



# MAY the 73 knock-off

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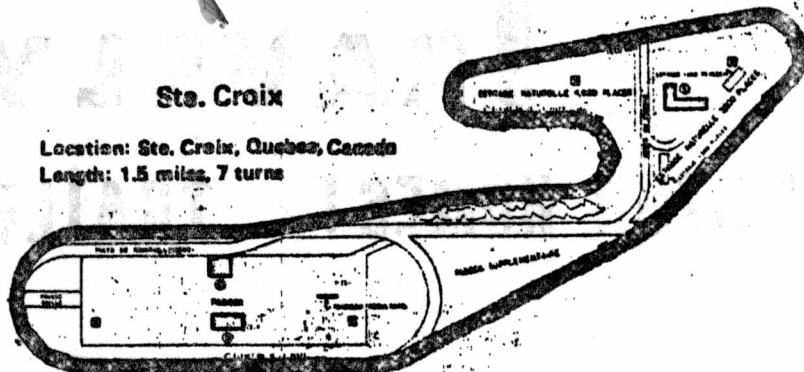
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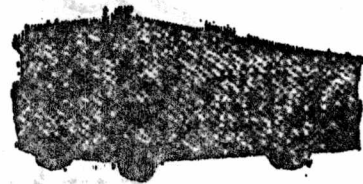


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The Mohawk-Hudson Region of the SCCA meets the first Wednesday of each month at the Rown-Towner Motor Inn, Wolf Road, Albany. Meetings begin at 8 pm. All material for the KNOCK-OFF should be submitted at that time.

DIRTY

W

BENCH

If you didn't already realize it, the competition season is upon us, whether your interests lie in autoslalom, rally or racing activities there will be plenty of events open for you to run. Enjoyment comes from participating either as a competitor or as a worker, so if you can avail yourself of some time why not get in touch with our event chairmen about helping out, your contribution will be much appreciated.

We receive many other regional newsletters, and it seems a general state of affairs that many of them are constantly hurting for member contributed material. We, happy to say, aren't in such a bind right now, and we hope that those members who are regular contributors will keep up the supply when they are able, and we'd also like to go on record as encouraging all of our members old and new to tell us and the rest of the membership about what they're up to or in to; as has been said too many times already, the Knock-Off is only as good as the members make it.

As a former publicity director I am acutely aware of the difficulty that one encounters in trying to find out what's going on in the sport if one relies on the local media, but this year things are looking better than they ever have before: The Albany Times-Union has the weekly "WHEELS" section every Sunday, Bill Kane continues to hold down the fort every Wed. in the Schenectady Gazette, and Ron Armstrong has his regular weekly offering for the Knick. News. Radio too has come a long way: WABY has stock car driver Phil Spiak every Monday night from 7 to 8 pm; WGY has Les Deuel every Thursday from 8:30 to 9 pm, and of course I occupy a chair every Thursday night on WOKO's Pete Corey Show from 7 to 8 pm - this year I'm happy to say that WOKO is devoting more time to non-stock car activities, i.e. sports cars, Indy cars, etc. and roughly every other week we'll have guests on who reflect these variations, so far they've included our own Bruce Cargill, and Sam Posey. If you are glad to see this increased interest and want it to continue, we'd suggest you take a moment out to write to the sports editor/program director letting him know that you enjoy the coverage that racing is (finally) getting.

See You at the Races

greg



# ¿QUE PASA?

- May 19+20-SCCA Cumberland National, Nelson Ledges (Warren, Ohio), Steel Cities R.  
 May 19+20-SCCA Restricted/Regionals, Bryar Motorsport Park (Loudon NH) NER  
 May 19- SCCA Drivers School, Lime Rock Park (Conn.) Northern New Jersey R.  
 May 19+20-SCCA Divisional Rally, "Round the Lakes", New York Region.  
 May 20-MOHAWK-HUDSON REGION: Autoslalom #1 and School. New York State Per-  
 ipheral Parking Lot, Washington Ave. Albany NY. Autoslalom school in morning, first  
 round of regional championship in the afternoon. John Petrella 587-3205  
 May 20-BMSC Autoslalom (?)  
 May 20-NSTC Rally, TSD, starts Redstone Plaza, rte. 28 Stoneham, Mass. 617-668-1910  
 May 20-Bulova Championships for FF and 2.5 Sedans, Mosport, Ontario: 416-781-6626  
 May 26-Boot and Bonnet Time Trials, Lime Rock Park  
 May 26, 27, 28-SCCA Nationals, Thompson Speedway (Conn.) NER  
 May 26+27-New York State Road Racing Championship, Nelson Ledges (Ohio) WNY.R  
 May 26+27-Solo I School/Time Trials, Summit Point Speedway (Charlestown W Va)  
 DC Region, second round of BAP/Geon Solo I Championship  
 May 26+27-Rally of the Rideau Lakes. FIA Rally. Info: 968 Champman Blvd, Ottawa, Ont.  
 May 27-MOHAWK-HUDSON REGION: TSD Rally. Registration 12:00, FCO 1:31.  
 info: Terry Sandke, 518-877-5601. Start at Rown-Towner Motel, Wolf Rd. Colonie.  
 May 27-EMSC Autoslalom, NYS Peripheral Lot, Washington Ave.  
 May 28-EMRA Race, Lime Rock Park, Conn.  
 May 28-Nelson Ledges Time Trials, Corvette Club of Cleveland  
 June 2+3-SCCA Drivers School, Nelson Ledges, Steel Cities Region  
 June 2+3-SCCA Drivers School, Thompson Speedway (Conn) New England Region  
 June 2+3-North Atlantic Road Racing Championship, Bridgehampton (LI) NNJR  
 June 2+3-SCCA Solo I, Duryea Hillclimb, Blue Mountain Region  
 June 2- International Ferrari Club, Lime Rock Park  
 June 3-AMEC Autocross, Albany-Saratoga Speedway, Malta NY/Registration 10am  
 June 9+10-SCCA Labatts Can-Am + Bulova Championships, Mosport, Ontario  
 June 9+10-SCCA National, Summit Point Speedway, DC Region  
 June 9+10-New York State Road Racing Championship, Watkins Glen (NY) Glen Region  
 June 9+10-IMSA B F Goodrich Challenge and Camel GT races, Pocono (PA)  
 June 9- Jaguar Club, Lime Rock Park  
 June 9- Nelson Ledges Time Trials, Corvettes of Cleveland  
 June 10- MOHAWK-HUDSON REGION: AutoSlalom #2  
 June 10- BMSC Autoslalom (?)  
 June 10-AMEC Raindate  
 June 10-SNYR Solo II, Greene Airport GoKart Course, Greene NY  
 June 16+17-North Atlantic Road Racing Championship. MOHAWK-HUDSON REGION  
 Thompson Speedway, Conn.  
 June 16+17-SCCA Restricted/Regionals, Nelson Ledges, Mahoning Valley Region  
 June 16-Corvair Club, Lime Rock Park  
 June 17-BMSC Rally, start at Big N, Pittsfield. Reg: 11:30, FCO 1:01. 413-442-4218  
 June 23+24-SCCA Solo I, Mt. Equinox Hillclimb (Manchester VT) New York Region  
 June 23+24-North Atlantic Road Racing Championship, Thompson Speedway (Conn)NER  
 June 23+24-SCCA Drivers School, Watkins Glen, Glen Region  
 June 23+24-Regional Races, Nelson Ledges, NE Ohio Region  
 June 23- Liverpool SCC Time Trials, Lime Rock Park  
 June 30-July 1-SCCA Solo I Time Trials, Watkins Glen, Glen Region.

June 29+30, July 1+2- Dominion to Independence Day Sprints: weekend of racing and camping includes: Bulova Championships for FF and 2.5 Sedans, Motorcycle Grand Prix of Canada, B F Goodrich day/night endurance race, Players Challenge for FB cars, championship moto-cross and vintage cars. Mosport, Ontario. for info Mosport Park Ltd, 1905 Avenue Road, Toronto, Ontario M5M 3Z9

June 30-July 1-SCCA Regionals, Summit Point Raceway, DC Region

June 30-MOHAWK-HUDSON REGION: AUTOSPRINT, Solo II at Lime Rock Park. Reg:8:00 am, supervised practice 9:15, mufflers required, details to follow

June 30-July 1- Time Trials at Nelson Ledges, Vintage Sports Car Club

July 6+7-SCCA National, Lime Rock Park, NNJR

July 7+8-SCCA Regional, Nelson Ledges, Steel Cities Region

July 7+8-SCCA Solo I, Giants Despair Hillclimb, Northeast Pennsylvania Region

July 8- AMEC Autocross, Albany-Saratoga Speedway, Malta NY, Reg: 10:00 am

ADDITIONS TO THE CALENDAR LISTING

June 16+17-SCCA Trans-Am, Watkins Glen NY

July 1- NER/BMSC Autoslalom, Adams-Zayre, rte. 7, Great Barrington Mass. Reg10:3

June 6-MOHAWK-HUDSON REGION, monthly meeting, Rown-Towner, 8pm

July 4- Vintage Sports Car Club Race, Lime Rock Park

July 4- Mo-Hud Monthly Meeting (?)

\*\*\*\*\*

WANTED: Small box trailer suitable for carrying four tires. Must be cheap.

Scott Smith WA-5-8217

OIL- I have several cases of straight vis 40 and 50 racing oil, Kendall, Castrol and Valvoline, which I can't use in my present racing engine. The Valvoline was GIVEN to me by Fred Opert- this alone will make these cans a valued collector's item in a year or two.

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Phil Raeder 439-9657

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Mike Rossi 439-2828

CATCHPOLE

11/16/72

By Barry Fol



Lime Rock Park, April 28, 1973

Ah yes - the sweet sounds of Spring, winter's work assembled to produce crisp exhaust notes in the Connecticut air, and, unfortunately, spring showers to screw up any off-course excursions - and produce what must have been the world's slowest Formula SCCA race. Anyhow, the first NARRC race (read: North Atlantic Road Racing Championship) was held by the New England Region on the above noted date and a pretty fair turn-out of cars, and nonspectators, was on hand considering the poor weather. A summary of the day's events is as follows:

Race One - ASR,BSR,AP,BP,CP,AS,BS - No Mo-Hud people in this race so I'll just list the class results and add a few comments.

ASR - one starter, no finishers, Jeff Jones led most of the race but DNFed

BSR - one starter, no finishers

AP - Thomas Rynone, Corvette, not too impressive

BP - John Orr, Corvette, usual good drive

CP - Peter Schmidt, E Jag, nice looking car and a good drive

AS - Gerald Robinson, Camaro, threw away his Barracuda and

won overall

BS - P.L. Newman, Datsun, after a real good race with Tom

Cicccone

Race Two - F SCCA, FSV - Four FB cars plodding around in the rain. David Malloy, under 21 years of age, won in a three-year old March. After him - no one cared.

Race Three - DP,EP,FP - Allan Howes, in Pete Callaghan's old Porsche, and Steve Limbert, similar Porsche, had a real nice race for first overall and EP honors with Howes the winner. The real story of the race in EP, however, was the absence of Red Dog Racing (read: Peter Callaghan and George Smith). The brace of deep blue 914/4's never made it to the start line. It seems that George crunched his beyond rapid repair in Tuesday practice and Peter holed a piston in Saturday morning practice. Oh well, new bits are on the way and Red Dog will be off to do battle in the nationals (the car transporter runs well).

DP - Don Zahoruiko, Datsun, third OA

EP - Howes

FP - John Travers, Sprite, fourth OA and quick. But what's this - back in the pack, moving steadily upward, watching Lotuses die along the way - it's "Fast Eddie" Holeva storming along to take second place in FP. How about that, folks? A good way to start the season.

Race Four - Formula V - Reeves Callaway ran away and hid from the field in his Caldwell D13 (note that, Ken Buzzard). Good dicing for two, three, and four slots between Don Maguire, James Havell, and Peter Gustafson (who finished in that order). Positions three thru seven were also Caldwell D13's (see that, Ken Buzzard?). Maguire drove a Phoenix (what's a Phoenix, Ken?).

Race Five - GP,HP,CS - Dave Hathaway and Harold Cameron entered, more about that later.

GP - Walt Lapham was never headed and cruised to an easy



victory in GP and overall. As he says, \$10,000 Alfas really do work. Tough luck award goes to Dave Hathaway who was never in tough shape, always in second place, but DNFed with a broken engine on the last lap. What a way to go.

HP - Neatly won by Gregg Cameron in his Sprite. Harold Cameron, in his new bug-eye Sprite (new?), ran radials which didn't work out on a drying track and just didn't show much power down the straight - finished seventh in class.

CS - Joseph Scheibenflug, Austin Cooper S

Race Six-Formula F - Only one local entrant in this race, David Singiser from Troy, and he didn't fare too well as he wasn't around to take the checkered. After a long trial (one more than a duel) with Fred Knoll and Norm Marx, Dirk Wrightson took first place in a Lotus 69. Knoll and Marx finished two - three.

Race Seven - SSS, SSSC (none of the latter made it) - Hey, hey, hey - race of the day and kudos to M-H's Paul Hacker who cracked the ice in a big way in his first SCCA race with fast lap of the race honors in his Dodge Colt. Unfortunately, he wasn't quite able to make up the early advantage of the Ford Pinto of John McKnight and had to settle for second place. A real good run by both these drivers and a fine start for Mr. Hacker.

So, there you have it. The season has begun. Who knows, I may even live to write again.

h. manley iv

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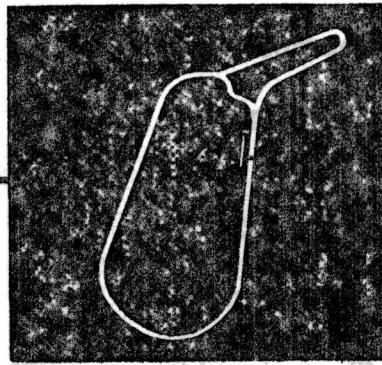
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**American Driver Surprises in Formula Atlantic**

Former FF driver Jas Patterson surprised many when he qualified his Texaco March 722 in the middle of the third row at the Yellow Pages Championship opener for FA at Mallory Park. To prove that his qualifying attempt was no fluke Patterson ran third for most of the race, and was dropped to fourth with only two laps to go. Final placings were:

- |                   |                       |                  |                     |
|-------------------|-----------------------|------------------|---------------------|
| 1. David Purly    | March-TEC 722 BDA     | 2. Tom Pryce     | Royale-RES RP12A RD |
| 3. John Lepp      | Chevron-Smith B25 BDA | 4. Jas Patterson | March-Hart 722 BDA  |
| 5. John Nicholson | Lyncar-Piper BDA      | 6. Stan Matthews | Ensign LNFB73 BDA   |

**Canadian Strong Finisher in First F2 Race**

Dave McConnell, a Canadian driver who ran many FB races with SCCA, put in an outstanding performance in his first F2 race, the Radio Luxembourg Trophy Race at Mallory Park. McConnell was credited with third place on aggregate finish for the two heat contest; he finished fifth in the first heat, and fourth in the second. Official results were:

**first heat**

1. Jarier March 732-BMW
2. Hailwood Surtees TS15 BDA
3. John Watson Brabham BT40 BDA
4. Roger Williamson GRD273 BDA
5. Dave McConnell Surtees TS15 BDA

**second heat**

1. Jarier
2. Hailwood
3. Dave Morgan Chevron B25
4. McConnell
5. Vittorio Brambilla March 712M BDA

**overall**

1. Jarier
2. Hailwood
3. McConnell
4. Morgan
5. John Lepp
6. Brambilla

**Camaro Group 1 winner over BMW**

Richrad Lloyd totally dominated the first race of the Castrol Production Car Championship at Mallory Park in his 5.7 litre Camaro: to prove that his Chevy is in fact a Group 1 car (showroom stock) he drove the car to the circuit from London. The three liter BMW S1s of Tony Lanfranchi and Roger Bell could not match the Camaro, though they did finish ahead of the usually strong 3 liter Capri of Gordon Spice. Lloyd's car was running on Goodyear Polyglas tires while Bell ran Cinturatos, Spice the road/racing Firestone Torinos and Lanfranchi confounded everyone by running Michelins on the front and the Pirelli Cinturatos on the rear.

**STP Production Sports Car Championship: Round #1 Croft**

- |                  |                        |   |
|------------------|------------------------|---|
| 1. Nick Faure    | Porsche Carrera RS 2.7 | class winners: Faure, Smith, Jackson<br>and Andrew Chatburn MG Midget |
| 2. Roger Smith   | Lotus Elan             |   |
| 3. Shaun Jackson | Triumph TR-6           |   |
| 4. John Targett  | MGB                    |   |



**Rothmanns F 5000 Championship**  
**Mallory Park #1**

1. Gragam McRae McRae GM1
2. Steve Thompson Chevron B24
3. Ray Allen Surtees TS8
4. Peter Gethin Chevron B24
5. Tony Dean Chevron B24
6. Keith Holland Trojan T101

**Rothmanns F 5000 Championship**  
**Snetterton #3**

1. Brett Lunger Lola T330
2. Gijs van Lennep Lola T330
3. Steve Thompson Chevron B24

**BOC Formula Ford Champ**  
**Brands Hatch #1**

1. Don MacLeod Merlyn Mk. 11
2. Derek Lawrence Dulon MP15
3. Frank Hopper Royale RP16
4. Bob Arnott Merlyn Mk. 24
5. Syd Fox Hawke DL10

**Lombard F3 Championship**  
**Brands Hatch #1**

1. Russ Wood March-Novamotor 733
2. Damien Magee Palliser WDF3
3. Ian Taylor March-Holbay 733
4. Tony Brise GRD-Holbay 373
5. Mike Wilds Ensign LNF3
6. Alan Jones GRD-Vegatune 373

**Lombards F3 Championship**  
**Silverstone #2**

1. Alan Jones GRD-Vegatune 373
2. Russ Wood March-Novamotor 733
3. Mike Wilds Ensign-Holbay LNF3
4. Mike Tyrell Ensign LNF3
5. Mo Harness Ensign LNF3
6. Neil Ginn GRD-Novamotor 372

**Forward Trust F3**  
**Thruxton #1**

1. Ian Taylor March 733 Holbay
2. Andy Sutcliffe Royale RP11A
3. Tony Brise GRD373/Holbay

**European Group 2 Championship**  
**Round #1 Monza 4hours**

1. Lauda/Muir BMW CSL 3.0
2. Mass/Schetker Capri RS 3.0
3. Mesia/Ruiz-Giminez Capri RS 3.0
4. Krauts/Krebs Capri RS 3.0

**Rothmanns F 5000 Championship**  
**Brands Hatch #2**

1. Peter Gethin Chevron B24
2. Brett Lunger Lola T330
3. Tony Dean Chevron B24
4. Steve Thompson Chevron B24
5. David Hobbs Lola T330
6. Gijs van Lennep Lola T330

**Yellow Pages Formula Atlantic Champ.**  
**Brands Hatch #2**

1. Colin Vandervell March-Smith 73B
2. Cyd Williams Brabham-Eden BT40
3. John Nicholson Lyncar
4. John Lepp Chevron-Smith B25
5. Jas Patterson March 722/ Hart BDA

**Group 44 to Britain ???**

Bob Tullius indicates he might set up a Group 44 type operation for British-Leyland in Great Britain. Seems that BLM does better racing stateside that at home. The corporation would like to bring B-Ls winning ways to home ground, and they feel that Tullius might be the man to do it for them. The U S based Group 44 operation which Tullius and Brian Fuerstenau own might suspend activity and head for the Isles, if initial discussions are continued.

**BP Formula Atlantic**  
**Oulton Park #1**

1. David Purley March-LEC 722
2. Colin Vandervell March 732
3. Cyd Williams Brabham BT40
4. Ken Bailey March 722
5. John Nicholson Lyncar
6. Jim Murdoch Tui BH2

**BOC Formula Ford Championship**  
**Oulton Park #2**

1. Don MacLeod Merlyn Mk. 11a
2. Derek Lawrence Dulon MP15
3. Bob Arnott Merlyn Mk. 24
4. Dick Parsons Royale RP 3A
5. Roger Manning Elden Mk. 10

**Rothmann's F5000 Championship**  
**Silverstone #4**

1. David Hobbs Lola T330
2. Brett Lunger Lola T330
3. Tony Dean Chevron B24
4. Tom Belso Lola T330
5. David Oxtan BeggFM5

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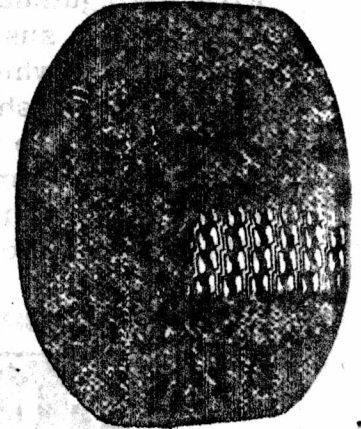


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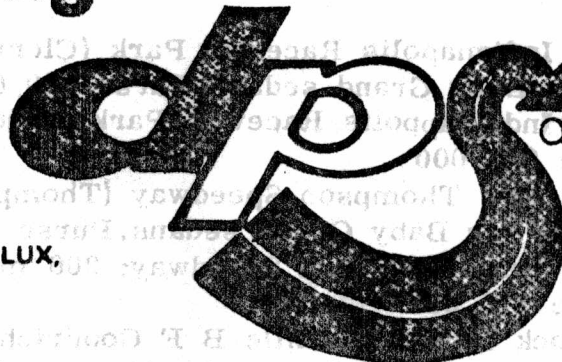
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# FORMULA C

and other diversions

by Phil Raeder

In conversation with some other auto enthusiasts recently it developed that Terri and I have about the most experience with Formula C racing of anyone in the Region. The Editor, ever mindful of the need for good material to fill the K-O with, thought we should share our experience with you.

By way of background (and to show you how old I am) I started racing in 1956, in an MG TC while attending the University of Illinois. I have been racing ever since ; some years have been more desultory than others. I went the route of MGs, and then got into sedan racing, which can be a lot of fun.

In 1967 we were running a Renault Gordini R8 in C Sedan with pretty good results. The car was fast, if somewhat fickle. We even prepared it for U2 pro racing, but in '68 the small sedans were sort of swallowed up into the hurly-burly of big car racing. We were ready, but there was no place to race (See what happens to you if you wanted to race pro sedans before Datsuns or IMSA were invented ?). We ran the Gordini in some club races in 1968, and had a few spectacular blow-ups. Back to the drawing board.

I always had a crush on single seaters, and in those days there were some delightful monoposto cars coming out of Italy. So, in mid 1968 we bought a Stanguellini, an absolutely immaculate car, and went formula car racing. The car being front-engined and powered by something less than the latest English screamer ( our power was a FIAT 1100 ) was hopelessly obsolete, but we valiantly soldiered on and had a lot of fun although the record wasn't all that great. It did convince that formula was the way to go though.

The Stanguellini was sold - it is now in Art Simmer's collection of memorable and magnificent Italian cars, a fitting retirement.

We shopped, and in early 1969 bought a Brabham BT18 with a Cosworth MAE engine ; our first real race car. And what a car it was. I can still clearly recall how my eyes bugged out the first time I drove it- even with a dated one liter side draft motor the performance was fierce. We learned the secrets to circulating courses quickly (for 1969) and were finishing well in National races.

The car was an absolute jewel. We bought it from Fred Opert - at the time Fred had a guarantee on used race cars : anything found defective before the car was run would be replaced free. This included engine internals that flunk crack testing and what not. So, said we, we cannot pass this golden opportunity up and we proceeded to strip the car and magnaflux everything. We were living in an aptment at the time, and when the building super complained about auto parts in the basement we moved the entire operation to the front bedroom. I wonder if anyone knew that Cosworth engine rebuilds were being in a bedroom. So we labored through the strip and crack test. Results ? Not a flaw, all that work for "nothing".

On to the races. We ran a bunch that year: 13 in all. 1969 was the golden year for B+C cars in the Continental, and while everyone said we were nuts we entered the Conti which had been moved from Bridgehampton to Lime Rock. To our surprise we qualified 28th (in a field of 30) and were one of the few FC cars to make the field. Piling surprise on top of surprise we finished twelfth, second C car and we even got paid some prize money. (A great pleasure in racing can be found in getting a check from promoter Jim Haynes- Jim is a great guy and a good buddy, but he is in such pain when he has to hand out money)

This initial success led us to what must have been the busiest month we have ever had in racing. In the space of five weeks we ran 3 Continentals and a National. In addition to the first Conti already mentioned we ran the originally

scheduled at Lime Rock- qualified 26th, finished 13th - then on to the National at the Glen where we won FC and then to the Continental at Ste. Jovite where we qualified 27th and finished 12th (at all but the first Continental we were the first C car). My how the money rolled in. We got the pickle in Canada because we had paid the hotel in Yankee dollars (discounted) and took the prize money check in to the U.S. to cash. Wrong. If you win bucks in Canada, pay the hotel etc with the Canadian loot and send your entry fee in Canadian.

The Canadian scene is (or at least was) great, and Ste. Jovite is beautiful. Permanent pits, a paddock sit-down restaurant, attendants in the cans to be sure there is paper, etc. We shared our pit with James Garner who was doing a film on racing, and in our race we got to dice it up with Dick Smothers who was running a BT21 Formula B. I wish I could say I blew him off, but it was the other way around, though he later broke for a DNF. What with the track announcer doing everything in French we felt real international. Chevy of Canada had a bunch of Camaro convertibles, and the drivers were required to sit up on the back, politician style, for a parade around the track. I kid you not, this was heady wine- and people actually threw flowers.

The Canadians really dig racing, and racers. While at Ste. Jovite I was stalking around the paddock in my clown suit, and this gorgeous chick came up to me, and in a beautiful lilting French accent asked me if I was a driver in the races. I said I was, and she asked me if I would like to attend a party that evening. I sort of gulped and said sure, and asked who would be there. Her response? "Oh sir, just you and me (exclamation point)". This is heavy stuff for someone just out of bib overalls.

The winter of 1969 we decided to sell the Brabham and we bought a Titan Formula Ford, which we were determined to convert to FB. Wrong again.

Later in 1970 we sold the Titan and bought a Lotus 35 FC from Fred Opert this was an ex-Team Lotus car, allegedly driven by Jim Clark in a couple of F2 races in Europe (this was the time when F2 was 1 liter), but I suppose all Lotus race cars that used to come out of England were allegedly driven by Clark at one time or another.

The 35 was a good car, fitted with a Cosworth SCA. We did a lot of work on it - new roll bar, re-rivet of the monocoque (884 rivets), and the car went very well indeed. By the end of the season however I was getting a bit nervous about the SCA because of the chancy parts supply. Working on an SCA makes you feel more like a museum curator than a race car mechanic. We sold the SCA to an airline pilot in Los Angeles, and he has been doing well with it in his chassis.

We needed a motor so I called Joe Grimaldi, who happened to be in London at the time, and he purchased for us a Holbay R70 down draught from the Tony Trimmer team - they had used it as a spare for the Argentine F3 series. This had to be the demon motor to end all: on 62 cubic inches we were pulling 126bhp at 10,400 rpm and the motor would go to 11,000 with no strain. We did not race a whole lot in '71, but our finishes were good and we ended up fifth in the division in FC. I think this was also the first year I got under one minute at LRP. I did a 59.9 with a bunch of 1:00 flat to back it up. It was sort of a benchmark for me - I have been racing at Lime Rock since 1958, and in that year 1:20 was considered a booming time.

1972 was a rough year. We started with the 35 with our demon motor and a full winter of preparation including a new fuel cell, rebuilt the shocks and on and on. Our first race was the National at LRP on Memorial Day, and we finished third. A good race, but there was no way I could catch Harry Reynolds (FC National Champion) and Tom Hilliar, they were just too fast.

Off to the Thompson National. Qualifying was so-so, but I got a good start



and on the second lap I passed the entire FC field and started to pull away. Reynolds's eyes just about came out through his Star when I nailed him. On the third lap a half-shaft tore off (I told you it was a demon motor) and I spun wildly right in front of a bunch of charging B cars. I wound up on the bank, no damage and no cigar. We made new half shafts, super strong and off to the National at LRP. The car was going gang-busters in practice, and we did a couple of laps at 59.5 and I knew the car was good for another half-second. I had geared the car for 121 mph at the end of the straight - FC cars usually gear for 115 there - and due to the Lotus' very slippery shape I could pull it. However on my way to a 59 flat I came down the straight, carried the brake point way in, hopped on the binders - hard - and the right front suspension upright broke. I went off at 120, with, I am sure, an odd look on my face. Anyway, after some commotion I got it parked with no further damage, but with considerable drama. Unfortunately or perhaps fortunately I did this act right in front of Terri. Now, she is not hyper about the risks of racing and all that, but she was impressed - all bad.

At her suggestion we had a team conference and the conclusion was that the combination of a the very powerful motor and the pressure of National racing was too much for a car built in 1966. So, we traded it to Carl Haas for a Lotus 59C with injected BRM for Formula B (we HAD to buy another Lotus, what with our investment of nearly \$4 in Lotus patches).

The 59 is a really great car, a current generation chassis. We tried it once in FB and the motor promptly blew. The expense of FB cars is not to be believed and we realized that we simply could not afford to keep up with the big-spenders in B cars. So we decided to go back to FC.

We were able to purchase a DOHC racing motor from Matra/Gordini, one liter (actually 1005cc). This is a very special racing motor, completely tool room built. Matra built 30, and when they were put up for sale to private owners, 5 of them found their way to the U.S., and the rest went to Mexico. We fitted then engine to the Hewland FT200 and did all the rest of the seemingly endless tasks associated with a radical engine swap. By the time you read this we hope to have a race or two, starting with the National at Thompson.

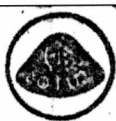
What about FC? While admittedly prejudice, I love it. The cars are small light, easy to work on and both quick and fast (they're not the same). The formula is not very restrictive - just engine size and minimum weight, other than that anything goes. It's sort of a mini formula one, with lots of room for innovation and experimentation. Cost is relatively low, as race cars go. Considering that a FB car that is at all competitive cannot be put together for less than 10 big ones and though I'm not too familiar with production or sedan costs anymore, barring all that we have heard from BRE and Wetson about their costs, and we all know about those \$5000 H Prod Sprites, FC isn't all that costly.

Consider the cost/performance relationship. In Formula C an investment of about \$6000 will put together a car that is truly capable of winning the National Championship - while it might well take three times that much to win FB. I have been around Lime Rock in 59.5 without doing a banzai charge in a car built in 1966 and that could (and was) bought from Carl Haas for less than \$3000.

Don't be deceived by the small engine size. When I first started with the BT18 I was circulating faster than the A Prod. record held by a Cobra with a huge engine in it. Put another way, can you think of a car which is capable of 58's at Lime Rock that costs so little relatively speaking? A good C car is capable of of those times at LRP and there are many good C cars which can be bought for less than \$5000.

Let me comment aside about lap times - there is a good deal of loose talk about lap times, and the tendency is to talk about records and best efforts: in my view anyone who can get around Lime Rock in less than 1:05 is going





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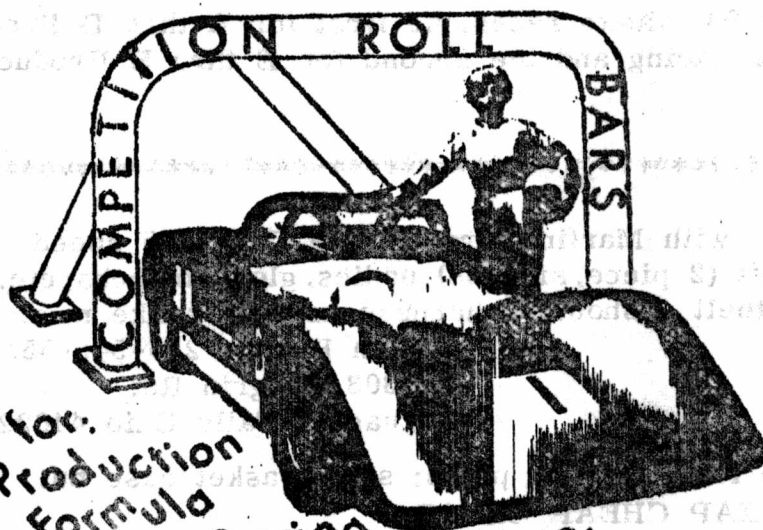
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**Solo I News**

Still no definite word on whether Mt. Equinox will run Solo I or be limited to the vintage cars only.....

The Solo I scene in the Washington DC area is much brighter thanks to the re-opening of Summit Point Raceway (Charleston W Va). DC Region has already run one Solo I event and with backing from BAP/Geon of Virginia and Maryland they have announced a four event series, with one event already run. The second event will be a combination school/Solo I event at Summit Point run in conjunction with the Pennsylvania Hillclimb Association set for May 26 and 27. The third event, put on by the Susquehanna Region is set for August 11+12, and the fourth event is not definite yet, but Virginia International Raceway (Danville VA) has been discussed.

BAP/Geon will contribute merchandise awards for each event, and the sponsoring regions will put up the dash plaques and trophies. Classes will be regular SCCA Solo I groupings, with additional STOCK classes set up for cars with limited (i.e. street) preparation limited to suspension changes and body modifications. Stock wheel size, street tires stock gearbox and diff. ratios and stock engine and carburation are required for the STOCK category. For more info write DC Region, 5801 Ridgefield Rd. Washington DC 20016

**PHA Calendar:**

May 19+20- Pine Grove, Lebanon Valley SCC ; June 2+3 Duryea, Blue Mountain Region SCCA ; July 7+8 Giant's Despair, NE Penn. Region SCCA ; Aug 4+5 Jefferson, Schuylkill Valley Corvette Club ; Aug. 18+19 Rose Valley, Williamsport SCC ; Aug 25+26 Pagoda, Duryea Sports Car Club ; Sept 1+2 Tuscarora, Franklin County SCC ; Sept 22+23 Camp Shand, Appalachin SCC ; Weatherly, NE Penn. Region SCCA. Usually small sedans, small production cars and FV run on Saturday, with the big cars running Sunday. For information, rules, etc. write: PHA Box 333. Montoursville PA 17754

\*\*\*\*\*

**BRYAR TRANS- AM CANCELLED : NER TO PRESENT SPECIAL CLUB**

**RACING PROGRAM** at BRYAR MOTORSPORT PARK (LOUDON NH) MAY 19+20  
Unable to find a sponsor NER has been forced to cancel the Bryar Trans-Am set for the 19+20 of May. As a replacement NER has scheduled a series of enduros for the Bryar track on the same weekend. The Bryar 200 originally set for July 21 has been moved to this weekend. On Saturday May 19 there will be a two-hour race for SSS and SSSC cars, beginning at 3:00 pm, and will be followed by a cook-out for workers and entrants. On Sunday there will be 30 minute races for formula cars followed by two 90 minute races, the first for A thru D Production, A+B Sedan and A+B Sports Racing, and the second for E thru H Production C Sedan and C+D Sports Racing.

\*\*\*\*\*

**FOR \$ALE:** Lotus 18 Formula C- with Martin Ford engine, Colotti 5 speed. Trailer available. Also Nomex suit (2 piece, size 38) undies, gloves, socks, etc. also Rollbar for Lotus Elan; seatbelt + shoulder harness assembly, like new.

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**For \$ale-** 1969 FIAT 850 Coupe Ice Racer or parts: semi-basket case but complete, new gasket set etc. **CHEAP CHEAP CHEAP**

Jim Corbett 439-5930

Mohawk-Hudson Region, SCCA presents

# AUTOSPRINT 73

SOLO II AUTOSLALOM

Open to all drivers

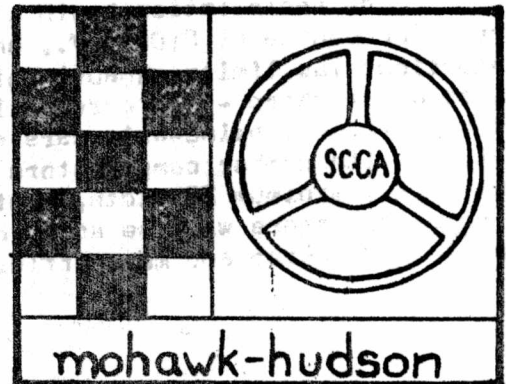
AT

# LIME ROCK PARK

*"Road Racing Center of the East"*

# JUNE 30

More good news on the back...





# AUTOSPRINT 73

AUTOSPRINT 73 is Mohawk-Hudson Region's annual premiere Solo II event. By Solo II, we mean that anyone with a valid driver's license can enter. You need no competition license, you need no specially prepared car - just come as you are for a day of excitement and competition at Lime Rock Park, the Road Racing Center of the East.

The classes to be used for AUTOSPRINT 73 will be similar to, but will not exactly follow, SCCA's Solo II car classifications. They have been modified in the interests of local requirements with an eye to closer and more intense competition.

Street cars will generally fall into stock classes unless they are modified beyond our liberal guidelines. Specially prepared racing and competition cars will be classes in one of two modified classes (more if the entry requires it), and all cars with racing tires will run in modified classes. The latter refers to racing tires that are manufactured and designated as such and does not include road tires that are also approved for racing.

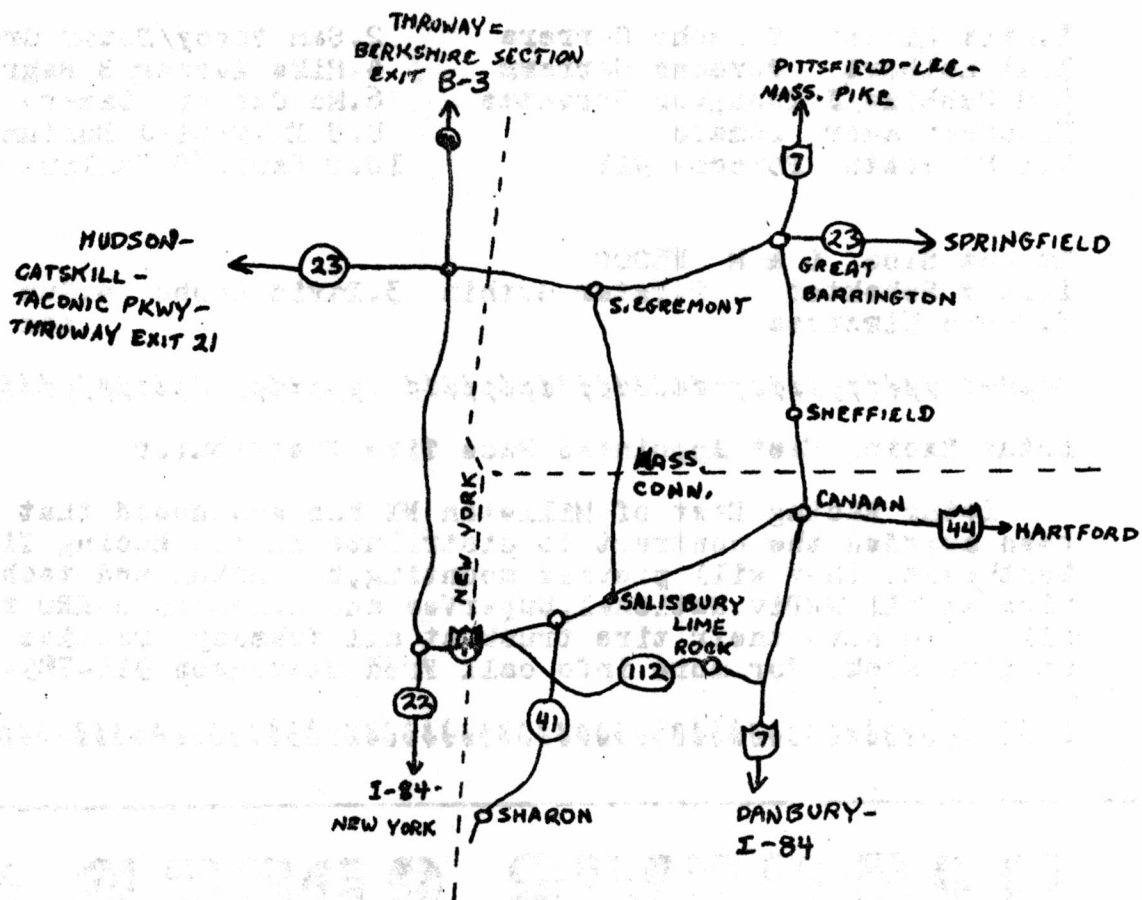
Please note that two entry fees are listed on the entry form. These fees are exactly what we charged last year in spite of increased costs.  
**NO INFLATION!!**

The lower fee of \$8.00 applies to anyone with a car club affiliation (not AAA). The track insurance fee is to be paid at the gate and goes directly to the Lime Rock management. **DO NOT INCLUDE IT WITH YOUR ENTRY FEE.**

**THERE IS A LIMIT OF 100 CARS.** We cannot handle any more and hope for three timed runs apiece.

**PRE-REGISTER** if you possibly can. It will ensure a starting position for you. The pre-registration deadline is June 20. We cannot guarantee to acknowledge your entry after that date. If you have any questions or last-minute entries or changes, please contact Art Frederick, RD 2, Box 14, Valatie, N.Y. 12184. Phone 518-384-4288.

The registration booth will open at 7:30 A.M. on the 30th. Tech inspection begins at 8:00 A.M., and mandatory practice will begin at 9:00 A.M. Connecticut law limits exhaust noise to 86 dbA at 1000 RPM under the red line. Please be prepared - all cars will be tested and those who cannot comply may not compete. All swing-axle cars except Porsches must be de-cambered or be equipped with camber compensators in the interests of safety. Metal-to-metal seat belts, minimum 2" width, must be installed and used. Racing helmets will be required; there will be some loaners available, but try to bring your own to make things easier and more efficient.



ENTRY FORM - AUTOSPRINT 73

NAME \_\_\_\_\_

STREET \_\_\_\_\_ CITY \_\_\_\_\_

STATE \_\_\_\_\_ ZIP \_\_\_\_\_

CAR MAKE \_\_\_\_\_ MODEL \_\_\_\_\_

YEAR \_\_\_\_\_ COLOR \_\_\_\_\_ DISPLACEMENT \_\_\_\_\_

REGISTRATION NO. (if registered) \_\_\_\_\_ STATE \_\_\_\_\_

CLUB AFFILIATION \_\_\_\_\_

TYPE OF TIRE: RACING \_\_\_\_\_ STREET \_\_\_\_\_ (check one)

CAR NO. DESIRED: 1st choice \_\_\_\_\_ 2nd choice \_\_\_\_\_ 3rd choice \_\_\_\_\_

Entry fees: \$8.00 for car club members  
9.00 for non-members

Track insurance fee is  
\$1.00 is payable at gate.

YOUR ENTRY WILL BE ACKNOWLEDGED BY MAIL IF RECEIVED BY JUNE 20, 1973.

Mail form and entry fee to Jane Frederick, RD 2, Box 14, Valatie,  
New York 12184

Lime Rock Trans-Am : 203 laps, 500 kms. May 5, 1973

- |                         |                 |                          |             |
|-------------------------|-----------------|--------------------------|-------------|
| 1. Milt Winter          | Porsche Carrera | 2. Sam Posey/Peter Gregg | Carrera     |
| 3. Al Holbert           | Porsche Carrera | 4. Mike Keyser/S Bejr    | "           |
| 5. M Robbins/J Thompson | Corvette        | 6. Mo Carter             | Camaro      |
| 7. Warren Agor          | Camaro          | 8. B Everett/J Buffum    | Ford Escort |
| 9. L Heimrath           | Porsche 911     | 10. D Bauer/B Tullius    | Corvette    |

Laguna Seca L & M P5000

- |                  |                 |                |                   |
|------------------|-----------------|----------------|-------------------|
| 1. Jody Schekter | 2. Peter Gethin | 3. David Hobbs | 4. Gus Hutchinson |
| 5. Eppie Witzzen |                 |                | son               |

#####

Lotus Racing East Appointed Race Tire Distributor

Lotus Racing East of Milleton NY has announced that they have been awarded the contract to distribute Dunlop Racing Tires in the Northeast. They will provide mounting, balancing and technical service at all NEDiv. National, SuperVee and selected NARRO races. They will also have their tire truck at all Tuesday practice sessions at Lime Rock. For more info call Fred Stevenson 914-789-4425

#####

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WHO'S NEWS

**HAROLD CAMERON** has been a member of Mohawk-Hudson Region for ten years. He holds a National competition license and races a Sprite in H/Prod. He also drives a Saab in ice racing.

Hal finished 2nd in H/Prod in the 1972 Area 1 Championship Series and 3rd in the Area 11 Series.

He indicated his current plans include regional and national competition and ice racing.

Hal has been involved in several aspects of auto sports. He flagged stock car races at local tracks during the '50's. Before he began racing three years ago, he drove a MGA in gymkhanas and was state champion three years in a row.

Harold was born December 5, 1927 in Green county. He has lived most of his life in the Albany area.

Hal is purchasing agent for E. E. Taylor Electronics Co. in Albany, where he has worked for a number of years.

Hal and his wife Alita reside in Albany.

**WILLIAM (BILL) RUSCHETTI**, the 1973 Solo Events Chairman has been a member of Mo-Hud since 1970.

Bill drives a Corvair in ice racing. He was 2nd in EE in the New York State Ice Racing Championship, 6th overall, this year.

He also drives a 1970 Plymouth Duster in gymkhanas and rallies. He won 1st in Large American Class in the Mo-Hud Auto Sleem and 1st overall in the EMSC Auto Sleem series in 1972.

His current plans include entering competition driving and obtaining his Grid Marshall license.

Bill is a member of EMSC, Empire and NYSIRA.

Bill was born October 28, 1944 in Great Barrington, Massachusetts. He studied at Foxboro and Mech-Tech technical schools. He was an electrician in the Navy for four years, and is now an instrument technician with the Crane Co.

Bill, his wife Sue and their two children, Angela and Bill reside in Dalton, Massachusetts.

**NANCY CHARLOTTE GERR** became a member of Mo-Hud in 1967, transferring from the New York Region.

She drives a Saab in gymkhanas, rallies and ice races. Nancy was 1st in Ladies Class three years in a row, and 2nd in the 1972 Mo-Hud Auto Sleem Series.

Nancy has been active in many areas of club activities, including flagging and registration for races; was Membership Committee Chairman for three years and co-editor of the Knock-Off in 1968.

She became interested in sports car activities through a friend--it was join up or sit home, she says. She joined the New York Region in 1963.

Nancy was born October 6, 1944 in the Bronx. She worked in public relations for SA Airlines for several years. Now she is a full-time housewife.

Other interests include music--she plays piano, organ and accordion, cooking and community affairs. She teaches music in nursery school and bakes bread for sale. She has a dog, Bear, and a cat named Tiger.

Nancy, her husband Howard and their son, Danny, age 6, reside in Chatham. Nancy says Danny was named for Dan Gurney.



1. Peter Gregg, Porsche Carrera, 125 laps.
2. Al Holbert, Porsche Carrera, 125 laps.
3. J. Marshall Robins, Corvette, 124 laps.
4. Carl Shafer, Gene Harrington, Camaro, 122 laps.
5. Bert Everett, John Bufbaum, Ford Escort, 118 laps.
6. Bob Bergstrom, Jim Cook, Porsche 911, 118 laps.
7. Jerry Thompson, Firebird, 116 laps.
8. Bob Hagelstad, Ed Tracy, Porsche Carrera, 116 laps.
9. Paul & Kenner Miller, Camaro, 115 laps.
10. Gene Felton, Charlie Kemp, Camaro, 115 laps.
11. Tom Nohi, Camaro, 115 laps.
12. Marc Damico, Jacques Blavenus, Porsche, 114 laps.
13. Ludwig Moench, BMW M1, M1, Porsche, 113 laps.
14. Klaus Schubert, Porsche, 109 laps.
15. Bob Schuchman, Ferrari Dino, 108 laps.
16. Harry Theodoropoulos, Horst Kwach, Ford Capri, 88 laps.
17. Andy Fetry, Hans Siegel, VW 2002, 84 laps.
18. Pete Harrison, Porsche Carrera, 63 laps.
19. Bill Martin, Ford Escort, 49 laps.
20. Joe Pirrotta, Corvette, 28 laps.
21. Warren Agor, Camaro, 20 laps.

22. Roy Stamer, Camaro, 18 laps.
  23. Bob Blometh, Camaro, 15 laps.
  24. Maurice Carter, Camaro, 13 laps.
  25. Tony DeLorenzo, Corvette, 8 laps.
  26. Warren Topf, Mustang, 4 laps.
- Elapsed Time: 3:17:25.7  
 Average speed: 143.1 mph  
 Fastest lap: 1:31.883, Horst Kwach

- First heat, 24 laps, finish and laps completed—1. Brian Redman, 24 laps; 2. Jody Scheckter, 24; 3. Frank Matich, 24; 4. David Hobbs, 24; 5. Johnny Walker, 23; 6. E. E. Blip Barber, 23; 8. Eppie Wietzes, 23; 9. Skeeter McKitterick, 23; 10. Merle Brennan, 22; 11. Warren Flickinger, 22; 12. John Ransom, 21; 13. Graham McRae, 20, overheating; 14. Jerry Grant, 13, body damage; 15. Mickey Fowler, 8, throttle stuck; 16. Steve Pieper, 3, ignition; 17. Harry Ingle, 2, broken belt drive.

- Second heat, 24 laps, finish and laps completed—1. Brett Lunger, 24; 2. Max Stewart, 24; 3. Peter Gethin, 24; 4. John Gunn, 24; 5. Tony Adamowicz, 24; 6. Bob Laster, 24; 7. Evan Noyes, 23; 8. Tony Settember, 23; 9. Jon Woodner, 23; 10. Gerard Roney, 22; 11. Mark Vasco, 22; 12. Len Gueneau, 22; 13. Don Inzererra, 21; 14. Mike Brockman, 14; 15. Horst Kroll, 9, mechanical; 16. Doug Barrow, 4, fuel pump; 17. Bob Muir, 0, wrecked; 18. Eddie Miller, 0, wrecked.

- Feature, 40 laps, finish and laps completed—1. Redman, 40; 2. Scheckter, 40; 3. Adamowicz, 40; 4. Hobbs, 40; 5. Gethin, 40; 6. Lunger, 40; 7. Stewart, 40; 8. Wietzes, 40; 9. Hutchinson, 40; 10. Muir, 39; 11. Gunn, 39; 12. Laster, 39; 13. McKitterick, 37; 14. Flickinger, 37; 15. Roney, 37; 16. Brennan, 26; 17. Matich, 24; 18. Walker, 23, wrecked; 19. Noyes, 27, mechanical; 20. Settember, 25, blown engine; 21. Woodner, 18, rear end; 22. Barber, 13, mechanical; 23. McRae, 11, overheating; 24. Grant, 8, overheating.

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## REgional Ramblings

It is rapidly approaching June 16 which is the date for Mo-Huds first Regional Race at Thompson. We need the support of everyone in the region to help make this event a success. Plan now to come over and help out. Camping is available and most everyone will probably be setting up housekeeping there. Parties are the order of business both Friday and Saturday evenings. The schedule of events calls for practice all day Saturday and 15 lap races on Sunday afternoon. (Sunday morning will be allowed for recovery of one's senses.) If you don't have a pre-assigned job, just show up and we will be happy to give you something to do.

The autoslalom program seems to have finally had some good fortune. It seems that with the help of Jack Labounty and the Empire Motor Sports Club we have been able to obtain permission to use the New York State peripheral parking lot on Washington Ave. for the entire season. This will allow us to plan our events well enough in advance to make a super series out of it this year. Looks good!

For the first time in modern history, Mohawk-Hudson has a rally series being planned. Under the guidance of Terry Sandke, a rally committee has been formed and has worked out a standard set of instructions (general) and guidelines for the entire year. Everyone is eligible for year-end trophies providing they participate in a minimum of 75% of all events. Participation includes working as well as running. The Aardvark's Arrival, to be held on May 27 promises to be a good rally for both the experienced and beginner rallyist.

Thanks to Phil Panos for arranging to have to people from Pennzoil at the May membership meeting. They presented a couple of films, answered questions about oil, gave away door prizes and in general made an interesting evening. This has nothing to do with rumors that several Mo-Hud members were well oiled by the end of the meeting, however.

Many Mohawk-Hudson members were present at the NER regionals at Lime Rock on April 28. Novice driver Paul Hacker showed that he is no novice as he landed a well earned second in SSS. The flag people had a great time wading around in the mud and dodging rain drops. It was so wet during the F/SCCA race that the winning FB car was turning 1:25s while pulling away from the rest of the pack. (That is, if you can call 3 cars a pack.) Great Fun!

*Howard*

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