

the Knock-off

OFFICIAL PUBLICATION OF

7/73



**BOLUS
&
SNOPES
BS**

Mark of Adequacy

A small circular logo with the number '76' inside, located at the bottom center of the dark rectangular box.

THIRD CLASS MAIL
from: 29 VanBuren Ave.
Ravena, NY 12143

Regional Ramblings

AUTOSPRINT '73 is now history and those that attended had to fight floods, rockslides, and closed roads to get to LRP. Between 6:30 A.M. and 12:00 midnight, Columbia County was under several inches of water. Kinderhook Creek looked like the Hudson River and Route 22 looked like Kinderhook Creek. We got there about 9:30 after wandering all over the county to find a passable route (collecting the Getzs, the Corrins, the Fishers, etc. during the process) only to find that Art and all the pylons were submerged somewhere on Route 22. About 10:15 Art showed up, sans Lotus which had to be abandoned en route, and things proceeded to get under way. Some 70 cars competed, which means the event did not quite make the black financially, but was not nearly as bad as I had envisioned early in the morning.

At the past Board meeting, the subject of communications (telephone type - not written) was discussed. At that point we had been unable to arrange a suitable communication system for Autosprint. In addition some of the problems involving lack of communications at the Autoslalom was noted. Out of this the Board felt that the club should look into purchasing 4 walkie-talkie units. After looking around, we decided on four Lafayette Dyna-Com 3 watt, 3 channel units. These were purchased for \$277.00 and put to use at Lime Rock. They worked extremely well until late in the afternoon when the batteries started giving up. They will be used next at the remaining Autoslalom in order to give better control of the course, penalties, and posting of results.

At the July membership meeting, the newly announced club racing changes for 1974 - 1975 were discussed. Two motions were made and passed by the general membership. The first stated the the Board should be directed to write a letter to the National Office and the Board of Governors protesting the dropping of the Formula C class in 1975. The second stated that the Board should write another letter to the same parties expressing dissatisfaction with the current policy of announcing rule changes without a detailed explanation of why such changes are being contemplated.

Our Regional Race at Lime Rock is fast approaching. The date is Saturday, August 4th. Registration will open at 7:00 A.M., tech at 7:30, practice at 9:00, and the first race at 12:30 P.M. One day races require a lot of hard work and cooperation on everyone's part in order to assure success. We need the help of everyone. If you haven't already signed up for a job, get in touch with Carl Corrin, or show up on race day. See you there.

Howard

Mohawk-Hudson Region, S C C A

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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.

GROUP 10

W

BIENCHI

Well, in spite of how it might look, this isn't our annual Phil Raeder issue. It's just that Phil supplied us with a good article on his FC adventures: when the Word came down about how FC was on its way out, naturally he began to look very closely at the rationale behind the decision. He found it wanting, and said so: we've printed it because it represents a member's opinion, which is what the Knock- Off should be about. I agree with Phil that FC should not be done away with. My own views are that the combine of A+B Prod. and A Sedan is a good thing, that A+B SR should not be combined, and that G+H Prod. should be the other production class that is put together. The figures which Denver comes out with every year about participation by class in National racing is very interesting, and a good basis for deciding what should be done with NATIONAL classes, but I've never seen any figures released about Regional racing. Many times classes which are sparsely attended at Nationals have a bigger turnout at the Regional level. Perhaps its time that some classes were run at a Regional or National only basis, much like SSS cars are. For instance, SuperVee is an extremely poorly supported class at the regional level from what I've seen; why not combine them with FB at the regional level. There are several other examples of this type which we might come up with as the verbal barrage between the effected classes and Denver intensifies, as we know it will.

We've been pretty strong critics of the National Office (we pay our \$22.50 every year, which we think entitles us to bitch a bit if we want) in the past: if they can come through with some of the latest promises we'll be able to ease off quite a bit: chief among these is the promise to have all GCR changes made by Dec. 1, and to have the 1974 GCR available by Feb. 1, 1974; they're printing it themselves in Denver, so there is no reason why they can't come through. Time will tell. Another good thing is the level of prize money that's being paid, at least in the Can-Am. At Road Atlanta it matched the pay-off which NASCAR had at the Firecracker 400; if only SCCA could come up with another ten races at the same purse for the series.

A reminder of the Regional race is in order: August 4 at Lime Rock Park. Race chairman Carl Corrin can use a lot of helpers in all areas, so if you have not signed up for a specific area yet, give him a call. Working at Lime Rock is really where it's at if you want to know what the racing game is all about.

And if you want to know what business machines are all about, call our good friends over at Peck Business Machines, Dunnsville Rd., Schenectady or call FR4-0372.

see you at the races
greg

POCONO FLASH : MO-HUD DRIVERS VICTORIOUS AT POCONO NAT'L
Bill Morris: 1st, D.SR Mini Marcos Paul Hacker: 1st, SSS Dodge Colt

Mohawk-Hudson Region

Gymkhana #2

June 10, 1973

Class 1

Place	Driver	Car	Run 1	Run 2	Run 3
1	Greg Rickes	Autodynamics	<u>59.65</u>	DNF	DNF

Class 2

1	A. Frederick	Lotus Elan	60.9	69.05+P	<u>59.2</u>
2	L. Beauregard	Lotus 7A	DNF	<u>59.4</u>	DNR
3	Bruce Sarnoff	Lotus Europa	DNF	DNF	DNF

Class 3

1	N. Danforth	Corvette	64.0+P	<u>59.0*</u>	59.1
2	Steve Hunting	Porsche 911	61.1+P	<u>60.45</u>	60.4+2P
3	Paul Hacker	Sunbeam Tiger	64.55	61.7+P	<u>61.85</u>
4	Joe McCullough	Porsche 911	66.5	70.9	<u>64.1</u>
5	Lloyd Shatkin	Italia	<u>68.4</u>	72.7+P	75.5+P

Class 4

1	John Stim	Datsun 240Z	61.6	60.95	<u>60.8</u>
2	Tom Felkey	Datsun 2000	63.6	61.3	<u>61.0</u>
3	Tom Beaudoin	Porsche 914	62.9	66.8	<u>61.4</u>
4	Scott Smith	Datsun 240Z	63.75	62.7	<u>61.6</u>
5	W. J. Leonard	Triumph TR-6	DNF	64.25	<u>62.5</u>
6	Tom Thompson	Datsun 240Z	65.2	71.45	<u>59.6+P</u>
7	Larry Flint	Datsun 240Z	DNF	DNF	DNR

Class 5

1	Bill Getz	BMW 2002	62.55	63.35	<u>60.75</u>
2	Tony Milferty	BMW 2002	DNF	61.1	<u>61.05</u>
3	C. Robertson	BMW 2002	DNF	<u>61.1</u>	64.4
4	Howard Geer	A-H Sprite	64.2	62.9+P	<u>63.0</u>
5	Craig Bensen	BMW 2002	DNF	66.4	<u>64.2</u>
6	D. Graham	MGB	DNF	DNF	DNF

Class 6

1	Gerald Morris	Datsun 1600	63.6	62.6	<u>62.1</u>
2	Jack Manifan	Fiat 124	DNF	<u>64.7</u>	65.9+P
3	Jim Leonard	Saab	70.5	68.6	<u>68.4</u>
4	Art Deighan	Fiat 124	DNF	<u>68.9</u>	DNF

P= + 5 seconds

* = FTD

(con't.)

FC

As some of you may recall, I recently wrote about my experiences racing in FC, and about the race car I have screwed together. Well, the results are developing, surprisingly along the lines I had thought they would.

In terms of race results, we did a third at the Thompson National, and a third and a second at the Glen 100. By the time you read this, the Lime Rock and Pocono Nationals will be history as well, both of which we hope to make.

Mechanically the car seems to be quite reliable, once the bugs were sorted out. During testing at LRP one of the front wheels came off - the traditional British wing nut that holds the wheel on came loose and fell off. Also during the testing session I found out that the rear springs on the car were somewhat collapsed, with the result that in hard cornering the springs would coil bind; in turn this would lead to the car jumping sideways about two feet. It's quite a sensation, especially when you don't know exactly when it will happen. So, off to Lotus Racing East where we fitted 69 type rear springs, and had the car bump-steered and aligned. What a difference! They do it right at Lotus Racing East, and the price was somewhere between reasonable and very low.

I had originally expected the car to be heavy and to have too much wheel/tire on it. Both have turned out to be true - the car was weighed at the Glen and the scale slip comes to a thundering 995 pounds. This is in a class where the minimum is 750 and the average C cars weigh about 900. As regards the wheel + tire situation, the car has 10 and 14 inch rims with suitable YB 24 intermediate tyres (English Firestones y'know). Too big; it's just one big pillow fight. However they're the only thing we've got so that is probably what we'll run for the rest of the season. The wheels are the centre-lock type, and thus are not only hard to get, but unbelievably expensive besides. Something to think about relative to plain-tread type tires (the other kinds of racers, oval and straight-line types call them slicks) - the streamlining advantage on an open wheel car must be considerable, just in terms of tread face, smooth versus treaded. Thus there seem to be two aspects relative to tires on open wheel cars: one is frontal area, and the other is air flow over the tread. Big and fat is not necessarily the way to go, though it certainly was the fad until at least last year. I think perhaps the Formula Ford and SV cars are as fast as they are based on the relatively small tires that they use.

So, on balance we are heavy, over-tired (yes, yes) and we are different. All in all, I'm pleased with the exercise.

We have discovered there are other ways to make money with your race car. It seems that a while ago Schick Razor Company decided to come out with a new line of razors, the "Schick Stick Shift". Perhaps some of you have seen it in the stores. Anyway, they wanted to do some promo based on race cars, race shops, drivers, etc. So their ad agency, Fannon and Osmond went to a well-known race car dealer in New Jersey and told him they wanted to shoot some pictures of a race car being prepared in the shop, and then some of the driving operation. All were to be stills (the promo was not for TV) so the car would not have to be even started or operational. The race car dealer in question quoted a price of something in the low four figure bracket for use of the shop and the car. The price was a little high, so the agency people decided to think it over. We heard about it, through a good FC buddy, and we told F+O they could have the same deal with us, if they would drive to Delmar, for a price in the low three-figure bracket. They came, bringing two station wagons full of equipment, and converted our shop into a studio with lights, cameras, umbrellas, backdrops, the

the whole nine yards. They even brought a simply gorgeous model, and while it may come as a surprise, she was very literate, and spent the whole time in an upright position. I served as the driver "model" and spent a few hours under the hot lights, with helmet and things, trying to look my fiercest. Many, many pictures later they broke camp, gave us a check, and split. The mostest money I ever made with a race car, and I didn't even have to start it up.....

And some irreverent comments -----

First, I know all about Denver wanting to drop Formula C, and I think it is a shaft. However, I am fighting that fight through channels and I don't want to use the Knock-Off to practice "leakmanship"

Do you recall in my original article that I mentioned after the second time our previous car broke its suspension we had a conference and decided to sell it and get another car? I don't think I was explicit enough; after we came to the realization that the car was not up to the stress of National racing it was Terri, not I, who proposed that we buy a newer race car. And so we did..... Think that over all you would-be racers who married for love and now find that your help-meet has somehow convinced you that you can't afford to race (though a \$6000 station wagon with everything, and a \$40,000 multi-bedroom Colonial is no problem).

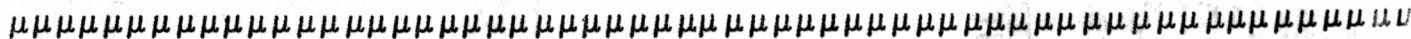
On Regionals - We recently ran the Glen 100, the first regional we've run in quite a while. It was good fun, and we had some real good racing. However the cars, especially the production cars, were generally nothing but dated junk. There were some good ones, I mean really well-prepared, but in general their level of preparation left a lot to be desired. Being objective, I would have to say that if I, as a spectator, had paid a few bucks to watch the races I would have felt cheated - and this remark applies to my own race too: the field was small, and while Bergman and I might have been having all sorts of fun dicing it up, it was too subtle to be called a gala show for the spectators. However, let me say right away that this does not mean that regional races are doomed to extinction. I submit that a good case could be made that it is simply not necessary that a given race be a good race for spectators; I think the essence of a club racing program is that it is by and for the participants, not the spectators.

This means, among other things, that the participants have to bear the costs. Fine. Let us remember that it is a tender trap - as soon as you take the spectators money, he is the boss, and soon the tail wags the dog, so to speak. I for one am willing to pay the entry fees that it takes to provide a good club racing program. I am becoming more and more convinced that those who are bleating for prize money in order to defray the costs of racing really can't afford to race after all. There are races for those without much money - charger stoks, mini-stocks and that sort of thing. If you want to road race, you have to pay the price. It is becoming increasingly clear that the spectators won't. I really don't understand this ambivalence on the part of some racers - they will play tennis or golf strictly for grunts, but when they get in a race car they suddenly expect that someone will pay to see them drive it. Nonsense!

On Safety- things seem to be pretty stable in this area. I have gone through several tech inspections without incident or comment. I am also happy to note that the club's emphasis on safety over the last few years has meant a reduction in insurance costs and even an occasional reduction in entry fees. With some fees going down \$5, I figure it will take about 284 races, at the reduced rate, before I recoup what the new rules cost me. (Now let's hear from the bleeding hearts- the liturgy begins: if it only saves one life.....)

This is the thing to watch out for- it takes a really massive change in club programs to produce large changes in costs. Suppose a sponsor could be found

to sponsor all National racesmand the entry fee could be eliminated. What would this mean. It would mean that a man with a \$10,000 car, who now pays \$50 entry fee to race for a tin cup, can now race for that tin cup without paying the \$50. So what ! Think about this. In this light, do we really want "pro" racing???



MEDICAL SAFETY
Dr. Donald Ginardi
"KCR Checkpoint" Kansas City Region

Racing season is once again with us and it is a good policy to review medical data pertinent to driver safety, and upgrade our files with new information as it becomes available. That's what this column is all about.

This personal safety list should be in order for every driver on race day, and is printed here not only for new drivers but as a reminder to older ones too.

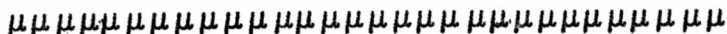
MAINTENANCE OF AN AIRWAY--Remove all false single teeth, bridges, dentures, or anything that can come loose in the way of dental work. Do not chew gum. In driving at racing speeds, an extremely high airflow into the mouth can sweep any foreign object into the lungs. We all have a tendency to breathe deeply in emergency situations; under these conditions, any foreign body present in the mouth can easily be swept into the trachea and cause death within a short time.

EMPTY BLADDER--Toilet facilities leave something to be desired at most race tracks, and many drivers might hold off. If a driver is properly strapped into his seat, the pressure of the seat belt against a distended bladder can cause a rupture under very minor metal-to-metal contact conditions. A worse problem is a lot of urine in the bladder at the time of impact; the bladder may literally be sheared off at the neck. A ruptured bladder is a major medical emergency and can be fatal.

REMOVE JEWELRY--In emergency situations, a ring can cause amputation of a finger. A bracelet or dog tags can catch on stationary objects and produce serious damage. It is simple to remove all such objects to prevent possible hazards.

HYPERVENTILATION--This is a condition of overbreathing. Causes faintness, numbness and tingling in the extremities, blurring of vision, headache, and more severely, extreme weakness to the point of unconsciousness. Judgement is dulled, reflexes are slowed, and accidents are made more possible. If this occurs, please pull your car off the road.

NAUSEA, VOMITING, DIARRHEA--If any of these symptoms develop, it is wise to withdraw from competition. These conditions produce an increased demand of blood to the bowel, leaving less blood for the brain and muscular systems. An increased loss of water secondary to these conditions produces dull reflexes, dizziness, and even temporary unconsciousness.



HEAT EXHAUSTION--If the heat is excessive and sweating is profuse, heat exhaustion and heat fatigue can occur as a result of excessive water and salt loss. Increased salt on food (or salt tablets) and water can correct this condition. Tight driving suits, diarrhea, and vomiting enhance the symptoms of heat exhaustion, which can produce lightheadedness, dizziness, dulled reflexes and judgement, and ease of fatigue.

ILLNESS AND DRUGS--If you are ill, don't drive. Sickness alters body physiology, impairing the fine edge of concentration and motor function vital to your performance. Proprietary medications such as cold tablets usually contain antihistamines, which are notorious for disturbing depth perception and physical coordination.

While recognizing that our sport has certain hazards, your cooperation in meeting medical safety specs can only be to your benefit, and will greatly aid your course physician by making his task easier should the need arise.

Remember, if you're in doubt--ask your course physician.

For Sale: Volvo P1800 Sports Coupe
s/n 6412, Grey, red interior. Original and complete. Nice condition. Spare parts and car cover included. \$1500
Bo Turin Box 465, Manchester NH
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For Sale : SCREAMING YELLOW ZONKER B/SR. NEDiv. Champ 19-71, second '72.
call Bill Morris, at the dome

FOR SALE : Tires --- one set English Firestones - YB24 compound; intermediate tread pattern, slightly used. 11.3/23/13 rear, 7.6/22/13 front. For these tires you need at least 8 + 12 inch rims, and not less than 150 hp in a pretty light car.

also

Very special Firestone tires, not generally available (ask Gene White). 1 pair 5.50/8.10 x 13 new
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Will fit rims from 5½ up, and are suitable for any competition application from Formula Ford through super Vee to sports cars using 13 inch rims. These tires are intermediate compound and tread pattern, for all weather conditions (except ice racing). Tires do not have "racing use only" molded in, so are legal for street use. Would be a dynamite tire for serious gymkhana driving.

Spark Plugs - Champion N57R, N60R

Pistons- One set Cosworth forged pistons for Ford/Lotus twin cam. 83.5 bore, 11:1 ratio, with pins and rings. Used. These pistons use the 13/16 pin, so will fit stock rods. The best way to make your Elan or Europa TC go.

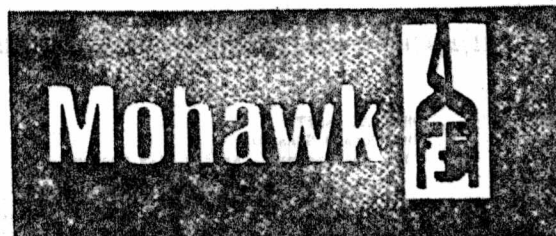
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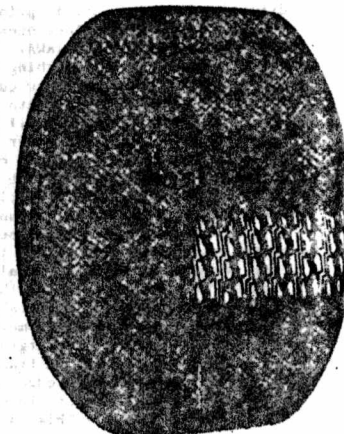


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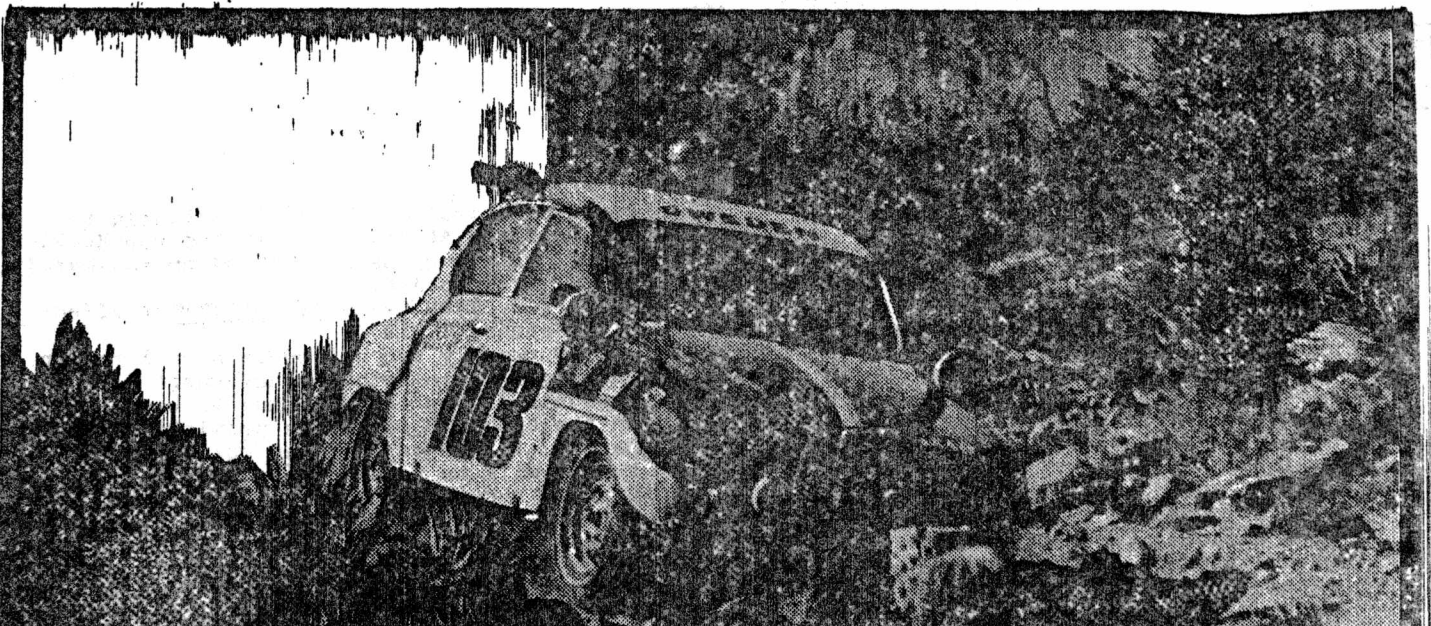
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BULLETIN

Items in this bulletin are from:

SCCA National Newsletter #3 June 15, 1973

SCCA Drivers' Newsletter '73-2 June, 1973

The Board of Governors met in Denver on June 2 and 3, 1973. Here are summary reports of actions taken and decisions reached which seem to us to be of interest to our members

There are no major changes scheduled for 1974 in car preparation rules nor the combining of any classes for next year's racing.

NATIONAL RACES: A minimum format for SCCA National Championship Races will be established in order to make them a well managed promotable product. Effective the first of January, 1974 the format is as follows:

1. Practice shall be in at least four groups with a minimum of two sessions for each.
2. Qualifying shall be in smaller groups (on track) in shorter sessions (e.g. 10 cars per mile for 15 minutes).
3. The minimum race length shall be 45 miles, timed races not permitted except when approved by the S.O.M. because of inclement weather.
4. The minimum number of races shall be five in addition to SSS and SSSC where qualified under current policy.
5. Scheduling of all national races will be the responsibility of the National Club Racing Department.
6. Control and enforcement of minimum national race standards including event format, organization, planning, etc., will be the responsibility of the National Club Racing Department.
7. The entire national championship series or portion thereof be offered to potential sponsors, subject to existing Regional agreements. Regions are encouraged to continue their efforts to obtain sponsorship of their individual events.

CLASS CHANGES: Effective January 1, 1974.

All currently recognized Shelby GT-350's will be permitted to use the 351 CI (Windsor, Cleveland, Boss) engine with a low rise manifold and four barrel carburetor, and the Shelby Cobra 289 will be permitted to use the Windsor 303 CI engine with the Shelby high rise manifold and four barrel carburetor (specifications and part numbers to be determined).

Effective January 1, 1975:

FA and FB will be combined into one class with FA as is except restricted to one four barrel carburetor and FB as is. FC will be discontinued. Most FC chassis may either be converted to FB or FF.

Class AS will be combined with BP.

Classes ASR and BSR will be combined into one class. ASR as is except restricted to a maximum 6000 cc stock block with carburetors (fuel injection prohibited) and BSR as is. Existing cars with racing engines (e.g. Porsche, Alfa, etc.) will be considered for recognition by the competition board on an individual basis.

The Board of Governors asked the Com-

petition Board to further investigate combining Class AP cars into the top production class, with engines reduced to approximately 350 CI or into ASR.

PRODUCTION CATEGORY INDUCTION: Effective January 1, 1974.

Currently recognized cars will remain unchanged while future model years of now recognized cars can continue to be listed on the same PCS page thus permitting back-dating. In the case of new cars, manufacturers will be requested to submit an alternate induction system that will be readily available and reasonably priced. If a manufacturer chooses not to submit an alternate, the SCCA will either recognize the car as is or select an alternate induction for the car. In any of the above cases the car will then be appropriately classed.

SSS AND SSSC: Effective June 15, 1973

The Mazda 808 two door coupe and the Honda Civic (2 door and 3 door) will be eligible for SSS.

It is no longer mandatory for the SSS/SSSC race to be the last race of the day.

Entry fee for cars running in conjunction with a national event in a class not eligible for national points (SSS and SSC) will be reduced by \$4.00. This is the amount from each entry that goes to the ARRC travel fund.

Contingency awards offered by automobile manufacturers, tire manufacturers, etc., for SSS and SSSC are approved and encouraged.

FORMULA VEE:

The generator armature winding may be removed.

MISCELLANEOUS ITEMS:

Impound weighing of cars to be with fuel as they come off the track (minus driver).

Three digit car numbers may now be used upon the approval of the Director of Club Racing or the Chief Timer and Scorer at an event.

A novice permit holder, having completed the requirements for a regional license and having obtained the signature of his/her R.E. or designated representative may photocopy the entire novice permit which will be valid for the two weekends immediately following the second completed regional recorded in the novice permit. The original of the novice permit must be submitted to the national office in the normal manner.

"Time Penalty" is added to the penalties that the Stewards of the Meeting may assess a driver.

The Yenko Stinger, Austin-Healey 3000 and 3.4 and 3.8 E Jaguar have been removed from the list of cars scheduled for deletion 1/1/74.

The AP AMX 390 was deleted in error and is reinstated immediately.

The Boss 429 Mustang is reinstated in AP effective June 15, 1973

Lime Rock, Conn. ^{July} (April 7, 1973) - Ah so. The great hoards of the rising sun, sweeping in from the valleys to the west, below radar surveillance, only to be met head on by the Great White Wave of the British Isles. Who will win? Who really cares? Datsun and British-Leyland do. The way they have their PR machines working the only things to watch at SCCA nationals this year are certain production classes in which their sponsored cars are running. Wrong. It seems that at this year's July 4th, Greater New York Datsun Dealers, SCCA, and Northern New Jersey Region Lime Rock Park Nationals there was a lot better stuff to watch. And the races weren't bad either. Actually, I'd have to salute the formula car boys. They all had good races (even Formula C, with its ten starters), and along with the small prods., put on the best shows of the day. Oh well, on to the facts and details.

Race One - Showroom Stock Sedan

Pat Bedard, the Evil McNasty of the class, had the gall to bunt "our hero" Paul Hacker into second place from what was obviously not a commanding lead, but a lead nonetheless. Paul, who had qualified fastest, did take a good second after that, beating Jon McKnight in some good, serious racing. Cars - oh yes - Opel, Colt, and Pinto.

Race Two - C Sedan and D/SR

Or, watch the little boxes whip the funny little modified cars. Jim Boffo ran away and hid from everyone in his Mini. Dave Ammen got bopped and could only manage fourth. In D/SR, R.R. Lindquist of the Philly region won in his Bobsy, two laps behind Boffo.

M-H Region-wise, Doug Jones took fifth overall and in class with his Datsun 1200. Bill Morris overcame lots of qualifying problems to take third in D/SR in the Spirit of Elnora Mini Marcos. Eleanor Morris had problems and piddled around to complete 11 laps and be qualified as a nonfinisher in her D/SR N.T.M.

Race Three - G & H Prod

Hey, great race - for two reasons at least: (1) the GP winners beat the HP winners, and (2) Randy Canfield didn't win HP. Good racing by all with Joe Hauser (Sprite) beating Glenn Dennis (Spitfire) in GP with Mike Dale (the pole sitter) leading Ray Stone and Randy Canfield across the line - all in HP Sprites.

MHR people - Harold Cameron was seventh in HP, following Dave Hathaway at the finish, who was fifth in GP.

Race Four - Formula Vee

Another really close race with a fair number of lead changes. It lost some of its excitement when Kip Laughlin spun off in his Zink and DNFed on lap 17. However, Reeves Callaway had to drive hard late in the race to regain his lead and then hang onto first. Bob Cunningham was his closest pursuer - both drove Caldwell D13s.

Race Five - Formula Ford

You can't really adequately describe a close race that didn't have many lead changes. You have to be there. Dan Torpy had the pole position, took off like a big bird, and even looked secure in first for a while. Then the race tightened, Dom Billera passed Torpy about mid-race and it was over - at least as far as the top two positions are concerned. The racing stayed close until the finish, and it might have been closer if it continued a little longer. For, rising star (not sun) Rick Bell got up to be third, in his first national, and he did the fast race lap at 58.3. He has looked good in regionals this year and continues to impress (me, at least).

Race Six - A, B, & C/SR

No A cars, three B cars, but a goodly number of C cars. The day's dullest race - Bill Chav won in a B/SR Lola T212 and Jim Petrie won C/SR in a Lotus 23. Bill Morris had some problems in his B/SR Zonker and just motored around for second in class.

Race Seven - Formula SCCA

What can I say? Great racing! Kenny Duclos in his BT40 Brabham beat Seb Barone in a March 722 and Charlie Gibson in a March 712. But Barone led for a while, then spun. Duclos led. Ron Cohn in a new March 73B moved into first around mid-race, but spun and lost his nose section to DNF. Duclos again, but not without challenges along the way from Barone. And what about Mr. Gibson - he merely started last after the officials didn't like the way he was seeking his position on the pace laps (he got a late start), turned the fast lap of the day at 53.6, passed Frank Delvecchio's strong March 73B towards the end of the race, and finished third.

But what's this back in the pack, Denver? The race announcer hardly even mentioned them. It's those ten Formula C cars referred to earlier. And the lead two put on a nose-to-tail race for their full 30 laps - Harry Reynolds and Carl Whitney. Too bad more people didn't pay attention as they were awfully good. Whitney turned fast lap at 59.2 in his Brabham BT21 but couldn't get by Reynolds' BT29 for the win. Mo-Hudder P.K. Raeder, Jr. took fifth in class with his Lotus-Matra/Gordini. Get them tires fixed, Phil. (Oh yes - the one Formula SV entered did not finish.)

Race Eight - D Prod, B Sedan

Who cares? Those "amateurs" do. Bob Sharp ran away and easily took B Sedan and overall honors with his new Datsun 610. John McComb led DP all the way in the Group \$\$ (I mean⁴⁴) Triumph GT6+. He got an early challenge from Tom Wagner's Elva (who really deserves a lot more attention than he ever gets) but then he went POOF.

Race Nine - E & F Prod

This race again produced some excitement. George Frey

in his new-look, old Porsche Speedster pressured Brian Fuerstenau for a long time before the latter could motor his MGB into a secure lead at the finish. Pete Callaghan ran a very close third for about half the race before DNFing. George Smith had earlier dropped out with his sister 914/4. Bill Schmid came from a rotten grid position to take third. Ken Slagle had an easy time of it in FP with his Spitfire after early leader John Kelly crashed out of the race. Ed Holeva was there too.

Race Ten - A,B, & C Prod; A Sedan

Well, racing fans, the race don't always go to the swiftest. Bob Tullius put his TR6 on the pole with an amazing 58.7, pulled out to a comfortable lead, started puffing smoke out of the tail pipe with two minutes to go, slowed down, and then saw Bob Sharp drive by on the last yards of the last lap to win. 29+ minutes of the lead and all that great driving just wasn't enough. Racing luck stinks sometimes. Fred Kepler took AP in his Corvette, John Orr won BP in his Corvette, and Frank Grimaldi beat an unimpressive two other cars to capture(?) A Sedan honors in his Camaro. The big cars might be noisy but they just can't hack the CP "pros" at a track like Lime Rock.

Enough said. THE END.

h. manley iv



SOMETHING DIFFERENT : BONNET + BOOT SCC TIME TRIALS

A lot of people get really turned on by our AutoSprint every year down at Lime Rock, and yet when other clubs run time trial events at LRP, we don't see very many of our members show up. It's too bad, because the B+B events are a wholly unique affair. I finally got to one on 14 July, and I plan to go back for more.

Though Conn. muffler laws apply, many of the cars (prpbably about 15 of the 60 or so entrants) come in on trailers, with rollbars, racing tires, etc. But not to worry, there are sepearate classses for cars with very sticky tires. Some of the cars are past (like a D Sedan NSU) or present club racers in SCCA, while others (Like Jack Creel's TR-3 and several full race Elans) are exclusively for solo events. The level of preparation is very high quality-wise.

Tech is very thorough, and there is a good reason for it. You seee, there are no gates as sauch on the course: the only pylons out there are placed more or less across the entrance to each turn, to put you onto the line: no slaloms, switch-backs, etc, only pure Lime Rock Park. Practice is run in groups according to size and speed potential: sessions are twenty minutes long, and you usually get two of them. To allow for speed variations, passing is allowed along the main straight: this is done only when the car in front waves you by.

The practice sessions are suprvised by SCCA National license holders - We had Bill Bartlett who drives a TR-4, Harvey Thompson who races a GT-6, Mike Banning who was in FF and several others. They were very helpful with any problem or question that you had about car. prep, tuning or about the line around the track. I was a bit nervous before the first session with all of those BIG cars around my Vee, so I got in at the end of the line for practice, but actually once I was out on the track and got to see the high-level of consideration which all of my fellow drivers seemed to show for any and all traffic I was a lot more at

ease, and able to get down to the serious business of having fun and going FAST. Driving Lime Rock is quite an experience, as any of our regions's drivers will admit, and now I'm happy to say, I have a better idea about what driving at Lime Rock demands of the person, and the machine. It was a very enjoyable event.

So, for those of you who have been mumbling for years that you could really show the boys a thing or three about driving fast, the next Boot + Bonnet event is August 18. Words of caution however: this isn't an event for the novice by my estimation; at least a year of autoslalom wouldn't be a bad background to go in with. And if you doubt exactly how fast you can get going - I did a 1:21.6 with a FV that was suffering through the Big Bend and the exit to the esses (sta. 5 for you flag-types), Craig Roberston was slightly quicker in his BMW, and before we left one of the Elans did a 1:08.7. Quick enough ??????

Hope we'll see more Mo-Hud types down at LRP for this type of event in the future.

Greg Rickes

~~~~~

WHO'S NEWS  
by Eleanor Morris

ROLAND (ROLY) HEACOX has been a member of M0-Hud since 1957. He formerly held a national competition license: he raced Jaguars with such people as Grossman, Carter and Shelby.

Roly has done most everything in SCCA. He has been R. E.; Assistant R. E.; Chief of Timing and Scoring; Chairman of Technical Inspection; and several others. He currently holds a Chief Steward's License. His awards are "too numerous to dust" according to his wife Marilyn.

In addition to Mohawk-Hudson, Roly is a member of several other clubs. He is chairman of the New York State Ice Racing Association and a member of EMSC and MG Car Club.

Other interests include ice racing and gardening.

Roly was born October 26, 1931 in Ridley Park Pennsylvania. He studied Biology at Siena College. He is parts manager at Kaye's Imported Cars in Albany. Roly and his wife Marilyn live in Berne NY.

GREG RICKES, editor of the Knock-Off has been a member of SCCA since 1968. He has a Formula V which re runs in autoslalom and solo I events. His competition awards are "too few to mention" but he was a class champion in the 1971 AutoSlalom series, and finished second in class last year, both times in Hap Farnsworth's 850 Mini. Someday he plans to get into racing.

Greg is active in several capacities in auto sports. He was Mo-Hud publicity director from 1969 to 1973. He announces regionals at Lime Rock, is editor of the track program (RACING Magazine) and is a regular on the hour-long "Pete Corey Show" on radio station WOKO.

Greg says he is a member of the Polish Racing Drivers of America (for two reasons: one, there is no Ukranain Race Drivers of America, and two, he is a social climber), and he is a charter member of the incredible group W bench.

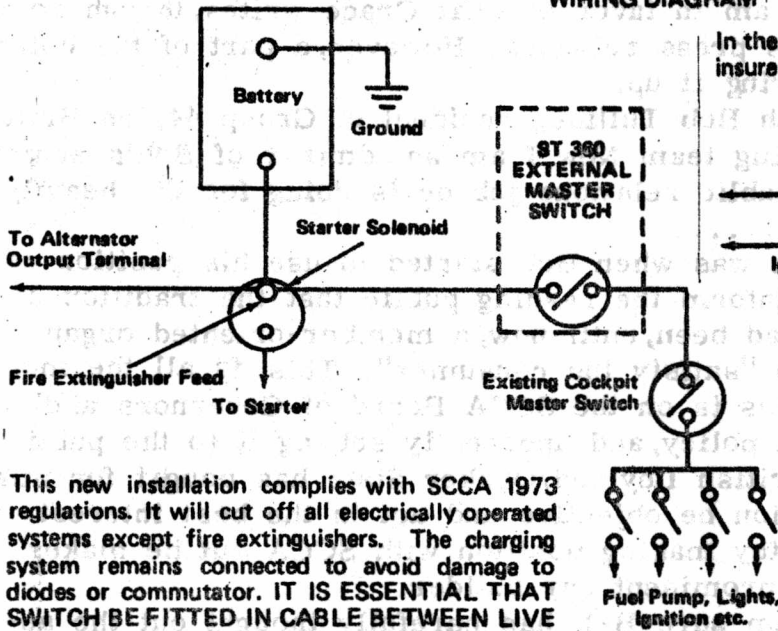
Greg was born in Albany on April 11, 1950. He holds a BA degree from State University of New York at Albany, majoring in American Studies, and is currently pursuing a masters degree in Educational Communications at Albany.

Other interests include motorcycling, photography, aviation, cinema, travel ("I'll go anywhere there is a race track") and Gail Klimcovitz. Not necessarily in that order, he adds hastily. He also has a penchant for purchasing outlandish cars - ex-Sebring Renaults, Cooper-Nortons, and currently looking for a Fairthorpe.

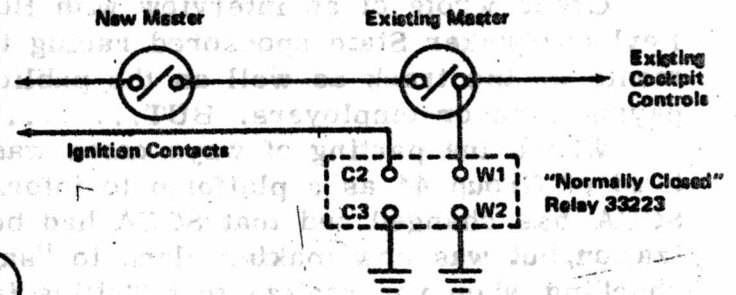


For 1973 the SCCA has adopted international regulations requiring electrical master switches for all competition vehicles participating in events sanctioned by SCCA. Here are two suggested wiring diagrams.

WIRING DIAGRAM



In the event that a magneto is used, a separate circuit will be required insure automatic engine cut-off: Suggested circuit:



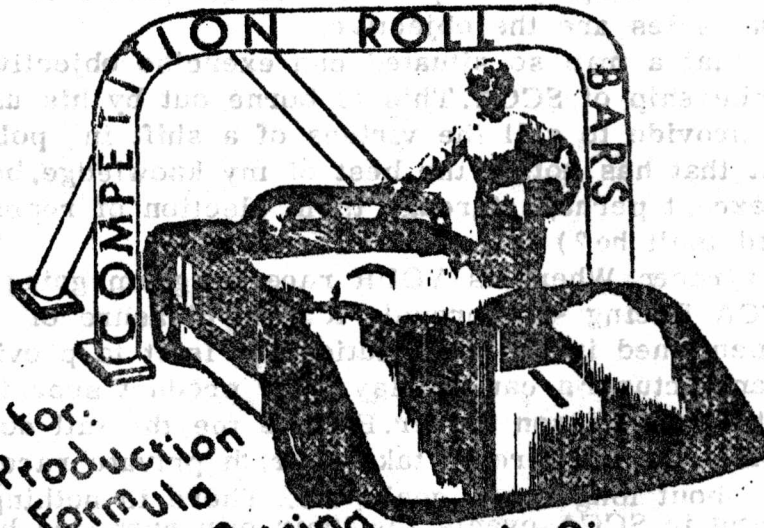
This new installation complies with SCCA 1973 regulations. It will cut off all electrically operated systems except fire extinguishers. The charging system remains connected to avoid damage to diodes or commutator. IT IS ESSENTIAL THAT SWITCH BE FITTED IN CABLE BETWEEN LIVE SIDE OF SOLENOID AND MAIN FEED TO EXISTING COCKPIT MASTER SWITCH.

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## QUESTIONS

that ought to be answered, or at least considered

by Phil Raeder

After a pleasant weekend at the Datsun National Races at nearby Lime Rock Park, I was doing my usual Sunday thing of browsing through the Times-Union. I wound up in the sports section, reading Grace O'Connore's column.

Let me say at the outset that I am in favor of what Grace writes, though some of it is obviously lifted from various press releases. However, a part of the column so stunned me that I just have to bring it up.

Grace wrote of an interview with Bob Tullius, president of Group 44, the British Leyland/Quaker State sponsored racing team. Now I am an admirer of Bob's achievements on the track as well as the public relations job he is doing for his heavily-paying sponsor-employers. BUT.....

Where the parting of ways came was when Bob started to use his position as head of Group 44 as a platform to inform the reading public that the tradition of SCCA has changed and that SCCA had been, until now, a member-oriented organization, but was now making plans to "satisfy the consumer". This is all the more shocking when you realize that Tullius is on the SCCA Board of Governors, and has an active voice in making SCCA policy, and apparently selling it to the public at large by virtue of the position British Leyland/Quaker State has bought for him.

How can anyone in such a position be objective and act in the best interest of SCCA membership? He is in a policy making position with SCCA, but he makes his living working and racing for a prominent car builder.

At the risk of being obvious, I am sure B-L has carefully thought out the advantages of the exposure of its products that is brought about by way of the Group 44 effort, as has Quaker State. However such activities are not my point of contention, and I am no more opposed to Tullius' effort on behalf of British Leyland than I could be opposed to the Bob Sharp-Datsun combine. But I must qualify at least to the extent of pointing out that Sharp is not an SCCA governor. Without rancor I also have to mention that a good case could be made that Datsun, by monstrous overkill, destroyed the U2.5 TransAm, and that the battle between Group 44 and Bob Sharp Racing has certainly taken the heart out of almost any privateer who was thinking about running a C Production car. (This is borne out by the fact that the entries in C Prod. have been consistently small recently, though SCCA believes it is a great and growing class)

Group 44, headed by Tullius makes his living by using the platform provided by SCCA National racing to present his employers' products to the public to the best advantage, and I am sure that sales are the objective.

But I find it hard to believe that a man so situated can exercise objective judgement on behalf of the membership of SCCA. This is borne out by his use of the platform racing activities provide to sell the virtues of a shift in policy on the part of SCCA management that has not, to the best of my knowledge, been brought before the membership except perhaps through their election of representatives (but then, Tullius is elected, isn't he?)

Think about it SCCA member/racer. Where is YOUR race program going, and why? What is the purpose of SCCA Racing - to provide for the pleasure of the membership (as is vaguely mentioned in the constitution) or is it to provide an arena where various big manufacturers can display their product superiority using the hapless private competitor as cannon fodder. Believe me, the tail does not wag the dog. If we let the commercial interests take over, the private racer is lost, no matter what the rhetoric about long range goals, etc. There is nothing wrong with a given company racing in SCCA events for their own purposes, but when the whole concept of SCCA is changed from member-oriented to consumer-oriented (Tullius said it in the newspaper, I didn't) then where are we headed ???

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AUTOSPRINT ' 73  
Lime Rock Park 6/30/73

## Class 1

|                     |                 |        |
|---------------------|-----------------|--------|
| 1. Greg Rickes      | FV-Autodynamics | 1:49.7 |
| 2. Peter Morgan Jr. | Sprite          | 1:51.8 |

## Class 2

|                   |              |     |        |
|-------------------|--------------|-----|--------|
| 1. Bud Grocki     | Lotus Elan   | FTD | 1:37.5 |
| 2. Lee Beauregard | Lotus 7      |     | 1:44.9 |
| 3. Henry Chiera   | Opel "Ghost" |     | 1:48.2 |
| 4. John Oddo      | Lotus Europa |     | 1:48.4 |
| 5. Bruce Sarnoff  | Europa TC    |     | 1:50.8 |
| 6. Jerry Hall     | Lotus Elan   |     | 2:03.8 |

## Class 3

|                   |          |  |        |
|-------------------|----------|--|--------|
| 1. Carl Corrin    | Corvette |  | 1:39.9 |
| 2. Ken Payson     | Corvette |  | 1:42.6 |
| 3. Gordon Santee  | Corvette |  | 1:48.0 |
| 4. Norman Glitz   | AMX 390  |  | 1:48.5 |
| 5. Walt Tracinski | Corvette |  | 1:49.2 |
| 6. Dave Kidd      | Corvette |  | 1:50.1 |
| 7. Norman Young   | Corvette |  | 1:52.0 |

## Class 4

|                  |                 |  |        |
|------------------|-----------------|--|--------|
| 1. Tom Thompson  | Datsun 240Z     |  | 1:38.9 |
| 2. Ed Sanborn    | Porsche 914/2.0 |  | 1:42.0 |
| 3. Steve Hunting | Porsche 911T    |  | 1:43.6 |
| 4. Ed Lukens     | Datsun 240Z     |  | 1:45.0 |
| 5. John Boyd     | Datsun 240Z     |  | 1:48.9 |
| 6. Ted Sloper    | Datsun 240Z     |  | 1:49.5 |

## Class 5

|                 |               |  |        |
|-----------------|---------------|--|--------|
| 1. Bob Farrell  | Porsche 914/4 |  | 1:42.6 |
| 2. Tom Beaudoin | Porsche 914/4 |  | 1:45.1 |
| 3. Al Frakes    | Triumph TR-3  |  | 1:51.0 |
| 4. Bob Wright   | FIAT 124      |  | 1:53.7 |
| 5. Harry Mann   | Opel GT       |  | 1:54.4 |
| 6. Peter Brown  | Triumph TR-3  |  | 1:57.7 |
| 7. David Graham | MGB           |  | 1:59.0 |

## Class 6

|                     |               |  |        |
|---------------------|---------------|--|--------|
| 1. Bob Bixler       | MG Midget     |  | 1:48.0 |
| 2. Butch Sciarra    | SAAB Sonnet 3 |  | 1:48.2 |
| 3. Gerald Morris    | Datsun 1600   |  | 1:48.4 |
| 4. Howard Geer      | Sprite        |  | 1:51.7 |
| 5. Chris Canestraro | FIAT 850      |  | 1:58.2 |
| 6. Bill Gilchrist   | Sprite        |  | 2:07.8 |

## Class 7

|                     |             |  |        |
|---------------------|-------------|--|--------|
| 1. Peter Mann       | VW          |  | 1:51.2 |
| 2. Euben Rudakeuych | Peugeot 304 |  | 1:54.4 |

## Class 8A

|                     |            |  |        |
|---------------------|------------|--|--------|
| 1. Paul Hacker      | Dodge Colt |  | 1:45.1 |
| 2. Jack Burns       | Capri      |  | 1:45.4 |
| 3. Pete DeSilva     | Pinto 1600 |  | 1:49.9 |
| 4. Ron Steed        | Corvaire   |  | 1:50.0 |
| 5. Thomas Burns     | Datsun 510 |  | 1:50.2 |
| 6. Steve Scullen    | Vega       |  | 1:50.4 |
| 7. Jeff Nudi        | Pinto 2000 |  | 1:51.4 |
| 8. Lester Morton    | Vega       |  | 1:51.7 |
| 9. Joie Bregman     | Vega       |  | 1:55.0 |
| 10. Ron Smaldone    | Pinto      |  | 1:56.1 |
| 11. Wayne Groesbeck | Datsun     |  | 1:59.2 |
| 12. Tony LiVecchi   | Pinto      |  | 2:01.6 |
| 13. Mel Hollander   | Datsun 510 |  | 2:01.9 |
| 14. Ernest Novak    | Colt       |  | 2:20.5 |

## Class 8B

|                    |     |  |        |
|--------------------|-----|--|--------|
| 1. Bill Getz       | BMW |  | 1:43.2 |
| 2. Craig Robertson | BMW |  | 1:44.2 |
| 3. Nathan Danforth | BMW |  | 1:45.0 |
| 4. Tony Hilferty   | BMW |  | 1:45.8 |
| 5. Craig Benson    | BMW |  | 1:52.3 |
| 6. Calvin Brown    | BMW |  | 2:00.0 |
| 7. David Riley     | BMW |  | 2:05.3 |

## Class 9

|                        |           |  |        |
|------------------------|-----------|--|--------|
| 1. Bill Ruschetti      | Duster    |  | 1:38.5 |
| 2. Sandy Fisher        | Camaro    |  | 1:39.3 |
| 3. John Deans          | Camaro    |  | 1:44.4 |
| 4. Stu Shalat          | Camaro    |  | 1:45.4 |
| 5. Lars-Eric Gustafson | Camaro    |  | 1:54.4 |
| 6. Howard Drake        | Barracuda |  | 2:00.5 |

## Class 10

|                    |             |  |       |
|--------------------|-------------|--|-------|
| 1. Eliot Fernald   | Sprite      |  | -3.2  |
| 2. JoAnn Gilchrist | Sprite      |  | -1.2  |
| 3. Donna Fisher    | Camaro      |  | +9.5  |
| 4. Jacque Getz     | BMW         |  | +13.0 |
| 5. Pam Sanborn     | Porsche 914 |  | +20.8 |
| 6. Pat Boyd        | Datsun 240Z |  | +23.4 |
| 7. Sue Ruschetti   | Duster      |  | +23.5 |

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UPDATE

The results of the Lime Rock National were very satisfactory, though not so impressive in terms of finish. First, there was the really great article Greg Rickes and Joe Corbett did about my project of putting the French motor into the English car - getting that much recognition in a National race program is heady wine indeed.

Practice times were indifferent and we had some problems with tires pulling away from the rims. We solved this with the kind assistance of Lotus Racing East's able Dunlop rep, who, in very good humor helped us with our ailing Firestones. (We would have used the demon Dunlop 418 compound, but it was not available in time).

The start of our race was a bear: the field was quite strung out and for my part in the whole thing there should have been another pace lap, but the green fell anyway, and so away we went. I was on the grid behind the entire FSV field and as I passed him going into the Big Bend I hit his right rear wheel with my left front. No damage and we both continued on our merry way. That's motor racing. About two laps later I was going through turn nine in the usual great sweeping drift when I got rammed by a FB car who was trying to pass on the outside, where my line dictated there be no room. It was the absolute fastest I ever went through nine, and it took me two laps to cage my eyeballs. Then the whole thing settled down to some very serious racing, as evidenced by my finish: fifth in FC, doing 29 laps in 30 minutes, and I beat the 6th place car, Bart Brownstein (Brabham-Holbay) by a solid 6 inches. I shook off his slipstream coming down the hill and managed to be just that much ahead at the start/finish line.

The field that started the race was interesting - 11 FB cars, 10 FC cars and one Super Vee. Finishing were 9 Bs and 8 Cs. The FC field had 4 makes of chassis Brabham, Lotus, Cooper and Titan, using three types of motors, Cosworth Ford, BMC and Renault. Formula C has got to be the deadest class around.

Phil Raeder

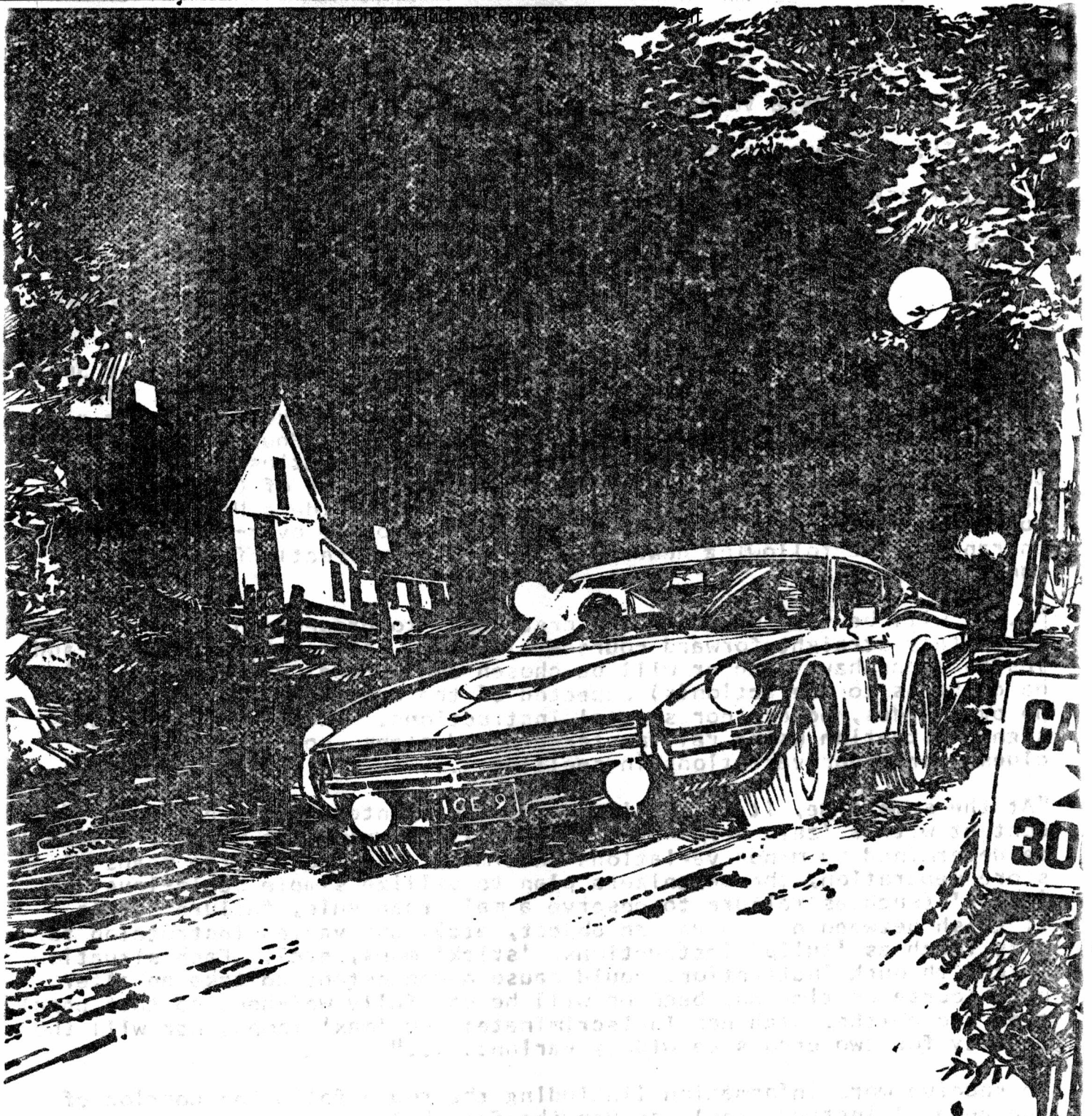


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## Progress Report

1. Heavy rains have forced postponement of complete repaving until early July.
2. Swamp along the back straight: Two good things have happened. Some of the beavers have moved out and their dams removed, thus water level is down. Also the TIREWALL<sup>(R)</sup> barrier, which is built up from old tires which are laced together has been erected for almost 200 yards along the "swamp". The TIREWALL has already been tested with three high-speed direct hits, with very little damage to cars, drivers or TIREWALL.
3. Non-SCCA race in Sept or October. This would be a joint effort between drivers and the track. All costs would be kept at an absolute minimum, and spectator money would be split 50-50 between the track and drivers....for more info write the above address.



JACK

# DÉ JÀ VU

**SPONSORED BY: AQUARIUS MOTOR SPORTS CAR CLUB.**

**MOHAWK-HUDSON REGION SCCA**

**ANRC & SCCA NATIONAL RALLY**

**EVENT:** Deja Vu National Rally

**DATE:** August 25th/26th, 1973

**CHAIRMEN:** Norm de Carteret and Mike Cirello

**SANCTIONS:** Deja Vu has been sanctioned as both an SCCA National and an ANRC Series event. Sponsoring organizations are Mohawk-Hudson Region SCCA and Aquarius Motor Sports Club.

The organizers have created a one-day National Rally, starting at approximately noon Saturday August 25th, and finishing at midnight. The rally will be scored during the night, and awards presented during a breakfast buffet. The start is at the Camelot Inn, Poughkeepsie N.Y., and the course will extend through the New York counties of Dutchess, Columbia, Rensselaer, and Washington, and the states of Connecticut, Massachusetts, and Vermont. The intent is to provide a National at the cost of a Divisional: low entry fee, and one or no over-nights for most entrants. The following description is quoted directly from the SCCA sanction application.

"...It will be the intent of the organizers to present an event with completely straight-forward course-following. All route situations and instructions have been or will be chosen and worded such that there is no doubt as to the action(s) expected of the contestant. There will be no over-rides, notes, nor special instructions. There will be no designed situation using rallymaster-erected signs, nor inconspicuous clues, nor minor variations in spelling. ...

"At the same time, it is realized that many contestants are equally discontent with a 'zero-hero' event: a rally on which the winners may well be determined by minor variations in timing. To provide the means of score separation, the organizers plan to utilize simple basic-level 'traps' (such as failure to observe a main road rule, failure to distinguish between a sign vs. an object, etc), and varied instruction formats (such as 'tulip' instructions, 'stick' maps, etc). Each situation which, through inattention, could cause a contestant to take an alternate course or time has been or will be carefully weighed, so that penalties are neither high nor indiscriminate: no 'max' loops, nor will the penalty for two errors be widely variant. ..."

To receive more information (including the route following portion of the general instructions), return the form below.

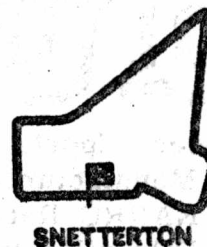
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|                 |                                      |                                     |            |           |
|-----------------|--------------------------------------|-------------------------------------|------------|-----------|
| <b>NAME:</b>    | _____                                |                                     | <b>YES</b> | <b>NO</b> |
| <b>ADDRESS:</b> | _____                                | <b>ANRC Registrant?</b>             | _____      | _____     |
|                 | _____                                | <b>SCCA Member?</b>                 | _____      | _____     |
|                 |                                      | <b>Belong to Motor Sports Club?</b> | _____      | _____     |
| <b>SEND TO:</b> | <b>Pat Cirello, Registrar</b>        | <b>Never ran a rally?</b>           | _____      | _____     |
|                 | <b>208 Spring Valley Road</b>        | <b>Novice?</b>                      | _____      | _____     |
|                 | <b>Park Ridge, New Jersey, 07056</b> | <b>Run over 12</b>                  | _____      | _____     |
|                 | <b>Phone: 201-573-0841</b>           | <b>rallies a year?</b>              | _____      | _____     |



**THIS ENGLAND**

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AUTOSPORT, Britain's Motor Sporting Weekly)

**SNETTERTON****John Player International F3 Series**

Zandvoort, Round #4

1. Alan Jones GRD-Vegatune 373
2. Masami Kuwashima March-Holbay 733
3. Tony Brise GRD 373
4. Mo Harness Ensign LNF3/73
5. Johnny Gerber Brabham BT41
6. Gunnar Nordstrom GRD373

**European Touring Car Championship**

Salzburgring, round #2 4 hours.

1. D Glemser/J Fitzpatrick Capri RS2600
2. T Henzeman/B Muir BMW CSL 3.3
3. V Brambilla/ J-P Jassaud BMW 3.4
4. D Bache/H Menzel BMW 2002 Tii
5. C Dini/C Facetti 2.0 Alfa GTAM

**Yellow Pages Formula Atlantic Series**

Silverstone, #3

1. John Nicholson Lyncar
2. Ray Mallock March 73B
3. Colin Vandervell March 73B
4. Peter Wardle Surtees TS15
5. Steve Chourlaton March 73B
6. Robert Salisbury Surtees TS15

**Forward Trust F3 Championship**

Brands Hatch, #5

1. Richard Roberts GRD-Novamotor 733
2. Leonel Friedrich March 733
3. Neil Ginn GRD 372
4. Matt Spitzley March 733
5. Tony Rouff GRD 373
6. Jose Santo March 733

**BOC Formula Ford Championship**

Snetterton, #6

1. Bob Arnott Marlyn Mk. 24
2. Don MacLeod Merlyn Mk. 11a
3. John Crowe Merlyn Mk. 17/20
4. Tony Rouff Merlyn Mk. 20A
5. Dennis Shattuck Elden Mk. 10
6. Roger Bruce-White Dulon LD9/15

American Jim Busby won his first Euro-  
pean race of 1973 when he drove his  
2 litre Lola T290 to victory at the Fre-  
nch La Chartre circuit.

**European 2litre Sports Car Series**

Imola, round #3

1. Chris Craft Lola-BDG T292
2. John Burton Chevron-FVC B23
3. Henri Pescarolo Abarth-Osella
4. David Walker GRD S73
5. Cosimo Turizio March-BMW 73S

**European Touring Car Championship**

Mantorp Park, round #3

1. J Mass/D Glemser Capri RS2600
2. B Muir/T Henzeman BMW CSL
3. B Bratsa/B Ljungfeldt Capri RS
4. B Ridstrom/J Green Capri RS
5. B Oldefors/B Emanuelson Escort

**John Players International F3 Series**

Monaco, round #6

1. Jacques Lafitte Martini Mk. 12
2. Alain Serpaggi Alpine-Renault A364
3. Damien Magee Brabham BT41
4. Georgia Francia Brabham BT41
5. Leonel Friedrich March 733
6. Carlo Giorgio March 733

**STP Formula Ford Championship**

Silverstone, #3

1. Don MacLeod Merlyn Mk. 11A
2. Derek Lawrence Dulon MP15
3. Patrick Neve Merlyn Mk. 24
4. Richard Hawkins Titan Mk. 6
5. John Murphy Hawke DL10
6. Mike Young Merlyn Mk. 24

**Wella for Men Formula Ford Series**

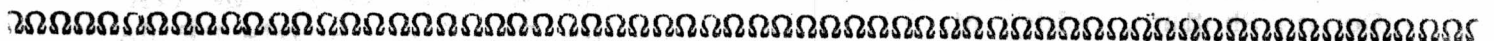
Brands Hatch, #3

1. Bob Arnott Merlyn Mk. 24
2. Stephen South Ray73 FF
3. Rob Wicken Merlyn Mk. 17A
4. Roy Klmofass Royale RP16A
5. Roger Manning Elden PH10
6. Ted Wentz Elden PH10

# WATER PASA?

- July 21- Modena Sports Car Club, Lime Rock Park
- July 21+22- Manufacturers Six-Hour and Can-Am, Watkins Glen
- July 21+22- NARRC Races, Bryar Motorsport Park (Loden NH), New England Reg.
- July 21+22- Ellenville Hillclimb, AMEC. Info: 518-783-5487
- July 22- MOHAWK-HUDSON REGION AUTOSLALOM #4. New York State Peripheral Parking Lot, Washington Ave. Albany Registration at Noon.
- July 28- Poughkeepsie SCC Time Trials, Lime Rock Park
- July 28+29- SCCA Drivers School, Thompson Conn. New England Region
- July 28+29- SCCA Nationals, Nelson Ledges (Warren Ohio)
- August 4- MOHAWK-HUDSON REGION NARRC+AREA 11 Race: Lime Rock Park. Race Chairman- Carl Corrin. WORKERS NEEDED
- August 4+5- Bulova Championships + USAC Race. Mosport, Ontario
- August 5- AMEC Autocross, Albany-Saratoga Speedway, Malta NY. Reg: 10:00
- August 5- SNY Region Autocross- Greene Airport, Greene NY. Solo, II. Reg: 9:30
- August 11- Aston Martin Owners Club, Lime Rock Park
- August 11+12- SCCA Nationals, Watkins Glen, Glen Region
- August 11- Corvettes of Cleveland Time Trials, Nelson Ledges
- August 12- MOHAWK-HUDSON REGION AUTOSLALOM #5 New York Peripheral Lo
- August 12- BMSC AutoSlalom
- August 17- BMSC Friday Night Rallye
- August 18- Boot + Bonnet SCC Time Trials, Lime Rock Park
- August 18+19- NARRC Races, Thompson Conn. New England Region
- August 18+19- Area 11 Championship Races, Nelson Ledges, Misery Bay Region
- August 25+26 - DEJA VU! NATIONAL RALLY - MOHAWK-HUDSON REGION/AQUARIUS SPORTS CAR CLUB/Details elsewhere. Workers needed.
- August 25- NARRC Race, Lime Rock Park. Northern New Jersey Region
- August 25+26- SCCA Nationals, Summit Point Speedway (W VA) Susquehanna Reg.
- August 25+26- SCCA Drivers School, Watkins Glen, Glen Region
- Sept. 1- Liverpool SCC, Lime Rock Park
- Sept. 2- BMSC AutoSlalom
- Sept. 3- EMRA Race, Lime Rock Park
- Sept 1-3 - SCCA Nationals, BRYAR NH, New England Region
- Sept 3- L+M F5000 Continental, Pocono PA. Tri-Region
- Sept 3 - Time Trails, Corvettes of Cleveland, Nelson Ledges
- Sept 2- SNY Region Autocross, Greene Airport, Greene NY
- Sept. 8- National Porsche Club, Lime Rock Park
- Sept 8 - SCCA Divisional Rallye- Misery Bay Region
- Sept, 8+9- SCCA Regionals, Summit Point Speedway (W VA) DC Region
- Sept. 14- BMSC Friday Night Rallye
- Sept 15- IMSA B F Goodrich Baby Grand/Camel GT Races, Lime Rock Park
- Sept. 14+15- SCCA National, Pocono PA, South Jersey Region

OOOPPPPS----August 19- EMSC AutoSlalom, NYS Peripheral Lot. Albany NY.



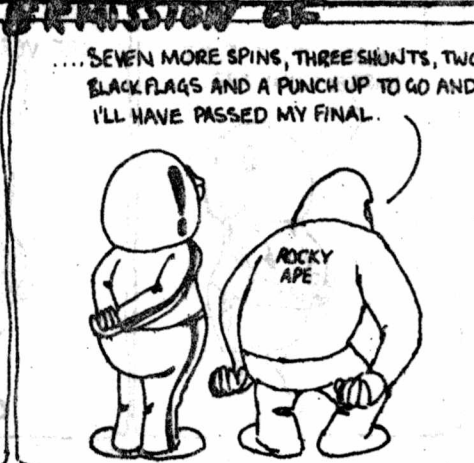
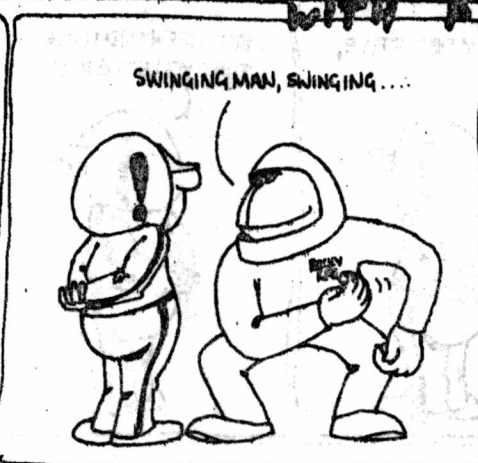
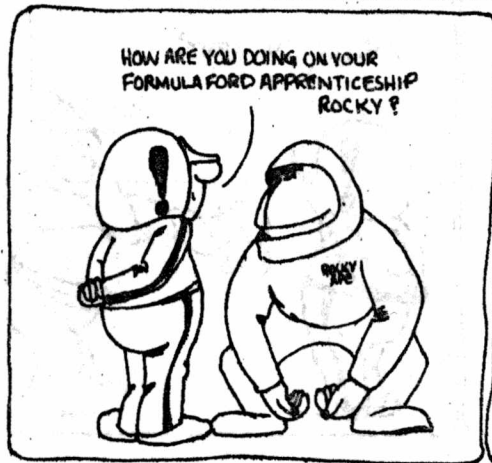
- SANAIR TRANS-AM July 15
- 1. Warren Agor Camaro
- 2. Paul Nichter Camaro
- 3. Marshall Robbins Corvette
- 4. Al Holbert Porsche

μ  
μ According to the semi-official calendar we  
μ have access to Mohawk-Hudson has an  
μ AutoSlalom scheduled for October 1. It  
μ ought to be a pretty interesting event,  
μ because by our calendar October 1 is a  
MONDAY.

CATCHPOLE

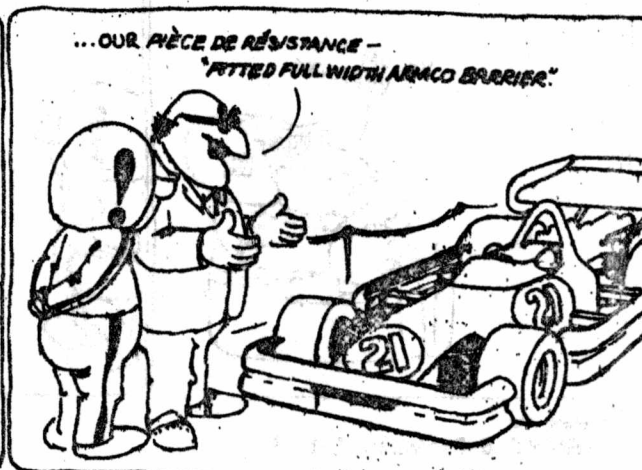
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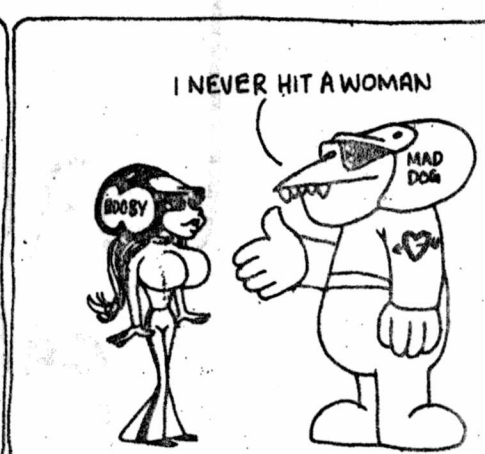
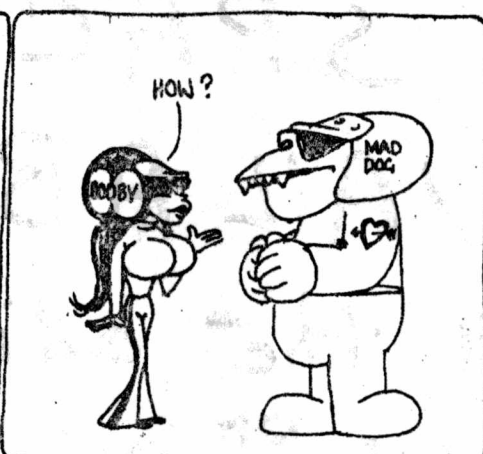


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AUTOSPORT, OCTOBER 12, 1

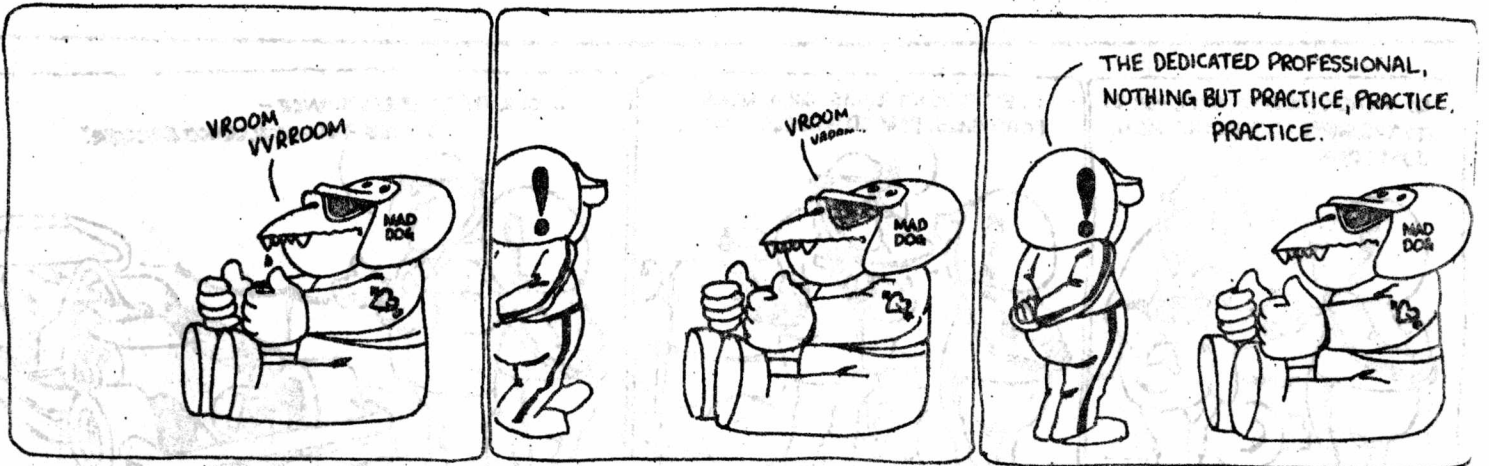
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