the new formula.

F3 will always be a popular formula because it is recognised as the training ground, but increasingly during the past year many drivers have indicated a desire to have the power of a Formula Atlantic under their right foot. The movement

away from Formula Three might not be that marked during the upcoming year, but for 1974 all signs point to an internationally recognised Formula Atlantic taking over the role that F3 has played for so many years.....

John Webb of Motor Circuit Development, owners of Brands Hatch, Oulton Park and Snetterton, has announced that there will be two Formula Atlantic championships for 1973, sponsored by BP and the Yellow Pages. The Yellow Pages series will be run as a supporting event for major International races in Great Britain. Both MCD and the BRSCC are currently having talks with the SCCA with a view toward standardising FAtlantic and FB (from which Atlantic was derived). Currently the majority of Atlantics use BDA four-valve engines while FB is restricted to the familiar twin-cam engine. If the SCCA agree to the proposals it is hoped that the two series in England can be dovetailed with the U.S. Formula B championship to give competitors on both sides of the Atlantic good international competition.

AUTOSPORT's Formula Three "top ten"

- 1. Roger Williamson 2. Tony Brise 3. Jacques Coulon 4. Mike Walker
- 5. Rikki vonOpel 6. Michele Leclere 7. Andy Sutcliffe 8. Jochen Mass
- 9. Jean-Pierre Jarier 10. Bob Evans

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 Mark Burns 465-1575

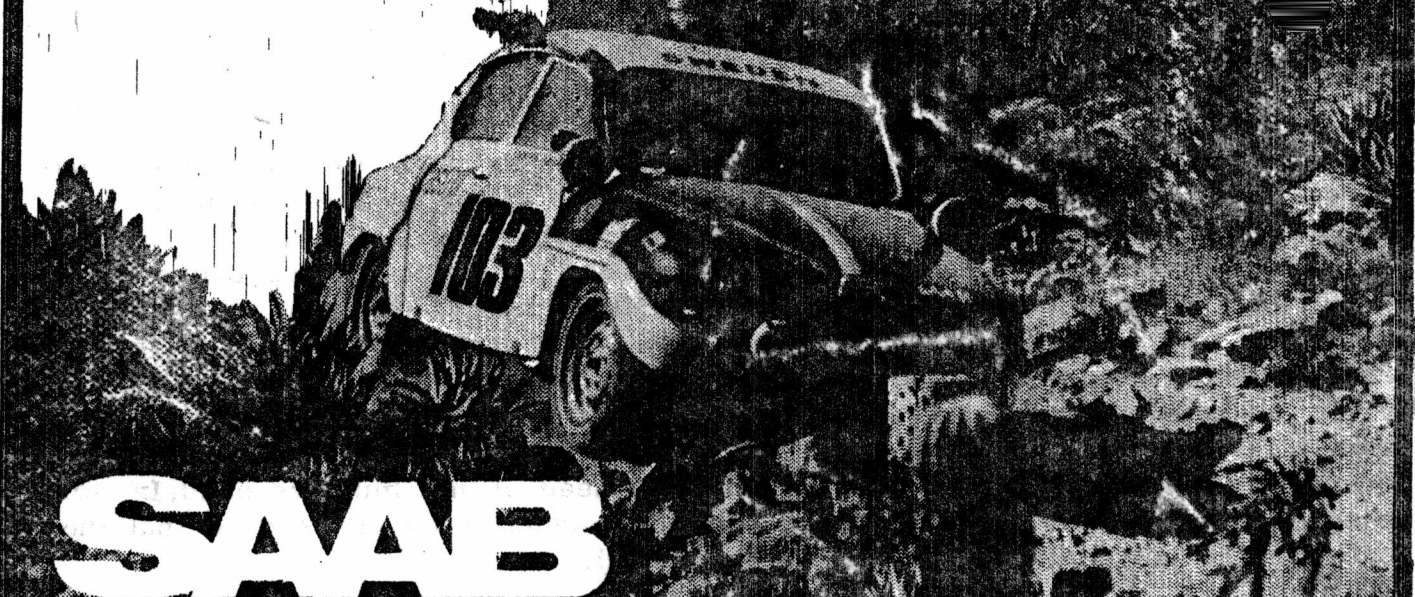
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JJRDS to Watkins Glen ????????

The latest issue of CP+A has an ad for the Jim Russel Race Drivers School including the circuits it is operating at, and included was the familiar name of Watkins Glen. No other information is currently available, but if true it will be interesting to see if the Formula Ford series which the JJRDS has conducted for its students will be continued, and in what format, at the Glen.

Kit Cars Abound in England.

Several interesting kit cars have appeared of late from Merry Olde. The Arkely is a fibreglas nose and rear treatment of the Sprite/Midget chassis, the Dutton B Type is a Lotus 7ish unit which utilizes Spitfire components (and goes for 265 pounds sterling), and the Magenta by Light Speed Panels Ltd. is a cross between a Lotus 7, MG 1300 and dune buggy, based on Mini components. If anyone is interested in more information on these cars, see the editor. For that matter if you have any needs in relation to motorsport in England, let the editor know, as his file of AUTOSPORT can usually provide the answer.



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TECHNICAL BULLETIN #1 - Jan. 1973

To clarify items appearing in Driver's Newsletter

1. Spherical Rod Ends- Heim type of spherical rod ends used on major suspension and steering components must be retained either by the design of the mounting bracket or by a larger area captive washer.

The safety regulation applies to Formula and Sports Racing cars and is the result of a number of incidents where the ball portion of the joint separated from the "eye" or "banjo" allowing the suspension component to be separated from the chassis. Many constructors design the mounting bracket to retain the rod end by using a double shear bracket. If the manufacturer has NOT made this provision then a large area washer under the head of the bolt or under the nut, which will prevent the "eye" from slipping over the bolt head or nut must be used. In some cases a spacer under the washer or shoulder washer must be used so that the ball joint is not restricted in its angular travel.

2. Master Switch-All cars must be equipped with a general circuit breaker (master switch) easily accessible from outside the car. This circuit breaker will cut ALL electrical circuits (ignition, fuel pump, lights, alternator, etc.), but not on an on-board fire extinguisher system. It shall be clearly marked by the accepted international symbol: a white spark in a blue triangle, and shall be mounted in a standard location.

A. Formula and Sports Racing cars- In close proximity to the right hand upright member of the rollbar, but in a location so that it cannot be operated accidentally. It can be mounted on a bracket welded to the inside of the upright, or mounted so that the operating lever or knob is outside of the body panel immediately inboard of the upright member.

B. Closed Sports Racers, Production Cars and Sedans- In front of the windshield on either the cowl or on top of the fender, but close enough to the windshield to be accessible if the car is overturned. Alternatively it may be mounted below the center of the rear window.

C. Open Production Cars- May exercise a choice among the above locations. There are various accessory switches available for this application with the most common one distributed through Lucas suppliers. The switch may be operated by remote control but the control must be located in one of the standard positions where it can be operated from outside the vehicle, as in many cases it is impossible for emergency crews to reach or sometimes even find an inside cockpit switch.

It would be helpful to be able to give a standard wiring diagram, but as automobile makers use various wiring circuits and many competitors have re-wired their vehicles, it would be impossible. When the switch is in the off position the engine will not start, and when the engine is running the switch will cut it off as well as fuel pump, lights, etc.. The lead therefore is not necessarily from the battery terminal, but may lead from the starter solenoid to the master switch. Exactly how you wire it is your own prerogative, the primary concern is that the master switch operates as required.

3. Formula Ford- The body width of 94cm (37.4 inches) does not include the side mounted radiator. However, shrouding around the radiator shall NOT provide aerodynamic downforce.

1973 Snowflake Rallye Results

Finishing Position	Name	Car	Car #	Total Points
1	N. deCarteret/M. Cirello	Datsun	18	10
2	A. Frederick/H. Geer	Saab	2	31
3	J. Stim/D. Jones	Datsun	24	81
4	L. Camin/C. Wichmann	Volvo	15	110
5	C. Robertson/R. Dixon	BMW	10	251
6	C. Schaf/W. Tracinski	Opel	4	277
7	G. Brookins/M. Rossi	Datsun	13	337
8	W. Getz/J. Getz	BMW	7	344
9	W. Stapleton/Stapleton	Camaro	1	349
10	W. Dudek/Dudek	Maverick	14	358
11	E. Lopez-Mena/P. Teumim	MGB-GT	8	374
12	W. Hoffert/K. Wilson	Corvair	21	410
13	M. David/?	Saab	22	500
Incl. Fin.	B. Cognon/M. Marko	Saab	5	420
"	C. Corrin/M. Corrin	Datsun	17	440
"	T. Demers/A. Subbiando	BMW	12	500
"	E. Alexander/W. Kane	Pontiac	23	500
DNF	D. Rexford/N. Rexford	Saab	9	340
"	R. Farnsworth/H. Farnsworth	VW	16	358
"	J. Jarvis/?	Volvo	20	434
"	J. Kohn/?	Triumph	6	500
"	J. Connolly/C. Connolly	Honda	19	500
"	? / ?	Mustang	25	500

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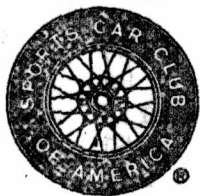
CRANKSHAFTS GROUND

CYLINDERS SLEEVED

RACE CAR EQUIPMENT



WHAT'S GOING ON



- Feb 24 EMS C Night Rally : contact John Stim 482-1615
- Feb.25 BMSC Rally "Snowman II": start at Big N, Rte.20, Pittsfield. Reg 11:30
FCO:12:30
- Feb 25 MOHAWK-HUDSON REGION ICE TRIAL: State Boat Launch, Saratoga Lake. Registration 11:30, practice, first run 12:30. For confirmation call Greg Ricketts or John Petrella
- Feb 24+25 NYSIRA Ice Races, Fourth Lake, Inlet NY
- Feb 26 Mo-Hud Exec. Meeting, Ed Holeva's 582 St. David's Lane, Schenectady, 8pm. Open to all interested Mo-Hud members
- Mar 3+4 AMEC Ice Races, Ballston Lake NY
- Mar 3 New England Region Rally School, Northbrook Mass. For more info contact Bill Hoffert 346-5935
- Mar 4 TCNE "Spitfire 5" 80 mile TSD. Start HoJo's Rte 128N , Lexington Mass. Reg 11:00, FCO 12:01. Info 617-393-8197
- Mar 7 Mohawk-Hudson Region Monthly Meeting, Rown-Towner Motor Inn, Wolf Rd, Colonie. We've got a room capacity of 130 people, and plenty of parking places so come on over. Meeting begins around 8pm
- Mar 9 10 11 Mohawk-Hudson Region hosts NEDiv. Roundtable, Rown-Towner. See back cover for details
- March 11 third event of the PIRELLI New England Rally Championship sponsored by the New England Region, SCCA- Hokus Croakus. Start at Hartford, Conn. for more info 203-295-9078 or Rick Anderson, 239 Crawford St. Northboro Mass 01532
- Mar 16 17 18 Albany Auto Show, sponsored by the TriCity Flywheelers, New Scotland Ave Armory. Displays of drag cars, stock cars, customs cars, bikes, and of course Mo-Hud's road racing display. Plus a real live Playboy Bunny.
- Mar 24 "Hearts and Flowers" Night Rally. Reg at HoJo, Rte. 128N, Lexington Mass. Reg 5:30, FCO 6:30
- Mar 25 BMSC Rally, contact Leon Provost 413-442-8814
- Mar 25 NSTC ReallyRollyRally, HoJo Rte 28, Stoneham, Mass. Reg:11:00, FCO 12:01 Info 617-729-3885
- Mar 26 Mohawk-Hudson Region Exec Meeting
- April 4 MOHAWK-HUDSON Region Monthly Meeting, "GUEST NIGHT"-bring along some friends to the Rown-Towner for an introduction to exciting world of motorsports. Meeting Begins about 8pm
- April 28- North Atlantic Road Racing Championship, event #1. Lime Rock Park organized by the New England Region, SCCA.
- NORTHEAST ALL-NIGHT RALLYE SERIES: interested parties looking for good, brisk, honest all-night type rallies contact Bill Hoffert 346-5935

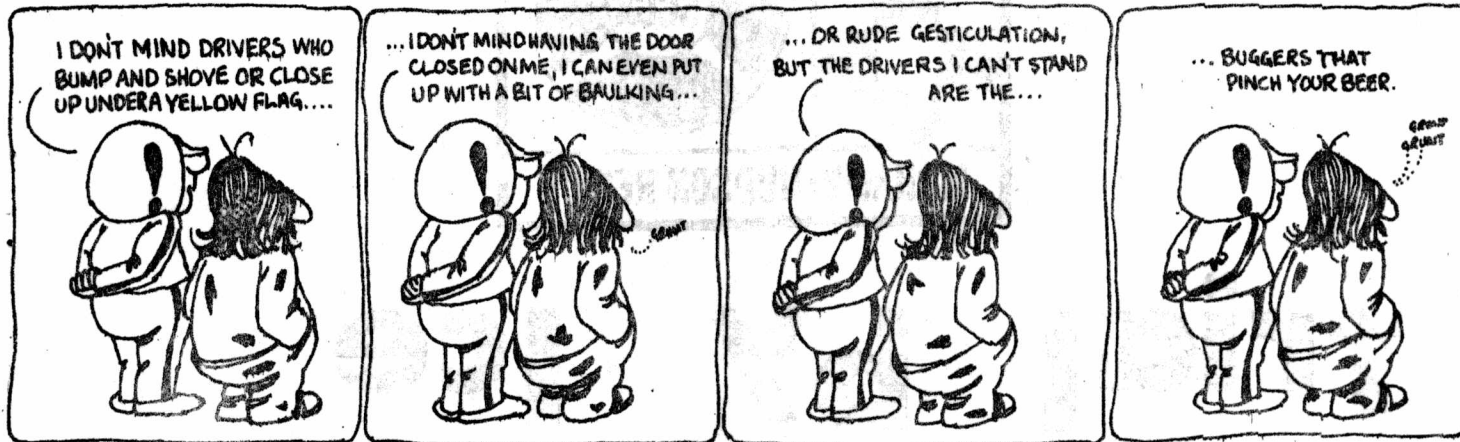
CATCHPOLE

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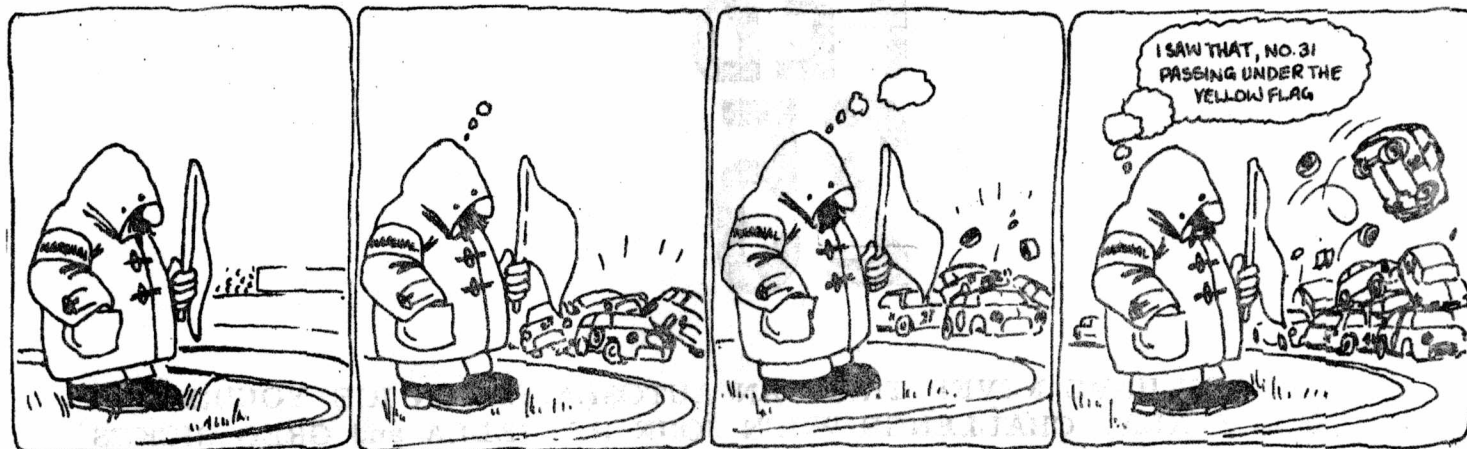
By Barry Foley



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5/27/72

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10/26/72

By Barry Foley





Trial by Ice

FEB 25

IF YOU HAVE NEVER TRIED AN AUTOSLALOM ON ICE YOU'RE IN FOR A REAL CHALLENGE WHEN JOHN PETRELLA and GREG RICKES PRESENT THEIR "TRIAL BY ICE": THE EVENT WILL BE HELD AT THE STATE LAUNCHING SITE ON SARATOGA LAKE/ HOPE WE'LL SEE YOU THERE/MORE INFO AVAILABLE BY CALLING GREG 458-1246.

classes: FWD, Split-Drive, Rear-Engine, Studded. If we can get at least three ladies for each of the classes, there will be four separate ladies classes instead of a ladies handicap class. PLUS: for the first (and maybe last) time, the UNLIMITED VAN CLASS.

Owing to the uncertainty of the weather in this locale, it would be a good idea to check with the event co-chairmen to make sure that the trial is definitely on for the 25th. Their phone numbers are on the first page of the K-O. They should have a definite answer for you by Friday the 23rd.

REGISTRATION: 11:30 Practice to follow
FIRST RUN: 12:30

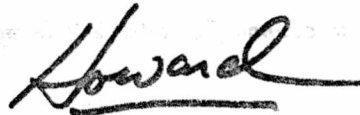
REgional Ramblings

I hope everyone who attended the February meeting at the Rowntowner enjoyed the new surroundings. Besides having enough room for a change, the drinks are about twice the size of those served at previous meeting places. Plan to attend the March 7 meeting which will get under way about 8 P.M.

Things are happening in Area 11. On February 3, a meeting was held in Syracuse which was attended by representatives from all regions in Area 11. The purpose of this meeting was to form a new Area 11 organization, to replace the old INEC organization. The name of the new group will be the Area Eleven Council and it will exist to provide effective communication between the the regions and the Governor of Area 11. The council will have no bylaws or incorporation but will function under a set of operating procedures similar to those used by the NEDIV Council. The R.E.s and the Governor will be the representatives to the council. The formation of this group is a good step forward for the future of all regions in the Area. There will be another meeting of the Council on March 3 in Syracuse to discuss policy and the future of the Road Racing Championship. This will be open to all interested members and more info can be gotten at the upcoming Board meeting at Ed Holeva's on February 26.

On the weekend of March 9-11 we will be hosting the NEDIV Roundtable. Specific info and reservation form are found elsewhere in this issue. I would encourage every member to try to attend this weekend as it should provide some insight to the SCCA organization. If you have any particular questions that the Governors or other officials of the North East division should hear, this is the time and place to bring them up. See you at the Rowntowner!

Among items discussed at the last Board meeting were a revision of the annual awards system, new Autoslalom rules, and another nite rally. Look for some changes in 73. Come to a Board meeting for more current info and a chance to have a say.



P.S. Anyone knowing the wherabouts of a cheap 3 cylinder SAAB engine, please contact the R.E. SAABs don't run well on 2½ cylinders.

NEDIV Roundtable

hosted by MOHAWK-HUDSON REGION, SCCA



WHEN: MARCH 9-11, 1973

WHERE: ROWNTOWNER MOTOR INN, 200 WOLF ROAD, ALBANY, N.Y. 12205
(518) 458-1000

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FEES: REGISTRATION - \$5.00
BANQUET - \$10.00
ROOMS - Sgl. \$16.00, Dbl. \$19.00, Twin \$23.00

SCHEDULE:	FRIDAY, MARCH 9	7:30 - 10:00 P.M.	REGISTRATION & WELCOME
	SATURDAY, MARCH 10	9:00 A.M.	REGISTRATION
		9:30 - 12:00 noon	NEDIV COUNCIL MEETING
		1:30 - 4:30 P.M.	SPECIAL SESSIONS
		7:00 P.M.	COCKTAIL HOUR & BANQUET
	SUNDAY, MARCH 11	9:00 A.M.	COUNCIL MEETING
			SESSION WITH GOVERNORS

DIRECTIONS:

BY AIR- Both Allegheny and American provide service into Albany. The ROWNTOWNER is located 5 minutes from Albany Airport and provides free courtesy car service to and from the airport at your convenience.

BY CAR- The ROWNTOWNER is located off Interstate Highway 87 (Northway), one quarter mile from exit 4. When traveling on the New York State Thruway, turn off at exit 24 and take Interstate 87 north to exit 4. Make a right turn on Wolf Road.

1973 NEDIV ROUNDTABLE

Mohawk-Hudson Region

\$5.00 Registration \$10.00 Banquet
Make checks payable to 'MOHAWK-HUDSON REGION, SCCA'

Send to: Mrs. Jean Fantelli, 207 Damask Drive, Elnora, New York 12065

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