

KNOCK OFF

MARCH

1973



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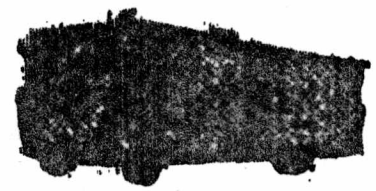


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The Mohawk-Hudson Region of the SCCA meets the first Wednesday of each month at the Rown-Towner Motor Inn, Wolf Road, Albany. Meetings begin at 8 pm. All material for the KNOCK-OFF should be submitted at that time.

WHO'S NEWS

by Eleanor Morris

"Who's News" is a new regular monthly column. It's your chance to get to know your fellow members and to let them know you. Tell us about yourself and we'll share the information with the rest of the club. There's a questionnaire at the end of this article to assist you. Just complete it and return it to us.

BRUCE CARGILL has been a member of the Region since 1956. He holds a National competition license and has driven in Production, Formula Ford and Showroom Stock Classes. He was winner of the Car & Driver Showroom Stock Sedan Challenge in 1972. Current plans are for Bruce to drive the Ken Goehey Dodge Colt in IHSA races this year.

Bruce has operated his own automobile business, Lotus Northeast in Colonie, since 1970. Previously he studied civil engineering and worked in the automotive parts field.

Other interests include hunting and fishing. Bruce also claims he enjoys drinking and womanising.

Bruce, his wife Elaine and their two daughters, ages 12 and 14, reside in Voorheesville.

SUSAN (SUE) RUSCHETTI, 1973 Secretary of Mohawk-Hudson Region, has been a member since 1971. She drives a Plymouth Duster in gymkhanas and rallies. Sue was 3rd in Ladies Class in the 1972 Mo-Hud auto slom series, and 1st in Ladies Class in the EMSC gymkhana series.

Sue began her sports car activities three years ago in EMSC. Today she is a member of EMSC, Empire and NYSIRA as well as Mo-Hud. Current plans include completing the requirements for her grid marshall license and ice racing next season, besides gymkhanas and rallies.

Sue was born March 8, 1946 in Farmingdale, Long Island. She has lived in Massachusetts for the past five years. Other interests include sewing. She is a full-time housewife.

Sue, her husband Bill and their two children, Angela, 5, and Bill age 8, reside in Dalton, Massachusetts.



BAD NEWS

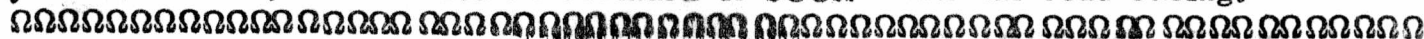
Is that any kind of title for the editor's column. This month it is. Warren Agor who has come up through the SCCA farm system had some pretty unpleasant tales to relate regarding the "new improved" Trans-Am in an issue of CP+A several weeks back. We're inclined to believe that what he had to say about SCCA's policy making procedures is more true than false. This month the National organization had been authorized to examine specifications regarding "alternate carburation and induction" for production cars, citing the new emission restrictions as their reason. If the Board is going to set up equivalent carb specs for the new cars to make them comparable to pre-emission types, then that's OK, and in fact has already been done in the case of the Porsche 914/4. But another release stated that all carburation restrictions would be lifted for the 1974 production car specs; if this is the case we feel it is very wrong. Last year you may recall that a new set of prod. car specs. was drawn up and submitted to the drivers for referendum. One of its provisions was unlimited carburation. The drivers of SCCA voted 9-1 against this revision proposal. Now it seems that some people in the club would like to by-pass the results of the referendum. Should this be the case it would serve to prove what many critics have been saying about the SCCA "democracy", that its a sham; that the leaders are totally out of touch with what the racers want; and that the club is still a "country club" affair, not really a serious racing organization. We anxiously await clarification (????????) of this report.

While we're at it the Trans-Am scene looks more muddled than ever. The people who have the bucks have their shiny new race cars; the people who supported the series before are pretty much out in the cold. Pat Bedard of Car+Driver has some interesting observations about the whole thing, check his column back in C+D's March issue.

All kinds of good stuff in this issue: AutoSlalom rules, race schedules, and things like that. And if you need good stuff for office equipment check out our friends at Peck Business Machines, Dunnsville Rd. Schenectady, FR4-0372

greg rickes

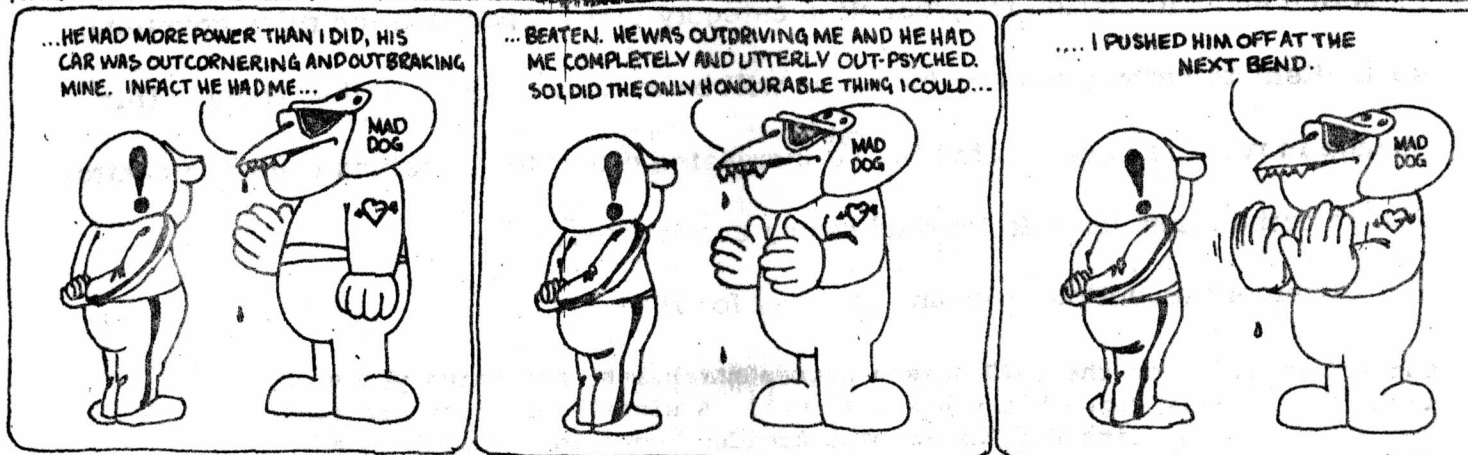
P/S- last month's cover depicting the ten years of FAIRTHORPE was drawn by Dianne MacClumpha. This month's cover represents another time span. ARCA was a pre-WWII club which ran the first amateur road races in the U.S., and as such was the direct predecessor of the SCCA. The other emblem, in case you didn't know, is the official trademark of SCCA National road racing.



CATCHPOLE

4/27

By Barry Fol



1973 GYMKHANA RULES COMMITTEE

MEETING RESULTS

* * * * *

- I. Revision of gymkhana classes. (See separate listing)
Please note that there have been a number of changes, and that there will now be two modified classes.
- II. Revision of ladies' handicap rule. (See separate sheet)
- III. Revision of assessed penalties.
- A. An off course constitutes a DNF.
 - B. A pylon penalty is five (5) seconds.
 1. A pylon must be knocked over or displaced outside any part of the chalk line drawn around its base to count as a penalty.
 2. The "Wobble Rule" and "Over Rule" both rejected.
- IV. General Event Rules and Regulations.
- A. Entry fees will remain unchanged as long as our events continue to be self-sustaining and will be raised only if we find that our events are not able to cover their own costs. For now the fees will remain as follows:
 1. \$3.00 for S.C.C.A. members
 2. \$3.50 for members of any other sports car club
 3. \$4.00 for all others
 - B. You may enter more than one car in an event.
 1. They must be different cars which run in different classes.
 2. You will be eligible for a trophy in each class entered.
 - C. Exhaust noise level acceptability will be left to the discretion of the Gymkhana Master and may vary according to event location. Final judgement will rest with the Solo Events Chairman.
 - D. Entrants under 18 years of age must:
 1. Produce his/her driver's license, and
 2. Submit a written permission from his/her parent or guardian which must be:
 - a. Notorized, or
 - b. Verified in person by said parent or guardian who must also produce positive identification.
 - E. Ladies must decide whether they will run in the men's or ladies' class at the time they register, and may not change classification after the event starts.
 - F. Three cars constitute a class. When there are less than three cars in a class, they will be moved into the next highest or fastest class. In this instance, Modified A's will be allowed to run for FTD only.
 - G. Class trophies will be awarded on the following basis: (Unchanged from 1972.)
 1. First place trophy only for three or four cars.
 2. First and second place trophies for five or six cars.
 3. First, second and third place trophies for seven or more cars.
 - H. Entrants driving a vehicle without a windshield must wear a

Page two - 1973 Gymkhana Rules

- helmet and goggles or a helmet with an attached shield.
- I. The Gymkhana Master may enter his own event.
 - J. A standard checklist or instruction sheet will be given to each Gymkhana Master so that he will know exactly what he must do to put on his event. He will also be responsible for providing the following:
 1. Pre-publicity
 2. Course maps
 3. Printed rules and classes
 4. Reporting of event results

V. Gymkhana Championship

A. Eligibility rules.

1. Anyone can enter.
2. Must enter a minimum of three events.
3. Must beat at least one car in that class.
4. One person can be eligible for more than one class's championship trophy if 2. and 3. above are met.

B. Selection method.

1. By class, get a total of each driver's points which have accumulated through the whole series.
2. Subtract from this total the points from his or her worst event. (If the driver did not enter an event, then that event would count as the worst, and zero would be subtracted from the total.)
3. Class winners are chosen based on the resulting totals.
4. Up to three trophies will be awarded per class.

C. Event Point Accumulation.

1. Point scale is 10, 8, 6, 4, 2, 1.
 - a. First place car always receives 10 points.
 - b. Last place car always receives 1 point.
 - c. Second place thru fifth will slide from 8 points to 2 points (depending on the number of entrants).
 - d. Sixth place on down will receive 1 point each.
2. If there were only two cars in your class, and you were put into the next highest or fastest class, you will be pulled out of that class for the Championship, put in your own class, and the fastest car will receive 10 points and the slowest will receive 1 point only.
3. Examples of points awarded:
 - a. Four car class from first to last place - 10, 8, 6, 1.
 - b. Seven car class from first to last place - 10, 8, 6, 4, 2, 1, 1.

D. Gymkhana Championship Driver of the Year.

1. Will be awarded to the qualified driver who accumulates the most points in a single class in the series.
 - a. If a person has points accumulated in more than one class, he may not combine them for Driver of the Year.
 - b. In the event of a tie in points, the winner will be selected based on the driver with the most first places, then second places, etc.
 - c. If after this, it is still a draw, there will be up to three Driver of the Year awards allowed.

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PROCEDURE FOR SCORING LADIES' CLASS

INDEX METHOD

STEP 1.

Mark each lady's entry with the regular class to which her car belongs.

STEP 2.

For each regular class in which there is a lady's entry, find an average class time as follows:

- a. If five or more cars in the regular class, use the times of the second, third, and fourth places.
- b. If four cars, use the times of the second and third places.
- c. If three cars, use the times of all three places.
- d. If there is no regular class running to which her car belongs, use the times of the third, fourth, and fifth places of the next fastest regular class.

NOTE: The times used will be those which determined the finishing positions in the regular classes. (i.e., best run time including penalties)

STEP 3.

Subtract the appropriate class average from each lady's time, which will give each lady an index, either plus or minus.

STEP 4.

Rank the ladies with the lowest index as first, and the highest index as last.

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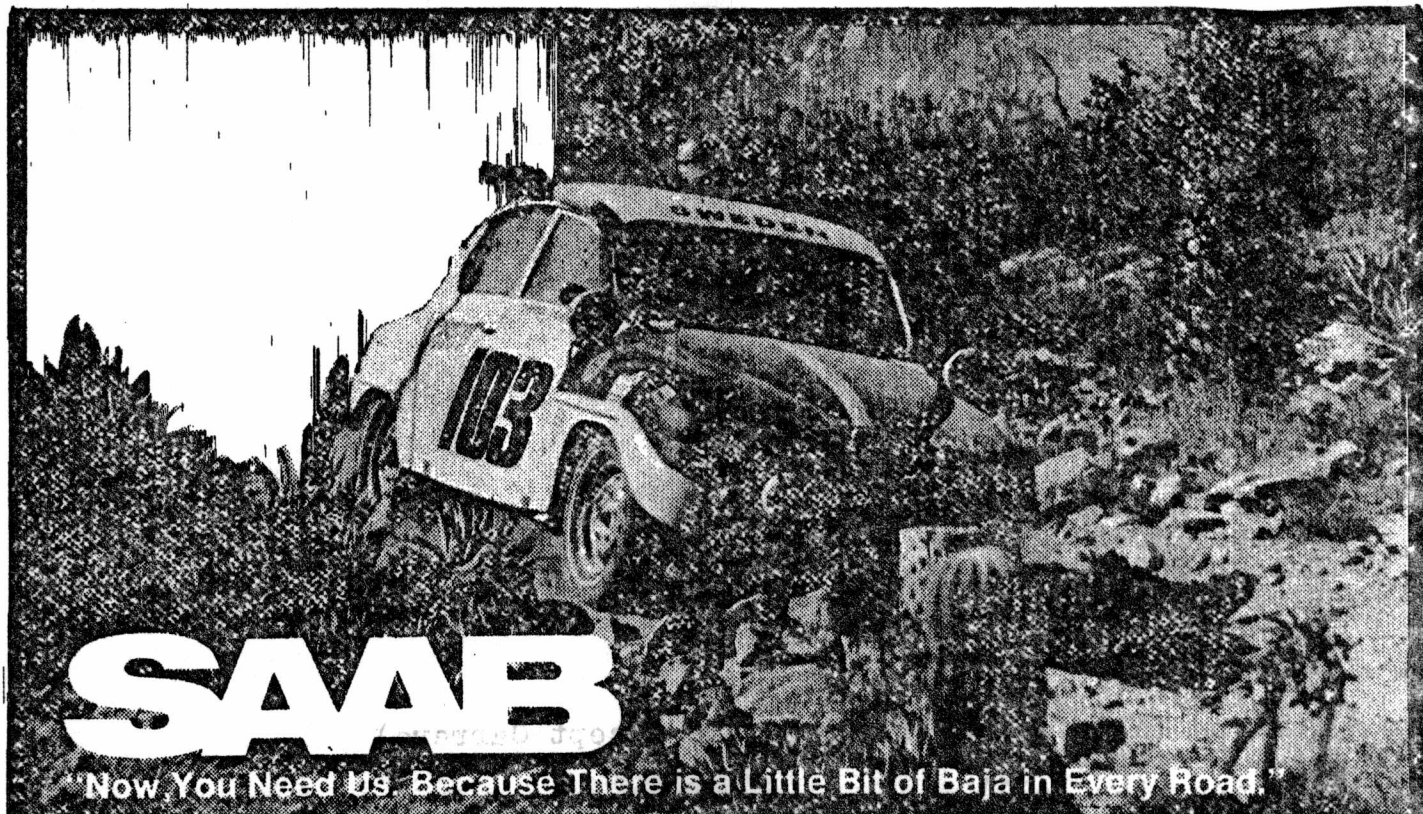
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MOHAWK-HUDSON REGION
SCCA

1 9 7 3 S O L O I I C L A S S E S

* * * * *

CLASS 1 - MODIFIED A

All cars specifically designed for racing.
All cars of any type with racing tires.

CLASS 2 - MODIFIED B

All cars with any body modifications, including those modifications
necessary to accommodate larger wheels.

Austin S and Morris Cooper S 1275, 1293

Dune Buggy (all)

Ginetta

Griffith

Lotus Elan

Lotus Europa Twin Cam

Lotus 7 (all models)

Omega

Shelby Cobra (289, 427)

CLASS 3

Corvette (all)

Ferrari Dino 246 GT

Jaguar XKE (6 and 12)

Lotus Elan Plus Two

Pantera

Porsche (all six-cylinder models), Carrera

Shelby GT 350 (1965-66)

Sunbeam Tiger

CLASS 4

Austin Healey Sprite 1275

Datsun 240-Z

Datsun 2000

Elva Courier (all)

Jensen Healey

Lotus Europa

MG Midget 1275

Porsche (all four-cylinder models except Carrera)

Saab Sonett V4

Triumph GT-6 (all)

Triumph Spitfire (1296 dual carburetor and 1500)

Triumph TR-250, TR-6

TVR Vixen

1973 SOLO II Classes cont.

CLASS 5

Alfa Romeo 1600, 1750, and 2000 roadster, coupe, GTV
 Austin and Morris Cooper 997, 998, 1071, 1093
 Austin Healey Sprite (948 and 1100)
 Austin Healey 3000
 BMW (all four-cylinder models)
 Capri 2600
 Corvair (1965 and later with 140 hp or turbo engine)
 Lotus Cortina
 MG Midget (948, 1100)
 MGB, MGB-GT, MGC, MGC-GT
 Morgan Plus Four, 4/4
 NSU TT; TTS (over 70 bhp)
 Triumph TR-4
 Triumph Spitfire (1147 and 1296 single carb)
 Yenko Stinger

CLASS 6

Alfa Romeo 1300 (roadster and coupe)
 Alfa Romeo 1600, 1750 (four-door sedan)
 Austin Healey 100-4, 100-6
 Corvair, 1965 and later with 110 hp; 1964 and earlier turbocharged
 Daimler SP-250
 Datsun 1500, 1600 Sports
 Fairthorpe (all)
 Fiat 124 Coupe and Spyder
 Fiat 1200, 1500, 1500 DOHC (Spyder and Cabriolet)
 Fiat 850 (Coupe, Spyder, and Racer)
 Jaguar XK 120, 140, 150
 Mazda RX-2, RX-3
 Mercedes 190SL, 230SL, 250SL, 280SL, 350SL
 MGA (all)
 MGT Series (all)
 Opel GT 1900
 Renault 17
 Saab 750 and 850 GT, Special, Monte Carlo
 Saab Sonett 3
 Sunbeam Alpine (all)
 Triumph TR-2, TR-3
 Volvo P-1800, 1800 and 2000, coupe and wagon
 VW Karmann Ghia (double U-joint rear suspension)

CLASS 7

V-8 sedans and station wagons (all), U.S. V-8 convertibles
 AMX 2-seater
 BMW 6-cylinder sedans
 Ferrari (all front engine street cars)
 Mercedes Benz 6 and 8-cylinder sedans, 300SL, 350 SL
 Shelby GT 350, 1967 and later; GT 500
 Triumph Stag

1975 SOLO II Classes cont.

CLASS 8

Sedans and station wagons not otherwise classified
 Capri 1600, 2000
 Corvairs (all others)
 Datsun 510
 FSU (all others)
 Opel GT 1100
 Pinto
 Vega
 VW Karmann Ghia (swing axle)

CLASS 9 - LADIES

A lady may elect to run with the men in regular classes or in the ladies' class using the index method of scoring.

SPECIAL NOTES

1. Any modifications to the stock engine, running gear and suspension is legal, and the car will be allowed to run as stock.
2. A car may remain stock with any size wheel or tire, as long as no modifications are required to accommodate them.
3. All swing axle vehicles (except for Porsches) must have a camber compensator, or they will not be allowed to run.
4. Windshield removal does not constitute body modification.
5. Homebuilts run in Modified B unless equipped with racing tires.

All questions, comments and protests regarding the proposed Solo II rules must be submitted in writing to the Activities Director by the 23rd of March

PAPER RACING

Got those winter blues? Want to get in some early race practice this season? Or test your skill cheaply? Then try the paper race track game.

It is a surprisingly simple and fairly realistic race track simulation that does not require the use of a computer or understanding of higher math. All you need is a pencil and paper. This experience will show you something about driving and a good deal about the thought needed to do it. Warning, be sure to try it by yourself before you try it with a non-racing friend, it might be less embarrassing that way!

There are three rules to follow. The game is played on graph paper.

1. No cutting corners. You must stay on the track.
2. No collisions. You cannot occupy the same point as another car.
3. The absolute difference between K and K' must equal 0 or ± 1 .
 K= vertical movement (velocity)
 M= horizontal movement (turning)

Every move (K or M) can be only one unit more or less, or equal to the move made in that direction(K or M) immediately preceding it, i.e.: If you are traveling at 6K, you may go to 5K (decelerate), 6K (constant speed) or 7K (accelerate). At the same time you can start to turn, but your turn must begin at the value 1M. If you continue to turn in your next move, your value could be either 1M (constant degree of turning) or 2M (increasing sharpness of turn).

This game was originated in England and brought to this country by a man from the University of Illinois. Details appear in the January issue of Scientific American.

Now try it yourself. A sample track is provided.

Karl Dannel

9
10-11
NOVEMBER
WHEN IT IS

way up in the boonies of
 NEW ENGLAND REGION, SCCA

WATERVILLE VALLEY, NH

WHERE IT'S AT

73
NOVEMBER
WHAT IT IS



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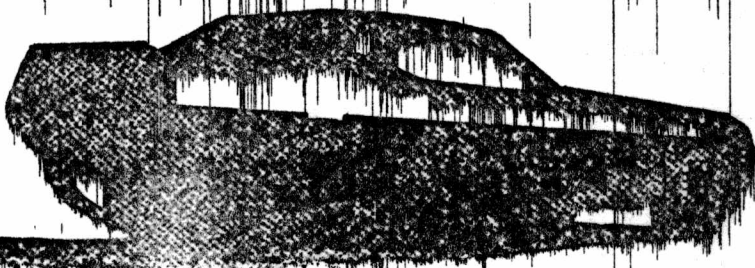
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SEBRING

Sebring is no more. But not so the memories. There's no wiping out the trace of the place they have been.

My bed is soft
 But I do not sleep.
 The night is still,
 For dreaming.
 But I do not sleep
 And I do not dream.
 The sound of an engine
 Across the night
 Stirs my mind,
 Excites my imagination.

My body is here
 In time and place,
 But my mind is not so bound.
 The sound
 That floats on the wind tonight
 Belongs to now.
 But the engines I hear
 Have long been silenced,
 Their echo long faded away.
 I understand the men are gone
 Who drove the cars.
 The earth trembles no more
 With the thunder
 Of mighty Thors.
 They've laid their hammers down.

The track lies silent
 Out in the field,
 Ghostly in the moonlight there.
 Its voice no longer
 Loud in the land.
 Mute testimony
 To yesterday's triumphs.
 It circles my soul
 Like a ring of fire.
 I desire
 To relive those bygone days
 Whose memories keep rolling
 Across my mind!

I hear the high howl
 Just a street away,
 The reckless shrill
 Of a wayward motor waking.
 It relights the scene
 On the screen of my mind
 I've been waiting to see
 Since I left it behind;

The long night race---
 Headlights lancing through the dark,
 Brake lights flashing 'round the Bend,
 Engines running strong and true,
 Shattering the still.
 Moving, smooth and steady,
 Racing through the night.
 Man and machine in the ultimate test.
 Let thunder be their tribute
 Wherever wheels are turning.

Eleanor Morris

M.O.N.Y. Rallye Series : Event #1 "SNOWBLOWER RALLY"

- 1. Harvey/King Dodge Colt
- 2. Zwitzer/McGuire Volvo
- 3. Hourihan/Kammer Datsun
- 4. Hale/Angell Datsun
- 5. Nesbitt/Houman Datsun
- 6. Graves/Heidel BMW

 As reported last month in The Knock-Off, the Summit Point Speedway in West Virginia will reopen in the spring, a good omen for the future of amateur road racing, and a welcome addition to the professional racing calendar on the East Coast. The track is two miles in length, and is located just outside of Charlestown West Virginia.

Mo-Hud Rallyists Successful

Congratulations are in order to Hap and Helen Farnsworth for their victory in the recent Empire Motor Sports Club night rally. Not a bad showing for an "old" race driver, his lovely wife, and their Easter Egg Yellow VW, without any computers or that type of stuff. MoHud member Terry Sandke was fourth in the same event. Who says Mohawk-Hudson isn't a rallying region?????????????

PIRELLI New England Rally Championship

- April 14- Cape Codders Courageous XXIII: RM Frank Spunzo 401-943-0667
- May 12- May Mountain Melee XVII: RM Rick Anderson 617-393-8897
- June 30- Berkshire Jello: Glen Wright 617-393-8197
- July 14- Granite Quarry III: RM Vic Gauvin 603-889-6833
- Aug. 11- NERTC: Dick Landry 617-899-0270
- Sept. 15- Downeaster IV: Will Hancock 207-775-1460
- Oct. 5- Octoberfest II :Tom Stylianios 603-883-3967
- Nov. 4- Covered Bridge: Ted Goddard 802-885-3795

West Coast Pro Road Race Series

The SCCA's San Francisco Region has announced a road racing championship series to be held in the SCCA's Northern Pacific Division. The series will be open to SCCA National license holders, and will offer a point fund of up to \$10,000. Race dates are: June 9/10, Portland Int. Raceway, Oregon Region "Rose Cup Races" June 23/24, Laguna Seca, SF Region, "Olympia Sprints", July 7/8, Seattle Int. Raceway, Northwest Region; July 21/22 Oregon Region, PIR; August 11/12, Northwest Region, SIR; Aug 25/26, SF Region, "Sonoma Summer Sports", Sears Point Raceway.

Wanted: 5-speed trans. for 1966 Alfa Giulia Sprint GT
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Jack LaBounty 465-1718

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NORTHERN NEW JERSEY REGION -- SCCATECH LINE STATISTICS -- YEAR 1972

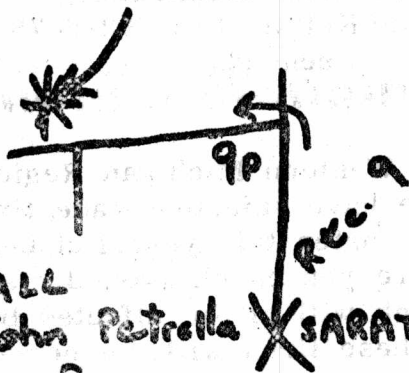
Cars thru tech	805
Cars passed - first time thru	559
- ultimately	801
Cars not passed	4

Rejection Rate	30.6%
----------------	-------

Ungraded bolts in anti-sub straps	27	One quart catch tank for engine & gearbox	1
Battery Hot lead not protected	26	No fire extinguisher	1
Ignition switch not market in RED	20	No steering (limiting) stops	1
Incomplete medical info on helmet	20	Loose front suspension	1
No medical info on helmet	15	Loose rear wheel bearing	1
Excess play in front wheel bearings	13	Rear brake hose worn	1
One brake light out	12	Oil catch tank in cockpit	1
No class letters	12	Antenna not removed	1
Gas leaks	9	Steering lock not deactivated	1
Insufficient tire clearance	9	No anti-submarine belt	1
Tires worn or cut	8	Poorly mounted anti-submarine belt	1
1968 Helmet	8	Welds in roll bar cracked	1
Worn or cracked front brake base	8	No Nomex socks	1
No hole in roll bar	8	No leather shoes	1
Loose fire extinguisher mount	6	Loose steering rack	1
No vehicle log book (roll bar stamped)	5	Cut rear brake line	1
No sedan recognition forms	5	Water leaks	1
Weak seatbelt mounts	5	Hot lead thru suspension spring	1
Oil leaks	5	Projecting bumper mounts	1
No numbers	4	Ungraded bolts in shoulder harness mount	1
Loose exhaust system	4	Fuel cell cracked	1
Front brake line interference	4	Wrong size wheels	1
Large holes in firewall	3	Roll bar too low	1
Undersized engine oil catch tank	3	Worn shoulder harness	1
Passenger seat back not secured	3	Nail in tire	1
Loose oil catch tank	3	Brake hose thru suspension spring	1
No brake lights	3	Binding steering box	1
Poorly mounted shoulder harness	3	Wood rim steering wheel	1
Low brake fluid level	3	Loose tie rod ends	1
No Nomex underwear	3	Cracked chassie	1
Monza filler cap	3	Loose shock absorber	1
Battery in wrong location	2	Missing lub nuts	1
Holes in driving gloves	2	Hot lead thru ungrommetted hole	1
Battery loose	2	Ungraded bolts in roll bar mount	1
Loose hose clamps	2	Passenger seat cushion loose	1
Full oil catch tank	2	Drivers suit dirty	1
Loose rear suspension	2	Excess steering free play	1
Dirty engine	2	Missing exhaust pipe	1
Fire extinguisher not charged	2	Exhaust system leaks	1
Excessively tight steering	2	No scatter shield	1
No roll bar serial number	2	No interior door panels	1
Roll bar wall thickness undersized	2	Numbers not contrasting	1
No oil catch tank	2	Improper fuel filler location	1
Frayed wiring	2		

AAO march 25

ASHGROVE FARMS
SARATOGA, NY



CALL
John Petrella
for
directions
587-3205

Classes: FWD, RE and Split Drive. There will be a ladies class for each of these classes if we get three ladies for each class.

Entry Fee: SCCA	\$3.00
Other Clubs	\$3.50
No Club	\$4.00

Registration: 11:30

CROSS

DISTRIBUTOR FOR THE FOLLOWING:

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FOR SALE: HP Sprite Kit: completely disassembled Mk.I (non-bugeye) Sprite. Car has been cleaned and painted, prepared for competition prep. Must sell because I'm moving. Car has all street equipment plus 4 Minilites, comp. rear springs, comp. shock valves, 1973 legal roll bar (B+B), dual master cylinder, 948cc engine (also torn down) with two heads, trans, etc. All parts have been disassembled, cleaned and inspected, awaiting only reassembly. Could start for racing car, or street car. Asking \$375. MUST SELL, AND SOON Joe Corbett 439-3560

FOR SALE: NARRC A SEDAN CHAMPION, THE AUTOSMITH CAMARO. Must sell owing to job promotion/transfer. Jim Keller 518-792-6678 weekends

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Tire Trends '73 by Fred Carpenter

reprinted from BACKFIRE, official publication of the Western Michigan Region

It is apparent, from what Goodyear and Firestone have said, that race tires are going to be considerably lower, lighter and somewhat faster this year. But, before you run out and buy the latest "Hot set-up" make sure you check ground clearance fender/wheel clearance and suspension geometry which will all be affected by the new tires. And there will be applications where these tires will not necessarily be better than what you have presently. On to specifics:

Firestone- There will be several new sizes in the Firestone line this coming year for sports cars. Already introduced are the Formula Vee tires 3.00/7.00 x15 and 5.0/23.8 x15, which proved to be very competitive at the ARRC last year. Other tires under development now are the 5.0/21.0 x13 and 7.0/22.0 x13 for the Formula Super Vee and the 9.0/20.0 x13, 12.1/23.0 x13 and 13.0/24.0 x13 for Formula B and 5000. Also under development are tires for the Trans-Am series. We are also looking at possibilities for the production cars.

The above tires will be introduced as slicks. There are several advantages to the slick tread design. First in some cases, but not in every case, a slick tire has better performance, and secondly, right now a slick tire seems to be a psychological advantage to the driver. A slick tread design is just another step in the evolution of racing tires.

Goodyear- The whole line of Goodyear race tires will be changed this year. The Y-6 series dry tire will be discontinued with only a very few of the molds kept. A new slick will be the main line tire available for sports car racing. In fact estimates are that 90-95% of the tires sold for sports car racing will not have a tread pattern. Compounds are such that cooling is not a problem, and while they will be softer and quicker, they should still last 3-4 races. The profile will be changed with the new slick having rounded shoulders. The prices on Goodyear race tires will remain about the same as last year, and delivery should be better. Incidentally the new tires won't be available for 2-3 months and if anyone does want the Y-6 tires they best order them now

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AUTOCROSS/ The English Way

As with most sports car activities taken up here in the colonies what we commonly call autocross/gymkhana/autoslalom has its roots back 'cross the pond. In England autocross is a very specialized type of sport run, not on asphalt or other hard surfaces, but rather right on olde sod. It is not a gimmick type thing- the event is run strictly on a time basis. This is the type of event we will be holding on March 25 at Ashgrove Farm in Saratoga. It is a unique aspect of solo event and one that we hope will catch on. If this event is a success, there is a possibility that we will run an off-season series next winter.

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

European Formula Two Champ.

1972 Final Points

1. Mike Hailwood Matchbox/Surtees TS15
2. Jean-Pierre Jassaud ASCA Brabham BT38
3. Patrick Depailler Elf-Coombs March 722
4. Carlos Reutemann Motul-Rondel Brabham BT38
5. Niki Lauda STP-March 722
6. Dave Morgan Reeves Brabham BT35+38, Tui BH2
7. Bob Wollek Motul-Rondel Brabham BT38
8. Jody Scheckter Impact-McLaren M21
9. Mike Beuttler Clark-Mordant-Guthrie-Bloore March 722
- Peter Gethin Chevron B20

BP/RAC Sprint Series

1. Bob Rose McLaren M10B
Chevy 5.3
2. Jonty Williamson McLaren
M10B Chevy 5.0
3. John Ravenscroft Brabham
BT21C Vegatune
4. Geoff Inglis March 702

Shell/RAC Hillclimb Championship

1. Sir Nick Williamson March 712S-Holbay 2.0
2. David Hepworth 4WD Guyosn Sandblaster Spl.
3. Mike MacDowell Brabham BT36X-Repco 5.0
4. Roy Lane McLaren M14D-Chevy 5.7
5. Tony Griffiths Brabham BT35X-Repco
6. Richard Thwaites Packmail McLaren M10B-Chevy
7. Mike Hawley Brabham BT35-Hart FVA
8. Peter Voigt Palliser-Repco 5.0
9. Richard Shardlow McLaren M10B-Chevy
10. Geoff Rollason Lotus 69-Hart FVA
11. Peter Boshier-Jones Brabham BT21C-Buick

AUTOSPORT Formula 2

TOP TEN

1. Hailwood
2. Carlos Pace
3. Scheckter
4. Peter Gethin
5. John Watson
6. Jaussaud
7. Lauda
8. Reutemann
9. Depailler
10. Dave Morgan

Dubious Endeavour

The Duckhams Special 3 litre prototype which was built for Alain deCadenet and Chris Craft to use at LeMans last year has been sold to Nick Cussons. Cussons will be converting it to use in the Group 7 Interserie this year. The Cosworth DFV v-8 will be replaced by a turbocharged 5 litre Aston-Martin engine. Cussons has all the ex-LeMans Lola T70/Aston Martin engines which he used last year in his original Lola coupe.

Promotional Innovation

A unique solution to the current financial problems facing F-II organizers and entrants has been proposed for the opening event of the European season at Mallory Park. Competitors will share with the promoters, Motor Circuit Developments, all the gate revenue beyond a guaranteed 4000 pounds to each side. Thereafter competitors will receive 60% and the circuit owners 40% of the balance towards their respective costs.

The entrants' 4000 pounds will be distributed in lieu of starting money according to practice times. Pole position will get 500 pounds, and 20th starting position will get 100 pounds. The additional gate share will be allocated in portions of 12% to the winner down to 2.5% to the last place man.

According to MCD if the crowd is the same as in 1972 then entrants and the circuit will receive comparable revenues. If the crowd drops or increases both parties will suffer or benefit accordingly. It should mean that pre-race promotions will reach an all-time high as both parties stand to benefit from a larger crowd.

Suppose They Had a Rally.....And Nobody Won

The Rally Bandama finished amidst chaos. Of the 52 competitors who started the 4,000km. event on the Ivory Coast of Africa just one finished within the time limits--that was Tony Fall's Peugeot 504. Shekar Mehta/Andy Dawson in a Datsun 240Z were the only other crew left running but were late. The event was "tougher than any Safari I have been on" according to Fall and it was due to ludicrous time penalties on the 48 hour event which ruled out most of the leading runners. The Renault team objected when Fall was declared the unofficial winner, and so the results were scrapped and no official finishers declared. Thus everyone came away with no prize money at all.

2 Litre Sports Car Championship Review/Preview

As well as playing a valuable supporting role to the Manufacturers' Championship the 2 litre sports cars' main objective has been the European 2-litre Championship. Once again the three main contenders were Lola, Chevron and Abarth and after a win each for Chevron and Lola in the first two years it was Abarth who took the honours in 1972.

Arturo Merzario was the star driver of the series scoring three victories for the Osella-Abarth team, and Toine Hezeman and Derek Bell each scored a victory apiece which gave the Italian team the series victory. John Burton driving a Chevron scored one victory, as did Dieter Quester in a Chevron-BMW. Lola likewise scored two victories: Gerard Larousse and Jean-Louis Lafosse accounted for their victories.

The championship has a strong hope of really getting off the ground in 1973. In addition to expected participation of the three previous contenders entries are expected to be fielded from March (with BMW power) GRD (with former Lotus team driver John Miles up) and perhaps Renault-Alpine.

American Driver to Contest Rothmann's F5000 European Championship

Former American f5000 competitor and winner of the 1972 Lime Rock Formula B Championship event Bob Brown will spend the summer driving one of two Chevron B24-Chevrolets being built for well-known Can-Am competitor Yorkshireman Tony Dean. The engines will be built by the Swiss Morand concern. If schedule permit Dean and Brown will also contest some events in the L+M Championship in the U.S.

Latest entry into the Formula One arena comes from F-3 standout Rikki von Opel (yes, he is one of THE Opels) who has decided to bypass F-2 and move directly into Grand Prix racing. Not unexpectedly his car is being constructed by the Ensign works who were responsible for his F3 mount. The car will be powered by a Ford/Cosworth DFV V-8. Asked to comment on how the car would look designer Mo Nunn would say only "it'll be different"

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For Sale: trailer for small production car; just converted from boat trailer  
869-8134

For Sale: 1969 Austin America automatic. 22,000 miles. Included in sale,  
two studded snows.

Joe Corbett 439-3560

Wanted: Anything I can use to help prepare myself and my '73 Pinto for SSS.  
roll-bar, fire extinguisher, harness; Nomex stuff, medium.

Jim Behan 456-1846



## Regional Ramblings

The '73 competition season is rapidly approaching and the calendar is starting to firm up. We will again be running two Regional races - Thompson on June 16-17 and Lime Rock on August 4th. Both of these will count for points in the North Atlantic Road Racing Championship as they did last year. The rules for the NARRC series are similar to last year with the exception that a driver need enter three of the four participating regions events instead of all four. The participating regions will be New England, New York, Northern New Jersey, and Mohawk-Hudson. Congratulations, by the way, to Harold Cameron for being the 1972 NARRC Enduro champion. At this point it is uncertain whether there will be an Enduro series this season. New England is talking about running a night enduro at Bryar (that's right - night; hmmm) but that's all.

The new Area 11 organization has brought forth a new road racing championship for Area 11. Named the New York State Road Racing Championship, it will replace the old INEC - Area 11 RRC. Expenses will be shared by all participating regions and sponsorship is being looked into. More on this next month. It looks like there will be all sorts of opportunities for the regional racer this year.

While I'm on the subject of regional racing, I like to say a few words about costs and entry fees. I realize that this is a volatile subject but I would like to express my viewpoint. There has been much talk going around that entry fees are too high and that they can be lowered without any problem whatsoever. Our entry fees have been set at a point that can be expected to break even if there are a reasonable number of entries that show up (about 120). If 150 show up, the region makes money. If 100 show up the region loses money. It's as simple as that. We, fortunately, have been on the plus side for the past few years. We therefore will be able to look into lowering our entry fees for this year. It won't be a hell of a lot if we can, but it will be a start. Expenses will probably be up this year. (What else is new) Spectator racing is the only way that a substantial decrease in costs will ever come about. Perhaps the C&D SSS race will show the way into the future.

The 5th annual Autosprint Solo II will be held this year on June 30 at Lime Rock. Once again the average person will be given the opportunity to tour around the world famous Lime Rock Park in his street automobile for a nominal fee. And compete for trophies in the bargain as well. Mark that date down - June 30, 1973.

*Howard*

## 1973 NEDiv. Calendar as of 3/11/73

| date              | regional                                     | national          | drivers school        |
|-------------------|----------------------------------------------|-------------------|-----------------------|
| March 24+25       |                                              |                   | Bridgehampton/NNJ     |
| April 14+15       | Lime Rock/NYR                                |                   | Pocono/Tri-Region     |
| April 28+29       | Lime Rock/NER                                |                   | Nelson Ledges/MVR     |
| May 5+6           | Summit Point/ D.C.                           |                   | Bridge hampton/NYR    |
| May 12+13         |                                              |                   | Lime Rock/Mo-Hud(ter) |
| May 19+20         |                                              | Nelson Ledges/SCR | Summit Point/D.C.     |
| May 26, 27+28     | Nelson Ledges/WNY                            | Thompson/NER      | Lime Rock/NNJR        |
| June 2+3          | Bridgehampton/NYR                            |                   | Thompson/ NER         |
| June 9+10         | Watkins Glen/Glen                            | Summit Point/D.C. | Nelson Ledges/SCR     |
| June 16+17        | Thompson/Mo-Hud                              |                   |                       |
| June 23+24        |                                              |                   | Watkins Glen/Glen     |
| June 30-July 1    | Bridgehampton/NYR                            |                   |                       |
|                   | Summit Point/D.C.                            |                   |                       |
| July 6+7          |                                              | Lime Rock/NNJR    |                       |
| July 7+8          | Thompson/NER                                 |                   |                       |
|                   | Nelson Ledges/SCR                            |                   |                       |
| July 14+15        | Summit Point/D.C.                            | Pocono/Tri-Region |                       |
| July 21+22        | Bryar/NER                                    |                   |                       |
| July 28+29        |                                              | Nelson Ledges/MVR | Thompson/NER          |
| August 4+5        | Lime Rock/Mo-Hud                             |                   |                       |
|                   | Nelson Ledges/SCR                            |                   |                       |
| August 11+12      | Nelson Ledges/MBR                            | Watkins Glen/Glen |                       |
|                   | Bridgehampton/NYR                            |                   |                       |
| August 18+19      | Thompson/NER                                 |                   | Bridgehampton/NYR     |
| August 25+26      | Lime Rock/NNJR                               | Bridgehampton/NYR | Watkins Glen/Glen     |
| Sept. 1+2         | Pocono(Restricted)                           | Bryar/NER         |                       |
|                   | NEPa.                                        |                   |                       |
| Sept. 8+9         | Thompson/NYR                                 |                   | Nelson Ledges/WNY     |
|                   | Summit Point/D.C.                            |                   |                       |
| Sept. 15+16       |                                              | Pocono/Tri-Region |                       |
| Sept. 22+23       | Lime Rock/NNJR                               |                   |                       |
|                   | Watkins Glen/Glen                            |                   |                       |
| Sept. 29+30       | Summit Point/D.C.                            |                   | Bryar/NER             |
| Oct. 6+7          | Bryar/NER                                    |                   |                       |
| Oct. 13+14        | Lime Rock/NYR                                |                   |                       |
|                   | Nelson Challenge/Inter-Divisional            |                   |                       |
|                   | Nelson Ledges/MVR                            |                   |                       |
| Oct. 20+21        | Watkins Glen/FLR                             |                   | Summit Point/D.C.     |
|                   | Pocono/Tri-Region                            |                   |                       |
| Oct 27+28         | Nelson Ledges/WNY                            |                   |                       |
| October 28-Nov. 4 | American Road Race of Champions/Road Atlanta |                   |                       |

Note: all Lime Rock race dates are Saturday racing only(July 6+7 is Friday practice)