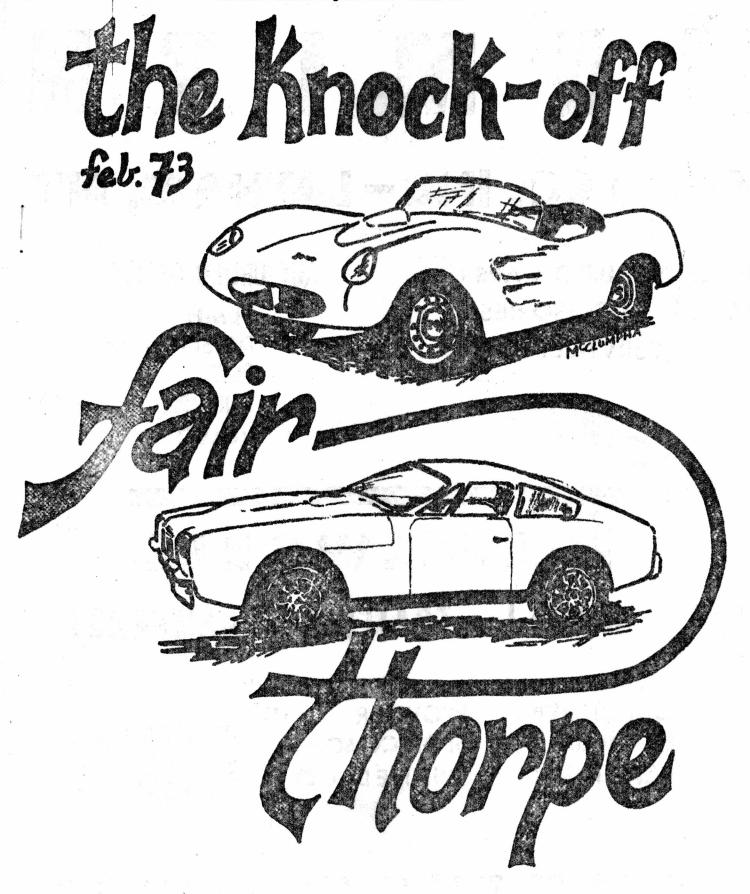
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#### Mohawk-Hudson Region SCCA Financial Report Jan.1, 1972-Dec. 31, 1972 Carl Corrin, Treasurer

Balance 1/1/72	\$2791.07	Expenses	Income	1971 Figures
Delance 1/1//2	92191.01	Tybellaca	Income	LIEUTED
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	1463.15	945.44	-653.73
Totals	\$3661.12	17,152.32	20813.44	302.94

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

from the Editor:

We had a real hellfire+brims tone 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 unknwon 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 favortism 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:

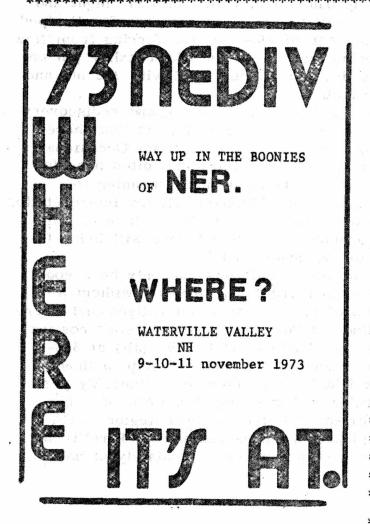
Feb 18- Air Conditioner (2nd in SCCA-NER Series), by Worcester Area Sports Car Club, start Sturbridge, Mass. Contact Wayne Harlacher 617-869-2769

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 ----- YES (maybe)

The proposed Washington International Raceway will (as its much-heralded predescessor, Chesapeke 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 politicos 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 picturesqe Mont. Trem-Blant circuit may re-open with gov't backing as a tourist attraction. Hope so



# D D MARCH 9 10 11

hosted by:
MOHAWK-HUDSON REGION
at
the ROWN-TOWNER MOTOR INN
WOLF RD., COLONIE

SCCA Professional Race Sche	edule
Canadian-American Challenge for	Group 7 L+M Continental Championship
June 10 Mosport Park, Bowmanvil	le, Ont. for F5000 cars
June 24 Donnybrooke, Minn. (tents	ative) April 29 Riverside
July 8 Road Atlanta, Gainesville	Ga. May 6 Laguna Seca
July 22 Watkins Geln, NY	May 20 Michigan Int.
Aug. 12 Mid-Ohio, Lexington Ohio	
Aug 26. Road America, Elkhart La	
Sept. 16 Michigan Int. Speedway, B	
Sept. 30 Edmonton Int. Speedway, A	그는 지장 그래쯤 그는 그는 그를 가는 것이 되었다. 그는 그를 가는 것이 없었다면 가장 때문에 되었다. 그는 그를 가장 없는 것이 없다면 그렇게 되었다. 그는 그를 가장 없는 것이 없다면 그렇게 되었다. 그는 그를 가장 없는 것이 없다면 그를 가장 없다면 그렇게 되었다. 그는 그를 가장 없는 것이 없다면 그를 가장 없다면 그를 가장 없다면 그를 가장 없다면 그렇게 되었다면 그렇게 그렇게 되었다면 그렇게 그렇게 되었다면 그렇게 그렇게 되었다면 그렇게
Oct 14 Laguna Seca, Monterey, C	
	iverside Calif. Sept. 3 Pocono Int. Long Pond. Pa.
	7
Trans-American Championship	
April 15 Road Atlanta	July 15 Sanair International,
May 5 Lime Rock Park	Montreal(tentative)
May 20 Bryar Motorsport Park,	
	finn. (tent.) Aug. 19 Edmonton Int., Alberta
June 16 Watkins Glen	additional dates to be announced
	****************
INEC Area 11 Road Racing Cha	E Production
A Sedan	
1.W Glantz FLR 22	1.L Gigliotti FLR 39
2. M Summers CNY 20	2.D DeLeo FLR 24
3. E Hurlbutt CNY 6	3. K Kirk WNY 21
B Sedan	6. Pete Callaghan MO-HUD 8
1.P Schwartzott WNY 20	F Production
2. L Stahlberg CNY 18	1.ED HOLEVA MO-HUD 24
3.D Girven FLR 15	2.J Morski WNY 10
C Sedan	3.J Ostrum Glen 7
1. D Jones CNY 32	G Production
2. A Sleeman FLR 29	1.G Dennis FLR 22
3. A Zimmer FLR 11	2. DAVE HATHAWAY MO-HUD 19
A Production	3.D Dill WNY 2
1. A Davidson CNY 12	H Production
2. L Marth FLR 8	1.H Bogart FLR 27
3.K Gauntlett FLR 7	2. HAROLD CAMERON MO-HUD 21
B Production	3. G Hall FLR 17
1. J Searless Glen 11	A Sports Racing
2.D Carter CNY 7	1.L Stahlberg CNY 7
3.F Catalano WNY 2	B Sports Racing
C Production	1. BILL MORRIS MO-HUD 11
1.B Spear CNY 11	2.S Pembroke FLR 1
2. H Niederer CNY 10	C Sports Racing
3. J Walters CNY 2	1.D Mathews WNY 15
D Production	D Sports Racing
1.R Rung WNY 40	1.J Bergman WNY 38
2.D Orr FLR 14	2. C Tower FLR 19
3.D Naegele FLR 8	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 

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 FLR 19 1.D Pohlig 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 invloved; 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 feasable. We'd like to hear from the powers-that-be on this one.

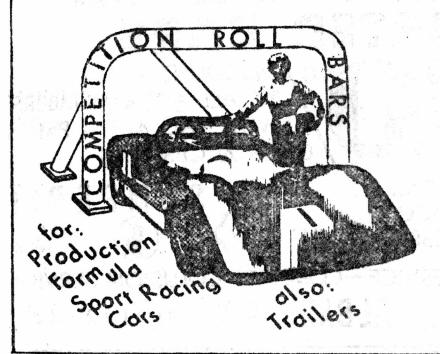
Mo-Huds Own Race Track: is not in the forseeable future. And with good reasons. The cost of building a race track is phenomenaly high, and the amount of racing that would be scheduled on it could hardly be justified. The northeast has too many race tracks now; and not enough good ones. Another race track 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 proefessional, 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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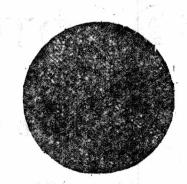
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#### THIS ENGLAND:

(articles reprinted with the permission of AUTOSPORT, Britain's Motor Sporting Weekly)

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 lept 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 For mula Three and Formula Atlantic
The CSI has announced that the current 1600cc stock-block Formula Three will be superceded 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

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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Kit Cars Abound in England.

Several interesting kit cars have appeared of late from Merry Olde. The Arkely is a fiberglas 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.

#### PIT TALK: by Ed Holeva

In past years thousands of writers have published books on engine building. Most of these writers are simply out to make a buck from their publication. As a result readers may become mislead in their pursuit of knowledge, and end up doing unnecessary work or ruining a good engine.

The work you do on an engine falls into one of two categories: one is to increase the power and torque. The other is to improve the fatique strength of critical parts. You are going to take away some reliability, but that's part of the game because you want to race. I have discovered one simple fact in my engine building experience, and it's the key to success: the most important part of engine prep is knowing which cam you are going to use. This is because the cam determines the compression you need, the jetting of the carbs you need, and other miscellaneous items needed to let the cam work.

Disassemble the engine completely, right down to the bare block; get yourself a cardboard box labeled JUNK, and put the following items init: pistons, pushrods, valves, springs, rod and main beraings, timing chain, oil pump (if it's a 948 and 1098cc block).

There are three cam grinds to choose from: 280, 300 and 320 degree duration. They all have the same lift. The difference of course is where they develop their power. The minimum RPM is 3500 for the 280, 4500 for the 300, and 5500 for the 320. The red line is anything you choose, or dare, to use. The 280 will go to a cool 7500, the 300 to 8000 plus and the 320 cam can mean instant destruction. The 320 cam requires 13:1 compression, while the 280 will do nicely at 11.5:1. Once you have decided on your choice of cams, select the pistons you intend to use; these come in various combinations of bore size and top design. When you have made your selection you must then calculate, and measure volumes to determine your compression ratio. When you have done this you work backwards and calculate how much to mill of the head to arrive at the desired compression. This takes a bit of doing, so be careful with your calculations.

The rest of the engine work is (relatively) simple. You replace the junk parts with competition parts; these include tubular pushrods, bearings, timin g gear and chain, etc, etc. Have all rotating and reciprocating parts balanced. Install the competition clutch and pressure plate assembly. In the carburation department you must go to richer jetting or needles. I use H6 needles with stock jet heads. Only a dyno can tell you the best combination from here on. I've laid down the basics, the rest is up to you.

This three-part series has been written as a guide, and not a work shop manual. Anyone needing specific details or help in any way, feel free to call onme.

FAST EDDIE

Follwoing the loss of their Lola T330/Rambler in a garage explosion, Roger Penske and Mark Donahue will NOT contest the L+M F5000 series

If you don't think this year's Trans-Am is for big buck people only, dig this: the BDA engines for John Buffum and Bert Everett's Ford Escorts cost \$23,000 each (?, ed.). And two ex-factory Capris have been bought by Herb Wetson, and one additional car has been purchased by Harry Theodoracopolous. And neither of them is what you could call impecunious. Jackie Stewart may drive one at the LRP T-A. What the editor would like to see is someone like Max Balchowsjky or Tom Jobe

and Bob Skinner of The Surfers build some stock block to suck the doors off of Hamburger Herb, Harry the Greek, and Peter Gregg, amongst others. But it isn't very likely, and the driver who is of common means, and is trying to make a name for himself had better look elsewhere for a stamping ground.

WORLD'S LONGEST RALLYE: presented b y EMPIRE MOTOR SPORTS CLUB

May 29, 1973 start: Albany, NY

finish: Monaco May 30, 1973 Return: June 4, 1973

Entry Fee: \$330.00 includes: round trip air fare New York-Nice, lodging in Monaco, ground transportation.

Rallye Masters: Jack and "Sam" LaBounty and Judy and Lee Beauregard

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for further information: Jack LaBounty 465-1718

SCCA Pro Rally Series: Event #1 Sno\* Drift VIII

1. Erhard Dahm/John Campbell Jeep Wagoneer NEXT EVENT: May 12-13

2. Gene Henderson/Ken Pogue Jeep Wagoneer Penn-Demonium in

3. Scott Harvey/Tom King Dodge Colt Pennsylvania

POINT-COUNTERPOINT

Sears Point Raceway, California: The San Francisco Region of the SCCA has announced the re-opening of Sears Point Raceway which has been closed since 1970 following only a year of operation. Plans by the private owners include creation of a motorsport park ttype facility with the road course and motorcycle facilities. Plans now encompass SCCA club events and motorcycle events.

Summit Point Speedway, West Virginia: Meetings have been held to determine if the plant might once again be owned by one person rather than many. If the "one" retains sole ownership of the track, its possible racing just MIGHT resume at the track in the spring.....

IMSA Schedule for 1973

Most dates are still tentative in both the GT and Baby Grand series. The first race forthe B F Goodrich Baby Grand series is set for Daytona on Feb. 16. Plans are being discussed for IMSA running a race at Sebring in March., IMSA is also negotiating for a Memorial Day date in the Northeast. Jung 9-10 will see both series visit the Pocono International Raceway for the first time. The twin Six-Hours of Mid-Ohio will be run on July 14 + 15. With the Labor Day L+M Continental date going to Pocono, it's possible that Lime Rock will pick up an IMSA event. IMSA is also discussing possible dates with Bryar, Thompson, VIR, and Road Atlanta, among others, Mo-Hud's Bruce Cargill is formulating plans to contest as many East Coast Baby Grand races as possible in the Ken Goewey Dodge Colt, the same car with which he won the Car+Driver SSS Challenge at LRP last October. Rules for the Baby Grand class are very similar to NASCAR GN rules. Purses for the races are \$12,000 minimum, with many race contingency awards as well as the season's end B F Goodrich points fund. Classes are divided by displacement as well as engine cam location, and there are two classes only. 

Amon/MARCH off again for Formula One.

French driver Jean-Pierre Jarier has been named to replace Chris Amon as the lone Formula One driver vying for the World Championship for the British March team. Money was the cause for the dispute.

Also on the money front: UOP Shadow will not field their F-I cars in the first two World Championship events in Argentina and Brazil due to.....starting money disputes. Seems that the South Americanos don't want to pay any to UOP



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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 seperated from the "eye" or "banjo" allowing the suspension component to be seperated 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 equiped 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 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.

Mohawk-Hudson Region Executive Board Meeting: 1/29/73

Meeting called to order by Regional Exec. Howard Geer

Treasurer's Report: Dec.balance \$6452.19 January income \$230.00, January expenses 104.30 new balance 6577.89

Assistant RE: No report Activities Director: No report

Competition Director: Bill Morris reported that Novice permits, GCR and PCS were on order. Drivers' School date is not firm yet.

Knock-Off Editor: No report

Old Business: 1972 Financial Report. Howard Geer reported that the \$398 trophy expense from the hillclimb will be used for AutoSlaloms and Snowflake Rallye trophies. Race Dates were discussed

New Business: NEDiv. Roundtable was discussed. It will be held at the Rown-Town Motel on March 9, 10, 11. There will be a banquet Saturday night. Appointments for the event are: Registration, Jean Fantelli, Door Prizes, Nancy Geer. There will be a guest speaker for Saturday night, Total registration fee will be \$15.00 Rallye Program report: Snowflake plans discussed. Spring Rally: about 100 miles no firm date, but a Friday night was discussed. National Rally: date now Aug. 25+26 AutoSlalom Report: 1973 classes are set, but Rules Committee has not finalized their report. Site availability was discussed. Schenectady Airport apprently willNOT be available.

Annual Awards: The activity award (Lewis Trophy) was discussed. Hap Farnsworth motioned that the 1973 Activities Award, based on a points system put forward by the Assistant RE Carl Corrin, and approved by the Executive Board, will be awarded at the Annual meeting. It was seconded by John Petrella, and passed unanimously. Hap Farnsworth motioned that whatever events the Region puts on, there must be a minimum of four specific events of the same level to qualify for the awards system. The motion was approved by the Board, after being seconded by Sue Ruschetti.

John Petrella said a committe will be appoited to work out points for a regional rallye championship.

Discussion of the Lewis Trophy was tabled for the time being.

Area 11 and INEC or its successor was discussed by Howard Geer.

The subject of racing costs came under lengthy discussion. Hap Farnsworth motioned that it should be the policy of the Region that the cost of entry fees should be reduced drastically insofar as possible, making certain that there is no risk to the Region. They should be reduced if possible to an absolute minimum. A for motion was made by Hap, seconded by John Deans, and a vote by the Board passed unapposed.

Ice Gymkhana was discussed: there is no official date or site.

Publicity Committee: Walt Tracinski resigned as a member of the Committee, and Craig Robertson accepted the position.

The next Board meeting will be held at Ed Holeva's house.

Respec tfully Submitted
Susan Ruschetti, secretary

THE KNOCK-OFF is still looking for someone to write member profiles on a monthly basis. The job won't take very much time, and you don't have to be another Hemingway. If you're interested, see the Editor at the monthly meeting

#### RALLYE FORUM

European style rallying will be the format for the new SCCA Pro Rally Series. Minimum lenght will be eight hours or 200 miles whichever is longer. SCCA regions conducting an event are encouraged to run the competitive portions at night. The schedule now includes nine events, with an additional three expected to complete the series. Championships will be awarded to both drivers and codrivers on the basis of overall finishing position, and there will be no class designations. Competitors will be required to hold a valid state driver's license as well as an SCCA Pro Rally license. An SCCA or FIA approved roll bar, and approved helmets are included along with safety-harness requirements for all competing cars. Cash awards have been encouraged for the top finishers, although prize money is not mandatory for 1973. Commercial advertising in good taste will be allowed on any vehicle without a special permit. The pro rally series does NOT replace National and Divisional Championship rallying.

A new class C has been approved for National and Divisional rally events. Entrants are allowed only:stock vehicle odometer in stock location; paper and pencil for calculations (no tables, slide rules or similar devices are allowed) and conventional (???ed.) timekeeping equipment.

Cortina Parts: (sold the car)

Showroom Stock comes to Rally World

new water pump \$10 new fuel pump \$5 oil filters \$.75 each 2 5 1/2 x 13 wheels with new 175 radials (will fit Europa) \$60/pair set 1600 pistons, forged, 10:1, with rings and pins \$75 set

call Phil Raeder 439-9657 evenings

SOLO I News: five or six-point safety harness will be required in Solo I as will helmets with '70 Snell stickers. No word yet on events, but there are provisions for scoring Divisional championships, including a provision which says that "alternative" methods of classifying cars will be permitted, provided that all'safety requirements are met. In addition to mo-hud's quest for a suitable site, our friends down in the D.C. Region (long a stronghold of Solo I activity, first with time trials at Marlboro, and later at Summit Point) are looking into the possibility of using one of the many air bases in their area for events, so it's just possible there will be a lot of Solo I activity for those who seek it out.

#### 1973 Snowflake Rallye Results

1.00	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.	등 유럽, 기계 등 교육 및 경기 (A.A.)	Datsun	24	81
	4	L	Camin/C. Wichmann	Volvo	15	110
	5		Robertson/R. Dixon	BMW	10	251
	8	C.		Opel	4	277
			Brookins/M. Rossi	Datsun	13	3 <b>37</b>
	7 8 9		Getz/J. Getz	BMW	7	344
	9	W.		Camaro	1	349
	10	Wo		Maverick	14	358
	11		Lopez-Mena/P. Teumim	MGB-GT	8	374
	12	Wo	Hoffert/K. Wilson	Corvair	21	410
	13	Mo		Saab	22	500
	Inel. Fin.			Saab	5	420
	94		Corrin/M. Corrin	Datsun	17	440
		T.		BMW	12	500
	84	Ē.	Alexander/W. Kane	Pontiac	23	500
	DNF		Rexford/N. Rexford	Saab	9	340
	11	R.			16	358
	10	J.		Volvo	20	434
			Kohn/?	Triumph	6	500
	a Park 🙀 Na 🚶 🗼 🕠		Connolly/C. Connolly	Honda	19	500
	**		2 / 2	Mustang	25	500
	A			MAD OUTE	~_	2009

# BARNEY'S SPEED SHOP ALBANY, NY. MACHINE SHOP SERVICE ELECTRONIC ENGINE BALANCING PARALLEL BORING

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## WHAT'S GOING SCCA SCCA

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 Rickes 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 eevent 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 Rte28, Stoneham, Mass. Reg:11:00, FCD 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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#### CATCHPOLE

By Berry Foles









#### CATCHPOLE

By Barry Fole









CATCHPOLE

10/26/72

By Barry Fo



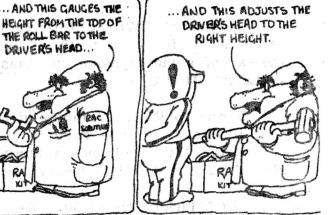
... JUST SOME OF THE ITEMS IN MY



CLUBMANS MUDGUARDS ARE LEGAL AND THIS IS A DEVICE TO MEASURE READFOIL WEIGHT ...







Aut separt 1972



# 

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 seperate 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 representitives 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 representitives 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.

foward

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

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	SCHEDULE:	FRIDAY, MARCH 9 SATURDAY, MARCH 10	7:30 - 10:00 P.M. 9:00 A.M. 9:30 - 12:00 noon 1:30 - 4:30 P.M. 7:00 P.M.	REGISTRATION & N REGISTRATION NEDIV COUNCIL ME SPECIAL SESSIONS COCKTAIL HOUR &	EETING
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