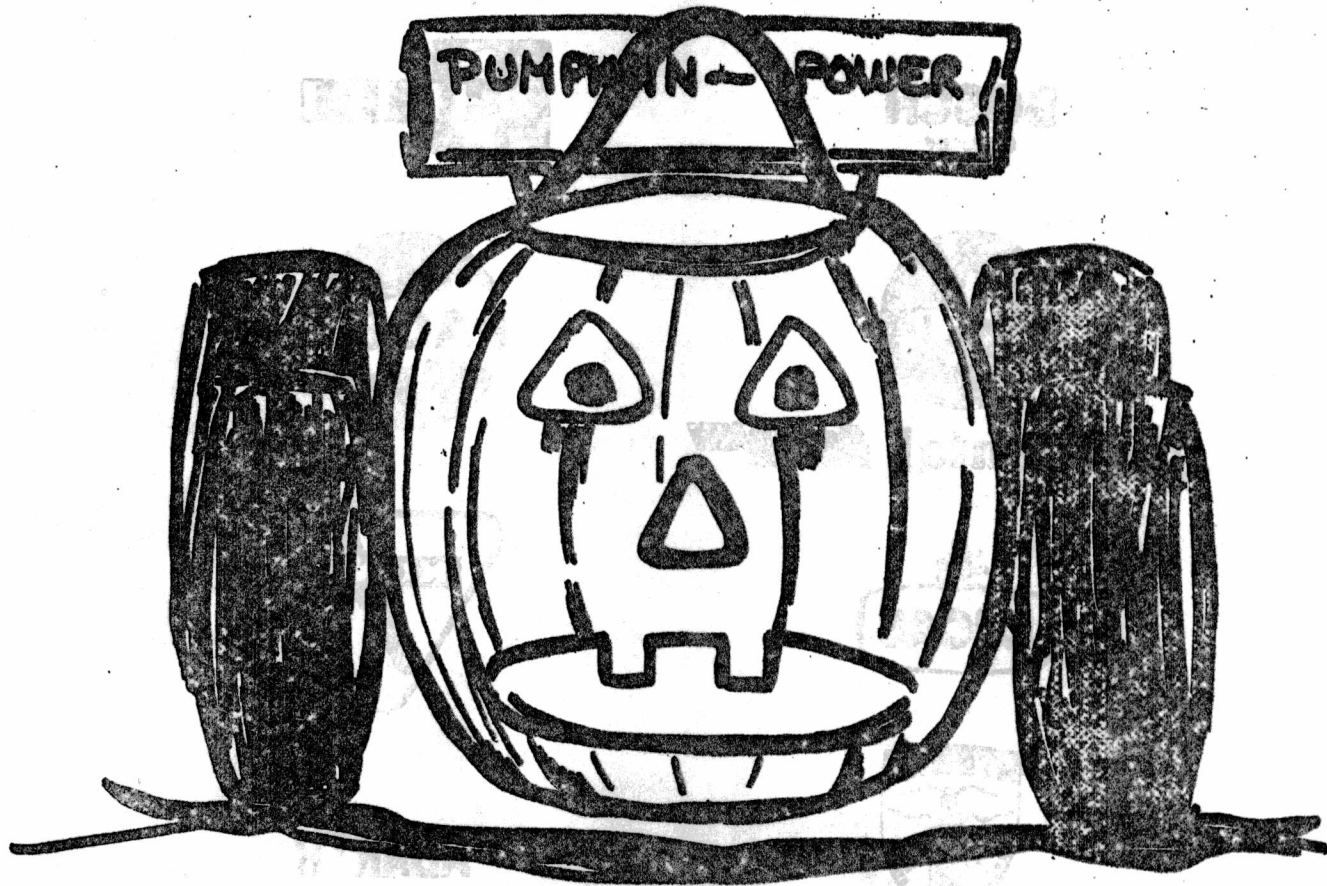




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KNOCK-OFF Editor

Greg Rickes
15 Marie Parkway
Loudonville, NY 12211
458-1246

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25 Marion Blvd.
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346-5935

Secretary

Sue Ruschetti
67 Crane Ave.
Dalton, Mass 01226
413-684-2219

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Craig Benson
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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.

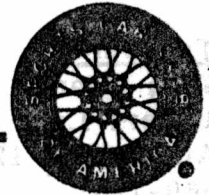
Knock-Off
DIRTY

W

BIENCH

Sometimes You Have To Shout To Be Heard

Governor's Memo



FROM: HENRYK SZAMOTA GOVERNOR AREA I

Bulletin No. 8

TO: ALL NARRC DRIVERS

October, 1973

NARRC CHAMPIONSHIP POINT STANDINGS

(After 11 races)

These standings are up-to-date

AP	1. N. Fisher	9*	2. C. Cullinane	6*	3. B. McDonald	0
BP	1. D. Lloyd	42	2. R. Vail	36	3. D. Doniger	24
CP	1. M. Ashcraft	33	2. P. Schmidt	27	3. H. Franczak	12 *
DP	1. D. Zahoriviko	60	2. A. Ceresa	31	3. B. Herlin	21
EP	1. A. Howes	63	2. H. Evans	54	3. D. Wagner	24
FP	1. D. Garner	27*	2. J. Reilly	22	3. G. Plante	18 *
GP	1. R. Barlow	51	2. J. Bourne	37	3. W. Lapham	22
HP	1. C. Thompson	52	2. G. Cameron	49	3. R. Bartell	18 *
AS	1. C. Cullinane	45	2. J. Crittenden	42	3. N. Fisher	29
BS	1. T. Ciccone	33 *	2. J. Guthrie	28	3. K. Fullerton	21
CS	1. P. Dodge	27	2. J. Scheibenflug	15*	3. T. Schroeder	10
ASR	1. J. Petrie	9 *	2. A. Anderson	0		
BSR	1. B. Currie	30	2. E. Morin	27	3. E. Broadhead	15 *
CSR	1. S. Forer	39	2. P. Symonds	18 *	3. B. Thomas	9 *
DSR	1. D. Clark	21	2. D. Jones	9 *	3. E. Morris	0 *
FB	1. A. Costa	45	2. J. Modrall	12 *	3. D. Molloy	9 *
FC	1. R. Powell	33	2. R. Ignatowski	34	3. M. Cottrill	21 *
FF	1. E. Collins	44	2. R. Bell	23	3. J. Sposato	23
FV	1. P. Custafson	43	2. J. Harell	36	3. D. Maguire	27
FSV	1. K. Yagrish	6 *				
SSS	1. P. Hacker	54	2. J. Bradley	34	3. B. McDonald	28
SSS-C	1. L. Snover	9*	2. S. Forer	0		

Thank you Mr. Szamota for proving that it can be done.
Sorry, no Catchpole this month, we ran out of room

greg

Drivers' Newsletter

SUMMARY



Competition Department, Sports Car Club of America, P.O. Box 22476, Denver, Colo. 80222 (303) 758-6080

1974 GCR-- Proofs for the 1974 GCR are already at the printers. Rule books will be mailed to current regional and national competition license holders early in January.

Production Category-- Effective immediately

Safety steering columns are now permitted in all cars as per Federal motor vehicle safety standard #204, and are strongly recommended.

Fender Flares--The competition board clarified the fender flare rule as follows: Competitors are reminded fender flares are legal, providing the fender opening profile (shape and size) is the same as the standard automobile when viewed from the side. Dangerous protrusions will not be permitted. Flare extensions may be of different material than the existing fender.

The following cars scheduled for delation 1/1/74 are reinstated: Daimler SP250, Austin Healey 100M, Morgan 4/4

Showroom Stock Sedan-- The Subaru GL Coupe and Datsun 1200 Sedan and Coupe are now eligible in the SSS category

Formula Super Vee: Rules revised to permit the proper installation of rear disc brakes. Maximum rim width increased to 8 inches, track dimension free.

Formula Ford: Effective 1/1/74, wheels of an alternate material are permitted within the current rim width restriction. Further explanation of coachwork limitation and definition of airfoils and aerodynamic devices.

General: 1974 competition licenses will be increased to \$10.00

Drivers' Log Books will be mandatory beginning 1/1/74. They will cost \$1.00

Formula Cars: as a result of recent incidents and the specific request of many competitors the following rule is effective 1/1/74 : All formula cars must be equipped with a red tail light of at least 15 watts power. This light must be mounted as high as possible on the centerline of the car and be clearly visible from the rear. The tail light must be switched on when so ordered by the Chief Steward.

1975 Rules and Combinations

Formula SCCA. This class will consist of automobiles conforming to one of the following groups :

a. Automobiles meeting current FA rules (Formula Atlantic ?), GCR appendix A.4.1.A.2., 5000cc restricted with the exception that carburetion is restricted to one Holley model 4150 carburetor with 1 11/16" bore. Superchargers prohibited. Note: The future of FC is still under study and consideration is being given to revising present preparartion rules and allowing FC to compete in the new Formula SCCA shceduled for 1/1/75. An announcement of progress on these studies will be made in late November.

A Sports/Racing. Current B S/R to be combined as is with A S/R restricted as follows:

was trying to work back through the pack Maguire stretched his lead over Harry Greenwood. Matt Cannizaro ran second until his rear fiberglass engine cover came off as he came down the hill (!), and he was called in to remove the dangling remains: after that it was all Maguire and Greenwood, though well separated. It was surprising-but-not-too to see many people who couldn't afford this year's tires doing very well under the wet conditions. behind Maguire and Greenwood were Peter Touchette, and then a charging Havell. Maguire's Phoenix averaged 71.28

Formula Fords constituted race three: more horrors as it had begun to drizzle again. The rain mercifully stopped on the pace lap, needless to say it remained wet. Current FF wunderkind Rick Bell started 27th, on slicks, while the much heralded Torino were in evidence also. Evan Collins was the early leader while again the back-markers stumbled over one another, putting Bob Burgess, Erv Symons and Bob Brundage out in short order. Collins spun too, handing the lead to Dirk Wrightson, who sailed away from everyone else. Second eventually became the possession of Ron Cannizares after a good race with Keith Kaufman, Andy Fagan and Graham Walsh. The order of finish ended up just that way: Bell came up for sixth, followed by Sam Romano, Joe Sposato, Tony Clarkson and Gordon Sager. Car-wise it was Lotus 69, March, Titan, Titan, Royah, Crossle', Lola, Merlyn, Crossle' and Winkleman. Average speed was only 69.516, owing to intermittent showers and an increasingly slippery race track.

Race Three B and Race Four should have been combined: the two most tedious races of the day were run in agonizingly long succession. 3B was the FF consolation race: about seven cars started. Mike McClintok, Randy Evans and Norm Marx took turns spinning away the lead with Marx eventually persevering over Evans, and McC..... M-H's Dave Singiser went out on his slicks, found out via two spins that they tires aren't very groovy in the rain and came in. Winners average was an almost hard to believe 64.775.

Race four was the Formula SCCA race, all five cars of it. George Liebman started on the pole, with Jim Modrall next to him, both B cars. Liebman led most of the first lap, handing over to Modrall as they crossed S-F. Pretty soon they both disappeared for one-reason or another. Ron Ignatowski thus became the leader in his FC Brabham BT15 over Paul Corazzo's neat looking Titan, which unfortunately didn't run quite as well as it looked, and Dick Powell was a distant third in a BT29. That's how they ran for the distance: there was near-chaos on the last lap when Corazzo wheezed in to the pits and was quickly waved back onto the track to finish the race, which he did, in second place. None of the cars sounded too sharp at the finish, and it could have become the race nobody won. Avg: 71.40

Race 5 really woke evryone up. D Prod and B Sedan. Bob Herlin had his TR-4 on the pole, but the next three starters were BS. Janet Guthrie (Toyota Celica) and Ken Fullerton quickly moved to the front and traded the lead several times, while Herlin settled back a bit to contest with Bill Goldman's Opel Manta BS and DP perenial Don Zahouruiko in the dayglo Datsun 2000. Bob Arego swooped through the pack in short order in his 510 Datsun, and soon it was a three way mix-up for first o.a. Janet Guthrie spun away her turn at the fore going into the Big Bend and faded to third, with Arego continuing to pull away over Fullerton's BMW. Herlin persevered over Don Z. for DP honors (one of the first times we can remember the Datsun being beaten at LRP) and John Adams (GT6). Goldman ended up seventh overall, fourth BS after a spin in the Opel. Average for the 510:70.97. A really interesting race, partly because of the weather, but also because of the high quality of preparation and conducting skill demonstrated by the front-runners.

An interesting race five set the stage for a superb race six. In spite of the fact that it almost looked like a vintage car race with the aging Porsches of Al Howes and Herb Evans and the TR-3 of Drew Wagner pacing the field, and the FP cars being headed by Gerry Plante's MG-A and Jim Reilly's A-H 100-4. the 15 lap race for Eand F Prod. had to be a good one. And it was. Evans took off into the slimmest of leads over Howes, while Wagner kept slipping off the line which was dry onto the outer environs of the track which weren't and doing a few really hard, fast spins which allowed EvansHowes to pull away while the rest of the pack closed on the momentarily stationary TR-3. While Howes was assuming a small lead of a few inches over Evans the FP race fell apart: Reilly retired at the end of the first lap, and Plante spun off at the bottom of the hill (broken axle?) leaving FP honors to the Bob Regna MG-A. At the front action was heavy: Evans and Howes were waging a battle royal as one would lead, then the other would run on the hairy edge to get by, then the just-passed would get even braver and repass. It was great, really great racing. Yes, the cars did touch a few times, but there was no damage, mechanical or personal, and we didn't hear either driver speak harshly afterwards, to prove that it was a good, hard-fought and fairly won race. Evans looked to be on his way to a win when he pirouetted in the Big Bend on lap thirteen, and by the time he could recover Howes was by. That was how it ended, with Wagner holding off Jim Lutz's "new car" MG-B for third. Howes averaged 76.96 mph.

All of the Big Stuff was out for race seven. The main question was how long would it take for the AP Viper Racing Corvette with Big John Fuller conducting to move from his back of the pack starting position to the front. The correct answer was not very long, as front-starter, and no slow-poke himself Bob Vail (BP StingRay) found out. From the fifth lap on it was all Fuller. Amongst the ASedans the most important question soon became how long are the officials going to let C Cullinane's Muskrat obscure the track by blowing oil smoke most of the way round the course. After an uncomfortably long number of laps the Ford pulled in finalizing the victory in AS for Jim Crittenden Camaro. B S/R was won by the imitation Carrera of Bill Currie over Doc Morin's old for real Carrera 906. The most historic occasion of the day occurred in CP as Pete Pulver made his 100th race in that same Elan a winning one. Bob Thomas won C S/R.

The final race of the day was too exciting. The SSS cars set off for 15 laps on a very slippery race track, with Paul Hacker on the pole in the familiar Northeast Foreign Car Acc. Colt, with constant nemesis Joel Bradley in his MIT Pinto alongside. At the green Hacker moved out front and looked to be on his way again, but on coming down the hill he got well and truly off the track, slewed around a good bit, took a quick brush at the Armco and got back underway in fourth behind Bradley, Marvin Gray (Opel), Paul McDonald (Opel). On the next lap Gray did the exact same thing as Paul and dropped well back. On or about lap six new M-H driver (and Car+Driver staffer) Don Cooke did a slow roll in the Big Bend in his Opel, oddly, with the C+D Challenge the next race at LRP he was the only staffer from One Park Ave. present. Confidence? With Bradley long gone the race was for second between McDonald and Hacker, eventually decided in the Colt's after some door-handle into door-handle driving. The most terrifying sight of the day was watching the Subaru SSS do a nasty series of snap rolls (eight or ten by count) on the outside verge at the downhill, thankfully the driver was little more than shaken, but from looking at the Instant Junk he had been driving he was more than a bit lucky to get off so lightly.

So rung down another day of racing at LRP. If you haven't seen a race there yet, you still have a chance, as the New York Region has moved their Oct. 27 to Lime Rock. This will be the final NARRC race of the year.

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" TRACK"

FC to become F SAW?

by Duane Rost

Quite a controversy is raging over the Board of Governors action to eliminate FC as January 1, 1975. There seems to be three phases to this question: 1. Should FC in fact be dropped to small entry fields? 2. Was adequate study given by the B of G before the decision, such as number of entries at nationals, regionals and drivers' schools? 3. Is the concept of reduced numbers of classes good?

If you feel strongly on any of these points, drop a line to your Governor (See Sports Car for address) and let him know your feelings. Phil Raeder, 40 Carolanne Drive, Delmar, New York 12054, (518)439-9657 feels strongly FC should be retained. Contact him to join an organized opposition to dropping FC.

OPINION: The number of classes at National races must be reduced. Nationals must draw spectators to insure survival of the tracks. Typical Joe Spectator will not understand what's happening in multiple-class races for several events (if he comes back) unless he is very carefully trained. You can't hear the PA when cars are right in front of you, so that education suffers. Therefore all cars on the track should be racing head up against each other.

PROPOSAL: National racing in 1975 should be in eight classes.

1. FV
2. FF
3. FSCCA (Lumping FA, FB, FC & FSV with some weighting to smooth gross discrepancies. Eye to future single rule.)
4. SR (Limited displacement, otherwise blue sky, Wankels included)
5. Showroom
6. Small Closed Wheel (GP, HP, CS)
7. Medium Closed Wheel (DP, EP, FP, BS)
8. Large Closed Wheel (AP, BP, CP, AS)

Regional racing basically the same as 1974. Spectators are no problem at the regional level. This will give resale to older National cars. Then watch results of Nationals and decide later about any change in the regional race structure.

RATIONALE: Many and varied farm clubs but limited major leagues. If a man is going specifically for Nationals, he will pick his car accordingly. But there is still a hell of a lot of racing on the regional level where everyone wants a chance with what he owns, regardless..... The current multiple classes are a good compromise between lumped, broad groups and the Corvette National Council, which has separate classes for red and blue Corvettes.

If the Governors are afraid to make bold decisions and move positively, they will not only avoid loud criticism from those whose private ox just got gored, they will guarantee the senility and eventual demise of the Sports Car Club of America.

NYSRRC-----Watkins Glen-----Sept.22+23

A rather sparsely attended New York State Road Racing Championship event was held at Watkins Glen in September. Several Mo-Hud drivers were in attendance. Fast Eddie Holeva drove his Spridget to two FP victories. Gene Birdsey managed to keep some axles in his EP Elva long enough to get a fourth and a fifth, and Jon Waterhouse, out for his first SCCA race in a Lola FF had a twelfth on Saturday and a much-improved seventh on Sunday. Reports had it that most of the cars were somewhere else, along with most of the flaggers. Perhaps the flag-types were at Mosport for the Labatt's Grand Prix of Confusion.

AutoSlalom # 6 --Sept. 23, 1973

Class # 1-Modified A

1. Greg Rickes Autodynamics FV 36.8
2. Gail Klimcovitz Autodyn, FV 51.1

Class 2 - Modified B

1. Joe Erkes Manx-Corvair 39.7
2. Dave Wachtel Manx-Corvair 43.05

Class 3

1. Steve Hunting Porsche 911 37.3
2. Arnie Wylie Corvette 38.75
3. Dave Kidd Corvette 39.4
4. Carl Corrin Corvette 39.6
5. Pobert Place Corvette 39.85
6. Lloyd Shatkin Italia 40.75
7. Don Peterson Corvette 42.2
8. Russ Owens Porsche 911 42.5
9. Walt Tracinski Corvette 43.3
10. John Loda Porsche 914-6 44.4

Class 4

1. Tom Pelkey Datsun 2000 38.65
2. Tom Beaudoin Porsche 914 39.0
3. John Boyd Datsun 240Z 39.05
4. Ed Lukens Datsun 240Z 39.3
5. Bob Bixler MG Midget 40.35
6. Tom Wroblowski Porsche 40.85
7. Howard Geer MG Midget 42.15
8. Mike Vaccaro MG Midget 43.15
9. Harry Whitton Datsun 46.5

Class 5

1. Nathan Danforth BMW 39.3
2. Tony Hilferty BMW 40.0
3. Howard Geer Sprite 40.6
4. Lee Beauregard Morgan 40.75
5. Craig Benson BMW 41.05
6. Craig Robertson BMW 42.35

Class 6

1. Gerald Morris Datsun 1600 40.05
2. Jack Hanifan FIAT 41.3
3. Butch Sciarra SAAB Sonnet 41.8
4. Art Deighan FIAT 44.2
5. Joe Farrell Opel GT 44.25
6. Jim Leonard SAAB 44.35
7. Kevin Quinn 49.1

Class 7

1. Bill Ruschetti Duster 40.2
2. Sandy Fisher Camaro 40.6
3. John Deans Camaro 41.7
4. Stu Shalat Camaro 42.1
5. Rich Bartholomew Cougar 49.5
6. Pat Kiuler Firebird 52.45
7. Perry Fleisher Cougar 54.75

Class 8

1. Jack Burns Pinto 40.3
2. Pete Keitel Pinto 41.56
3. Tom Dill VW 42.0
4. Jim Bishop FIAT 128 42.55
5. Jeff Nudi Pinto 42.85
6. Mal Levine Vega 43.55
7. Gary Palmer Pinto 44.25
8. Jim Corbett Capri 44.7
9. Perry Fleischer Subaru 45.2
10. Neil Johnson Pinto 46.2
11. Dan Rockwell Pinto 47.4
12. Billy Corbett Maverick 49.4

Class 9

1. Donna Fisher Camaro 42.1
2. Candy Schaf Opel 44.1
3. Sue Ruschetti Duster 45.15
4. Nancy Geer Sprite 44.3
5. Chris Verch Datsun 510 48.15

No Name AutoSlalom

Before the event, most everyone was of the opinion that the course would be a free for all for the horsepowerful cars and that drivers' skill would take a back seat to power. As the day wore on and tires wore out (except for "trick" Dunlop GreenSpot FV tires which proved impossible to scuff) the course proved to be very tricky as Porsche 914s took on 240Zs and 911s took on Corvettes. The thin line between a fast clean run and a pylon-punting party proved difficult to find and a goodly number of "360s" proved to be the result of minor errors in judgement.

In all, it turned out to be a good day with sunshine and warm weather (quite unlike LRP the day before). Many thanks to all of the workers who helped to make the event a success, especially Howard and Nancy Geer and Joanne Hunting who spent such a beautiful day in the back of the timing truck, loosing her voice in the process.

Workers: Craig Robertson Jim Corbett Donna Fisher Kris+Tom Beaudoin
Steve+Joanne Hunting Carl Corrin Bill Ruschetti Ed Lukens John Boyd
Bob Bixler Tony Hilferty

Thank You: Sue Ruschetti
Craig Benson

Heldeberg Hassle Rallye-----September 16, 1973

O	A	A	B	C	driver/navigator	marque	score
1			1		Dave Hathaway/Martha Hathaway	Renault	165
2			2		Candy Schaf/Walt Tracinski	Opel 1900	300
3				1	Bill Goodwin/Ann Witt	Chevrolet	315
4				2	Steve Martello/Linda Becker	Datsun 240Z	315
5				3	Tom LaPonia/Pat Plumb	BMW	408
6			3		Nancy Geer/Howard Geer	SAAB	411
7				4	Nick Ignaffo/Mike Gravinese	Datsun 1600	430
8				5	Bill Callahan/Ed Volpicelli	Porsche 914	525
9				6	Bonnie Cross/Loretta Mintner	Toyota	541
10				7	Walter Craig/Don Nadeau	Triumph	573
11				8	Joe Marko/Mike Marko	BMW	579
12			4		Tom Burns/Jeff Vincent	Camaro	603
13				9	Alan Rauch/Mary Jane Ritayik	Ford	626
14				10	Rita Graziano/Janet Polito	Toyota Celica	627
15			5		Michael Rossi/Sandy McGraw	Alfa Romeo	668
16				11	Ronald Brown/Rachele Troiani	MG B	773
17				12	John Karol/Jacquelyn Karol	Triumph Spitfire	863
18				13	Don Baker/John Hussey	Triumph	1266
19				14	Martin Young/Terry Young	Volvo	1352
20			6		Michael Vaccaro/James Halden	MG	1358
21				15	Gary Palmer/Susan Kunker	Pinto	1364
22				16	Clark Nicholls/Bob Bixler	Triumph Spitfire	1391
23				17	Russ Owens/Frank Karl	Porsche	1434
24				18	Mark Hoffman/Mary Maiello	MG Midget	1438
25			7		Neal Forbes/Maureen Forbes	Corvette	1454
26				19	Carl Corrin/Craig Robertson	Datsun 510	1472
27				8	David Pashley/Joel Curatolo	Alfa Romeo	1509
28				20	Roger Neuman/Annette Zarelli	Datsun 240Z	1561
29				21	Bob Moran/Mary vanBergen	Camaro	1569
30				22	David Graham/Madeline Graham	SAAB	1576
31				23	Joe Farrelly/Steve Krakower	Opel GT	1629
32				24	Conrad Shad/Marcia Shad	Camaro	1641
33				25	Paula Hively/Leslie Smith	Audi	1654
34				26	Alan Olstein/Peter Pavarini	TR-6	2756

Helderberg Hassle Rallye Official Results cont'd.

Car #	Leg #1	Leg #2	Leg #3	Leg #4	Total
1	94	158	1200	177	1629
2	50	84	246	155	535
3	1200	85	215	9	1509
4	28	41	1200	300	1569
5	42	115	170	300	526
6	89	23	300	215	627
7	171	12	113	4	300
8	24	134	267	153	578
9	45	57	40	23	165
10	55	175	1200	42	1472
11	31	17	300	63	411
12	66	35	1200	90	1391
13	9	12	1200	45	1266
14	52	93	1200	13	1358
15	17	54	1200	93	1364
16	65	62	1200	25	1352
17	104	252	1200	1200	2756
18	101	22	1200	115	1438
19	17	178	300	108	603
20	53	207	300	13	573
21	25	70	300	35	430
22	20	14	280	1	315*
23	10	76	156	73	315*
24	57	200	300	111	668
25	30	233	300	300	863
26	36	117	1200	81	1434
27	45	164	32	300	541
28	28	37	1200	139	1576
29	100	75	1200	79	1454
30	103	118	1200	140	1561
31	73	190	210	300	773
32	122	300	32	1200	1654
33	25	17	300	66	408
34	46	95	1200	300	1641

* Tie broken according to General Rally Regulations:
Section V, paragraph 6 b.

If any one wants to know where Albany County ll goes
just ask the four sharp-eyed girls in cars #27 and #32!
And, of course, Dave and Martha know.

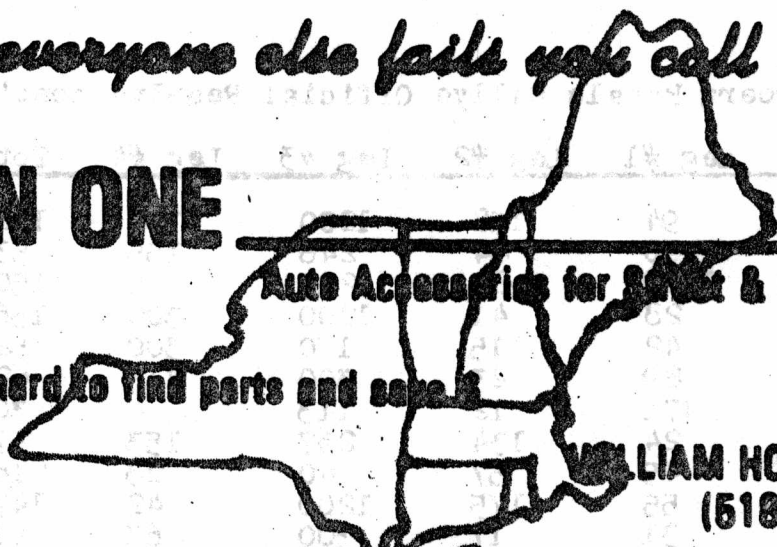
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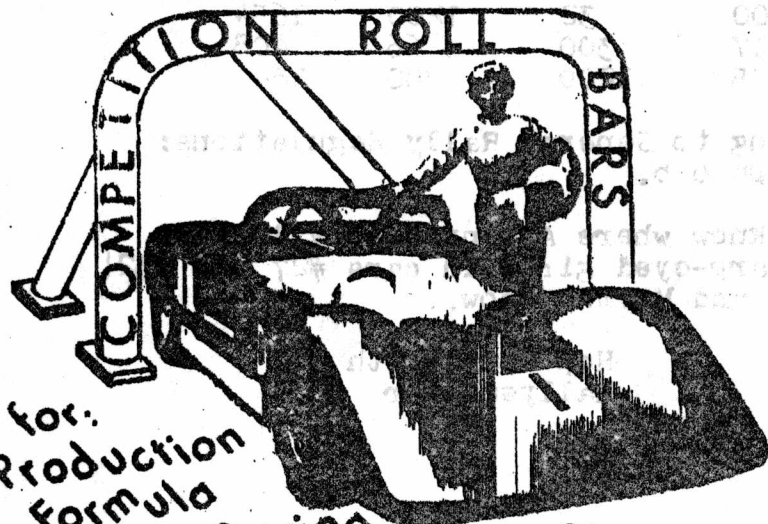
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SPORTSMANSHIP DEMANDS SAFE DRIVING

July 31, 1973

Mr. Howard Geer
R.E., Mohawk-Hudson Region
6 Jones Avenue
Chatham, NY 12037

Dear Mr. Geer:

Thank you for copying me with your letter to A. Tracy Bird of July 25th expressing concern regarding the planned rule changes affecting our club racing program.

Some weeks ago, I sent to every Regional Executive a memo explaining the whys and wherefores of our direction. Accompanying this memo was a thesis developed for the Competition Board, which was the result of several years planning by the National Staff and previous Competition Boards. This information should have given you a clear understanding of why we are going in the direction recently announced. As a Regional Executive, it was anticipated and expected that you would pass this reasoning along to your members, however, it appears that this has not been done. I am, therefore, enclosing a duplicate of these documents for your study and trust that you will contact me if you need clarification on any particular point.

I am sure that you are well aware of the democratic process involved in rules making in SCCA. Just as you were elected by your regional members, the Governors are elected in each area to represent and protect the interests of their particular area of the country. The Governors appoint the Competition Board, and then review the suggestions put before them by the Competition Board and the National Staff. I suggest that if you feel the need for additional background and information, you contact your area Governor. I might point out that in the past few years, the number of releases, newsletters, and announcements coming from the National Office, has increased tremendously. In 1969, when I was an R.E., the flow of information from the National Headquarters was far, far less than it is today. It is very common to find these announcements reprinted in regional magazines, and I submit to you that the average SCCA member is better informed today than in any other time in SCCA history.

Mr. Howard Geer

Page 2

July 31, 1973

Recognizing that some period of preparation would be necessary before implementation of these new rules, the Competition Board recommended their adoption two and one-half years hence. However, the Board of Governors, recognizing the need for prompt decisive action, reduced this time period to eighteen (18) months. I submit, therefore, that there has been a sincere attempt to not only give sufficient warning, but also to explain the rationale behind these moves. Certainly the Competition Board and the Board of Governors will be responsive to the wishes of the majority of the membership, providing they feel that our eventual direction is in the best interest of SCCA.

The alternative to this rules making process is the referendum. I submit, however, that in a club of 22,000 members, it would be impossible for everyone to agree on every point. I further submit that there are some minorities who support certain classes whose interests would not be protected, were their continuance or well being put to a vote by the entire membership.

I trust that you will study the enclosed documents, which will explain the reasons behind SCCA's new direction. If you agree with this direction, then I urge you to support it and do everything possible to encourage the support of your regional members. If you or they feel that this direction is wrong and that some alternative direction is preferable, then you should exercise your prerogative as SCCA members and so advise your area Governor.

Yours sincerely,



Robert J. Tomlin
Director of Club Racing

RJT/cm

Enclosures

cc: A. Tracy Bird
Alex Keller
Roger Clouser

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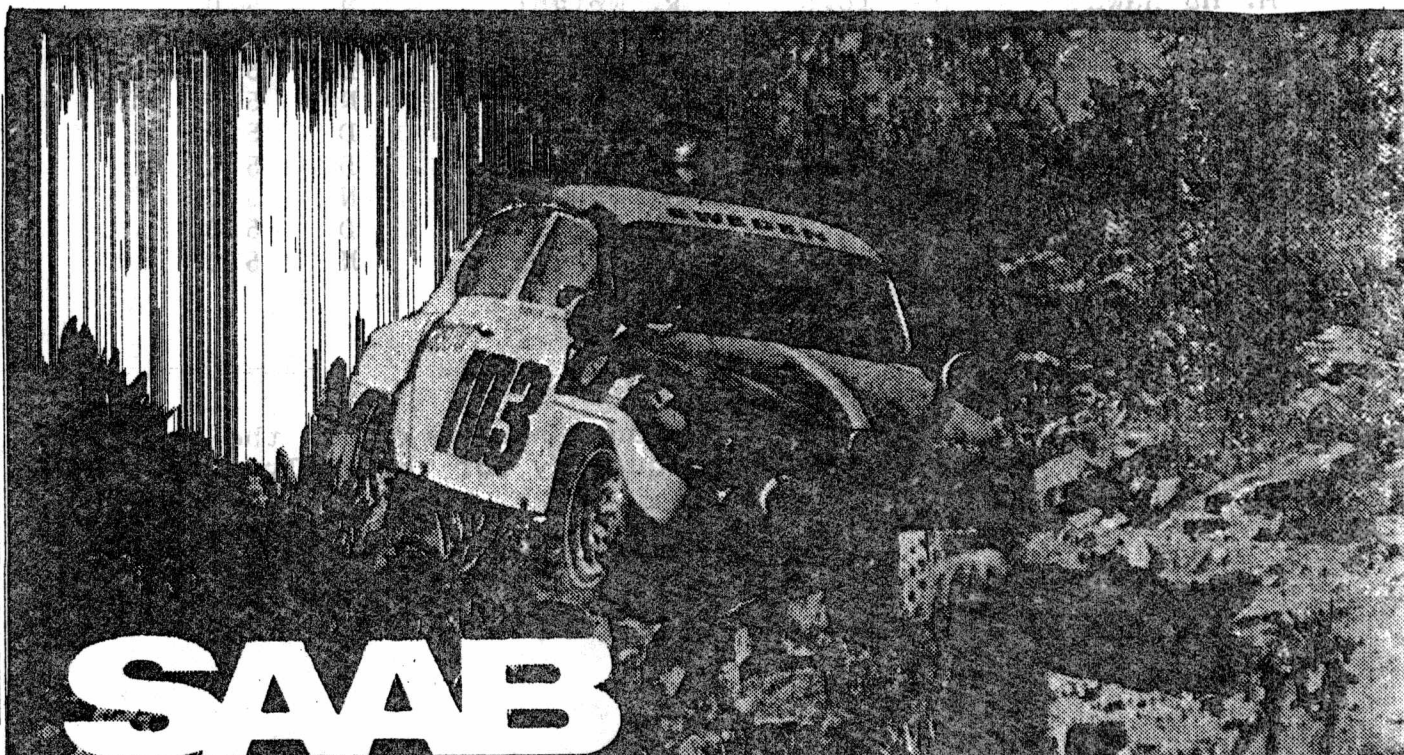
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1973 RALLY CHAMPIONSHIP

Standings on

Sept. 21, 1973

<u>Name</u>	<u>Cat</u>	<u>Pts.</u>	<u>*</u>	<u>Name</u>	<u>Cat</u>	<u>Pts.</u>	<u>*</u>
N. DeCarteret	N	20.0	Y	D. Farrell	N	6.0	
H. Geer	N	14.0	Y	N. Geer	D	6.0	Y
L. Camin	N	13.0		R. Johnson	D	6.0	
A. Witt	N	13.0		D. Jones		6.0	
W. Tracinski	N	11.0		T. LaPonia	D	6.0	
C. Schaf	D	11.0		B. McCullough	N	6.0	
B. Browar	N	10.0		J. McCullough	D	6.0	
M. Cirello		10.0	Y	L. Powell	N	6.0	
K. Giles	N	10.0		P. Plumb	N	6.0	
K. Giles	D	10.0		T. Powell	D	6.0	
W. Goodwin	D	10.0		M. Rossi	D	6.0	
P. Grahek	D	10.0		J. Stimm		6.0	
D. Hathaway	D	10.0		M. Marko	D	5.3	
M. Hathaway	N	10.0		R. Wright	N	5.0	
R. Hohol	D	10.0		C. Wichmann		5.0	
L. Becker	N	8.0		E. Jensen	D	5.0	
J. Burke	D	8.0		D. Jensen	N	5.0	
H. Farnsworth	D	8.0	Y	W. Hutchison	D	5.0	
H. Farnsworth	N	8.0	Y	N. Ignaffo	D	5.0	
A. Frederick	D	8.0	Y	M. Gravinese	N	5.0	
S. Martello	D	8.0		T. Burns	D	5.0	
G. Morrison	N	8.0		J. Vincent	N	5.0	
T. Wilczewski	D	8.0					

* A "Y" indicates that the individual has worked on the necessary number of events to qualify for the Rally Championship.

AutoSlalom #7--- October 7, 1973

Class 1- Modified A

1. Gail Klimcovitz	Autodyn. FV	59.7
2. Phil Panos	" "	64.9
3. Greg Rickes	" "	65.1

Class 2- Modified B

1. Art Frederick	Lotus Elan	52.2	FTD
2. Dave Wachtel	Manx-Corvaire	56.7	
3. Joseph Erkes	Manx-Corvaire	60.8	
4. Rick Hall	Manx	65.0	

Class 3

1. Carl Corrin	Corvette	54.05
2. Steve Hunting	Porsche 911	54.6
3. Lloyd Shatkin	Italia	55.5
4. Bud Halsey	Corvette	57.9
5. Walt Tracinski	Corvette	58.0
6. John Loda	Porsche 914-6	58.5

Class 4

1. John Stim	Datsun 240Z	54.2
2. Tom Pelkey	Datsun 2000	55.0
3. Michael Vaccaro	MG	55.85
4. Ron Rack	TR-6	59.9
5. John Petrella	Datsun 240Z	60.1

Class 5

1. Nathan Danforth	BMW	54.1
2. Tony Hilferty	BMW	55.35
3. Howard Geer	Sprite	55.8
4. Craig Robertson	BMW	56.9
5. Craig Benson	BMW	57.5

Class 6

1. Gerald Morris	Datsun 1600	54.05
2. Jim Leonard	SAAB	58.5
3. Joe Farrelley	Opel GT	60.8
4. Mark Leonard	SAAB	64.7

Class 7

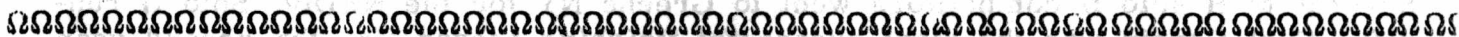
1. Bill Ruschetti	Duster	55.5
2. Howard Geer	Duster	57.3
3. Sandy Fisher	Camaro	57.8
4. John Deans	Camaro	60.65
5. Craig Robertson	Camaro	64.65
6. Perry Fleisher	Cougar	66.4
7. Richard Bartholomew		66.7

Class 8

1. Tom Dill	VW	57.15
2. Jack Burns	Pinto	57.7
3. Pete Keitel	Pinto	59.2
4. Jim Bishop	FIAT 128	59.2
5. Jeff Nudi	Pinto	59.4
6. Perry Fleisher	Subaru	61.4
7. Kevin Frone	Vega	62.2
8. Tom Rowan	Pinto	62.5
9. Gerald Morris	Pinto	63.75
10. Tom Phelan	VW	63.9
11. Craig Denegan	Valiant	72.1

Class 9

1. Donna Fisher	Camaro	-.68	57.9
2. Candy Schaf	Opel 1900	3.3	62.0
3. Sue Ruschetti	Duster	3.47	62.05
4. Nancy Geer	Sprite	4.58	60.6
5. Chris Verch	Datsun 510	5.55	64.25
6. Elizabeth Loda	Porsche	6.65	62.65
7. Claire Phelan	VW	14.7	73.4



L+M F 5000 Championship : Final Standings

1. Jody Scheckter	Winston-Delta Trojan+Lola
2. Brian Redman	Steed-Hall Lola
3. Mark Donahue	Sunoco-AMC Lola
4. Peter Gethin	Marathon Oil Chevron
5. David Hobbs	Haggar Slacks-Hogan Lola
6. Eppie Wietzes	Formula Racing Lola
7. Brett Lunger	Haggar-Hogan Lola
8. Tony Adamowicz	Carling Lola
9. Jon Woodner	Cuddy Racing McRae
10. Derek Bell	Steed Lola
11. Tony Settember	Hone Overdrive McLaren
12. Max Stewart	Lola T330
13. Bob Brown	Anglo-American Chevron

14. Gus Hutchison	HRE March 73A
15. Steve Peiper	Heishman Lola

As we go to press we have learned that L+M HAS NOT RENEWED their sponsorship of the F5000 series for 1974. Thus many of the glowing predictions for '74 may not be realized. According to the NY Times, SCCA officials were not immediately available for comment. (Oct. 5)

QUE PASA

- Oct 20+21--Finger Lakes Invitational: NYSRRC at Watkins Glen
- Oct 21-----Mohawk-Hudson Region Rallye Championship round #4. Details elsewhere
- Oct 20-----Western Conn. Corvette Club at Lime Rock Park
- Oct 21-----AMEC Autocross at Albany-Saratoga Speedwat, route 9 Malta. Reg: 10a m
- Oct 27+28--NYSRRC at Nelson Ledges, Ohio
- Oct 27-----NARRC race at Lime Rock Park, New York Region
- Oct 27-----BMSC Rallye. Starts at Bradlee's routes 8+9, Pittsfield. Reg:6:30,
- Nov 4-----Mohawk-Hudson Region AUTOSLALOM # 8. Final autoslalom of the regional championship series. NYS Peripheral Parking Lot, Washington Ave. Albany
- Nov 18-----Mohawk-Hudson Region Rallye Championship round #5. Start at NYS Peripheral Parking Lot. Reg: 11:30, FCO 1:01 pm. Rallyemaster John Stim
- Nov 17+18--SCCA Drivers School, Summit Point Speedway W Va
- Oct 27-Nov 4-American Road Race of Champions, Road Atlanta
- Dec 1-----Mohawk-Hudson Region Annual Awards Banquet

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MOHAWK-HUDSON Drivers Earn Invite to A R R

Congratulations are in order to three Mo-Hud drivers who will be journeying to Road Atlanta for the National Championships. Doug Jones will run in C Sedan with his Datsun 1200; Bill Morris will compete in D Sports/Racing in Jack Fantelli's Mini-Marcos and Phil Raeder will run the Formula C race in his Lotus-Matra/Gordini.

Mohawk-Hudson Drivers Contest NEDiv. Solo II Run-offs

Several M-H solo II competitors went to Greene NY for the NEDiv. Solo II run-offs. Carl Corrin was the most successful, finishing second (for the second year in a row) in his B Stock Corvette. BMW drivers Tony Hilferty and Craig Robertson ended up 4th and 7th respectively. Mr+Mrs Fisher also competed, Donna ending up 7th in the Ladies class, and Sandy was 9th in F Stock, in their Camaros.

A reminder about nominations from the membership-at-large for 1974 officers. Petitions signed by ten members in good standing are all that is required to have a name placed in nomination. Elected positions are: Regional Executive, Asst. Regional Executive, Treasurer, Secretary, Activities Director, and two Directors-At-Large. With the exception of the two Directors (who must have been previous office holders in the Region) all of the other positions are open to anyone. Deadline for submitting nominating petitions is the beginning of the November membership meeting.

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RACE CAR EQUIPMENT

THIS ENGLAND

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AUTOSPORT, Britain's Motor Sporting Weekly)

Wella for Men Formula Ford Series
round #8, Llandow

1. Ted Wentz Elden-Rowland PH10B
2. Roger Manning Elden-Piper Mk.10
3. Denny Shattuck Elden-Piper Mk.10
4. Sean Ross Dulon MP15
5. Peter Tinworth Lotus 61R

BP Formula Atlantic Championship
round #9, Silverstone

1. John Nicholson Lyncar
2. Geoff Friswell March 73B
3. Bob Salisbury Surtees TS15
4. Cyd Williams Brabham BT40
5. Jas Patterson March 73B
6. Charles Lucas March 73B

John Player F3 Championship
round # 9, Brands Hatch

1. Tony Brise March-Holbay 733
2. Conny Andersonn March-Nova 733
3. Jacques Lafitte Martini Mk.12
4. Alain Serpaggi Alpine-Renault A364B
5. Mo Harness March 733
6. Mike Wilds March 733

BOC Formula Ford Championship
round # 13, Snetterton

1. Don MacLeod VanDiemen FA73
2. Derek Lawrence Dulon MP15
3. John Lipman Dulon-Davron
4. Mike Taylor Wimhurst
5. Stephen South Ray 73
6. Syd Fox Hawke

BOC Formula Ford Championship
round # 14, Brands Hatch

1. Don MacLeod VanDiemen FA73
2. Derek Lawrence Dulon MP15
3. Richard Hawkins Titan Mk.6
4. Stephen South Ray 73
5. Denny Shattuck Elden Mk.10
6. Chris Woodcock Merlyn Mk.20

American Randy Lewis scored his
second ever Formula 3 victory
recently at the Jyllandsring in Den-
mark, Lewis drove a Brabham.

Forward Trust F3 Championship
round #8, Thruxton

1. Michele Leclere Alpine-Renault A364
2. Christain Ethuin Martini Mk.12
3. Alain Serpaggi Alpine-Renault A364B
4. Russel Wood March 733
5. Leonel Friedrich March 733
6. Jean-Pierre Paoli Martini Mk.12

European Touring Car Championship
Zandvoort, round #6

1. T Henzeman/D Quester BMW CSL3, 5
2. Brian Muir/James Hunt BMW CSL3, 3
3. J Fitzpatrick/G Larousse Capri RS
4. K Fritzinger/H Akersloot BMW CSL
5. W Brun/ C Cocher Ford Escort RS

Forward Trust F3 Championship
round #9, Croft

1. Mike Wilds March 733
2. Ian Taylor March 733
3. Tony Brise March 733
4. Mo Harness March 733
5. Tony Rouff GRD 373
6. Derek Lawrence Ehrlich ES2

Wella for Men Formula Ford Series
round #9, Croft

1. Ted Wentz Elden PH10B
2. Keith Wilson Jamun T2
3. Alo Lawler Royale RP16
4. Ted Payne March 708
5. Mick Starkey Merlyn Mk.20

BP Formula Atlantic Championship
round #10, Brands Hatch

1. Peter Wardle Surtees TS15
2. John Nicholson Lyncar
3. Geoff Friswell March 73B
4. Cyd Williams Brabham BT40
5. David Purley March 73B
6. John Wingfield Brabham BT40

Lombard North Central F3 Series
round #9, Oulton Park

1. Mo Harness March 733
2. Richard Robarts March 733
3. Tony Brise March 733
4. Johnny Gerber Brabham BT40
5. Pedro Passadore GRD 373
6. Matt Spitzley March 713M/733

Car and Driver Showroom Stock Sedan Challenge--Lime Rock Park, Oct. 13, 1973
 "The Last Stand of Indian Summer"

The annual confrontation hosted by the dilettantes from One Park Ave. had the potential of being a really great meeting. As it turned out it only managed to be a normally exceptional event rather than the highlight of the era. The causes for the event falling short of its deserved potential were several; perhaps we should discuss them now, and then give you all of the good news about what was a fine event.

The format for the event was supposed to be the same as last year: the key word in the sentence is supposed. Whether in making out the entry form or some other bureaucratic hustle someone decided that after the numbers were drawn for starting positions in the qualifying races that the qualifiers weren't races at all. In other words, the cars were assigned to heats, but finishing position in the heat didn't determine whether or not you made the feature. Northern New Jersey and the Stewards decided that in each of the two qualifying sessions/races each car would be timed on each lap and the thirty-three fastest lap times would decide who got into the main. This little bit of the "tin-god syndrome" displayed by the officials made what should have been exciting qualifying races into absurd non-spectacles. Consider this: Joel Bradley, who has the fastest SSS Pinto in these parts, drew last spot on the grid for the first qualifying non-race: instead of having to drive through the pack in an attempt to get a transfer position, Bradley slowed down on his first few laps of the non-race letting the rest of the pack pull well ahead, thereby having a clear track in front of him to cut some quickie laps, and thus make the main. Bob Koveleski did likewise. It made for an absurd non-spectacle, and meant that people who normally might have qualified, didn't, due to the fact that they were racing in a pack of cars, and thus couldn't always get the best line for good lap times. Oh, this all took place twice, in front of eight thousand or more mystified spectators, as well as one race announcer, who didn't know what the hell was going on. It wasn't C&D's fault, and they were just as surprised as everyone else when the qualifying procedure was announced. Apparently it was dreamed up by the same people who decided that although last year's race was twenty-five laps, and C&D had managed to scrape up lap money for twenty-five laps, the race would be for forty-five minutes. And you wonder why SCCA is considered to be "Bush League" by so many people. The two qualifying non-races paid 100 dollars to win, being won by P. Bedard (thus saving his employers \$100) and Don Knowles, both in Opels. All in all it was a terrible faux pas which NNJR never should have allowed to happen. On the other hand, it isn't too surprising.

The competitors were no angels themselves: some took two or more entries (since they were only \$1.00 each) in order to have a better chance of drawing a good qualifying position. Others paid their entry fee, got their name on the entry list, and never even had a car or any intention of running: they just wanted to get themselves and four of their friends (crew) in for a dollar ten. That's what happens when you try to give the competitor a good deal. Is sports car racing really a game played by grown-ups? In addition there were several no-shows who we were really looking forward to seeing in SSS cars, like Reeves Calloway, David Loring and Bruce MacInnes (who unfortunately crashed heavily on Friday in a Formula Ford). So, that was all of the things that were wrong with Challenge II. In spite of these pitfalls, it provided some of the best racing seen anywhere, and at any level this year--in spite of what Peter Gregg says about people being interested in seeing not so much competition as famous drivers in powerful cars (Autoweek quote). Consider this: the SSS Challenge drew more spectators than the Camel GT race at LRP which Peter Gregg won in his expensive Volkswagen.

But enough with the ineptness which marred the meet: great racing made the event a good time had by all.

After the two qualifying non-races, they sent the FVs out for ten laps. The race developed into a battle between Art Becker's D13 and John Lewicke's Zeitler. After much slip-streaming back and forth Becker prevailed, with Lewicke second by less than a car length back, and Tony Spiridigliozzi third in another D13. Ken Buzzard ran near the front until he knocked his nose cone askew and had to refix it. He ended up 16th.

After the Vees they brought out a full grid of FFs, with Mike Sheeley beating Rick Bell out for pole position. Bell led for awhile, then dropped to third behind Sheeley and Joe Sposato, but managed to pick off Sposato's Merlyn before the short ten-lapper was over. Evan Collins was fourth, and John Mayer fifth. M-H driver Dave Singiser has brake problems, though he did manage to finish.

E-H Production was next out: Peter Callaghan started on the pole in his Red-Dog Racing Porsche 914, with new M-H driver Don Valenti right behind in the other Red Dog car, which he had just purchased. Peter took off away from the other front-row car, Drew Wagner's TR-3 and was gone for the next ten laps. Valenti, in his first race ran third, then spun coming down the hill and had to drive his way back to fifth place. Wagner was second, John Travers (FP Sprite) third, Rich Traiser (EP Porsche 356) fourth and then Valenti.

A-D Production had a small field, with Paul Misuriello's 454 Vette out front from the start, but harrassed by Tom Felten's older BP StingRay. Felten got by, but was in the pits on the next lap with an overextended engine. Dave Lloyd thus inherited second, 1st BP and another new M-H driver, Bernie deGraff brought his Al Anderson tanded AP StingRay in third in his first race.

And then, the moment of decision was at hand. Bedard and Bradley were on the front row, Knowles and Koveleski (Colt) on the second row. M-H had three cars on the grid, Paul Hacker (Colt), Pete Hermance (Pinto) and C&D Pitchman Don Cooke (Opel). Four out of five C&D cars qualified (Bedard, Cooke, Ken Heath's Opel, and Don Sherman's Toyota, with Jim Williams the only non-honor upholder in his FIAT. Fitting in that last year he was the only C&D finisher in Project FaceSaver. This year he decided to let the others fend for themselves.)..But when it came time to grid the cars, there no sign of the Toyota: seem's it was on jackstands due to the eagle eye of two unlikelies named Craig Benson and Hal Wood, who thought that Sherman's wheels looked different from all of the other Corollas they had seen. After extensive and thorough checking, re-checking and cross-checking they found that Sherman had 4.5 inch rims, where the C&D RoadTest in the SSS Race program said they should be only four inches wide. Sherman was caught with his face red and his wheels off. He eventually got out, five laps late.

Meanwhile at the front, Bradley rubbed his car against the Armco and retired and left the battle for the lead to Bedard and Knowles. They raced back and forth, with Knowles getting by with a blow to the mid-section that left Bedard spinning, much to the vocal approval of the rabble on the hillside. By lap fifteen Knowles was about ten seconds to the better, and then Norm Hill flipped his Datsun 510 in the esses, and ended up cross-wise on the track, forcing the race to be stopped. On the restart Bedard got by Knowles, and the C&D Opel just sailed away. In the mele on the restart Paul Hacker got nudged off the track, and dropped well down in the field, but came back looking more like the Paul Hacker we all know than he had earlier. While Bedard was drawing away, and Don Knowles was struggling to finish with a flat tire, the battle for the top five consisted of Paul McDonald's Opel, Steve Behr and Bruce Nole in Honda Civics (surprising??) and Ed Allen's Opel. And they put on a hell of a race. Eventually, Nole ruined a tire (as did many other people during the course of the day) and Behr launched his motor in the biggest way. This moved McDonald firmly into second, Allen to third, and coming through the pack for a hard-earned fourth was our own Paul Hacker. Opel's accounted for eight of the top ten cars: Paul was first non-O, with Bill Bastow's Colt tenth. Almost unnoticed Pete Hermance brought his Pinto into eleventh, first Pinto home. Don Cooke was 18th. Sherman in the Spirit of Watergate Toyota was 24th.

In Victory Circle Bedard was gracious, as any race winner should be, not at all in keeping with the way C&D likes to portray itself. It was Bedard who first commented what a tough race it was. It was Bedard who asked first that the second and third place finishers join him in victory circle, and it was Bedard who asked that his closest competition Don Knowles join them in the victory circle. There was none of the "bully" attitude that one sees from Car and Driver on the printed page. When it comes to racing with its success, failure, joy and frustration they react like we human beings do. You are liable to see some usual vindictive editorials about the conduct of THEIR race by SCCA on this occasion. Having been there, we have a pretty good idea who the good guys were. Decide for yourself.

The crowd really had a good time it seemed, especially enjoying the fly-over of the B F Goodrich and Bolus&Snopes aeroships, and we hope that in spite of the muck-ups C&D will hold the race again in 1974. Perhaps they should have Mohawk-Hudson put on the race next year?

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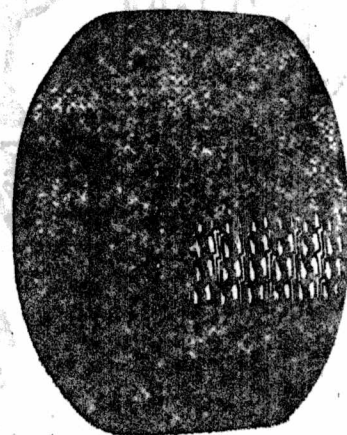


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AFTER 5PM.

Regional Ramblings

The 1973 season is rapidly drawing to a finish and it is now the time to think about 1974. The election of officers for next year will take place at the annual Banquet (which by the way is to be held on December 1 at the Rowntowner). The nominating committee presented a slate of candidates to the membership at the October meeting and there is still time to submit a nomination by petition. All such nominations must be signed by at least 10 members in good standing and submitted to the Secretary by the November membership meeting. I would seriously encourage anyone who feels that they have desire and capabilities to seek an elected office to consider placing their name on the ballot. There are also many non-elective positions that have to be undertaken, particularly in the race worker program, the solo and rally programs, and the Knock Off; all of which require a fair amount of effort. There are plenty of opportunities to get involved in your region so start thinking about what area you would like to help out in for '74.

The Northeast Division convention will be hosted by the New England Region at Waterville Valley, N.H. on the weekend of Nov. 11. I would like to see a good turnout from M-H there for that weekend. Besides having seminars on everything from race administration to rallies, these weekends are just plain fun. It is also a good place to get together with your counterparts from other regions and discuss problems and just plain get acquainted. Hopefully, the Governors from NEDIV will be there and quite possibly some of the Denver staff will be on hand to answer questions from everyone.

Rumor has it that M-H will have three drivers eligible for the ARRC this year; an all time record. Doug Jones, CS, Bill Morris, DSR, and Phil Raeder, FC, are all up in the point standings in their respective classes. Good luck to all.

On the regional level it appears that Paul Hacker will be the first NARRC class champion from MHR. Paul currently holds a substantial lead in SSS after a truly outstanding first year effort in his Dodge Colt. At last notice, Ed Holeva has an impressive point lead in FP in the NYSRRC series and it looks good for him to take that championship.

The Autoslalom series will wrap up on November 4 as the 8th event in the series takes place at the N.Y.S. lot on Washington Ave. Last chance to flog your car a bit before blanketing it for the winter. The rally series has two more events before it too comes to a conclusion. At this point the rally championship is still up in the air, in terms of points.

More on all this next month.

Howard

MOHAWK - HUDSON REGION - SCCA

presents

The Green Gremlin Rally

Sunday, October 21, 1973

1. **A straight forward time-speed-distance rally of less than 100 miles lasting about three hours. Designed to be fun for the novice yet reasonably challenging for the experienced.**
2. **Start - Rowntowner Motor Inn - Wolf Road - Colonie
(South from I-87, Exit 4)**
3. **Finish - Restaurant near Saratoga Springs, New York**
4. **Registration - Opens at 12:00 noon. - Ends at 1:28 PM. Driver's meeting at 1:14. First car off at 1:31 PM.
(There will be a 15-minute "Introduction to Rallying" beginning at 12:45 to give novices an idea of what to do.)**
5. **Entry Fees - S.C.C.A. Members \$3.00; Members of other Sports Car Clubs \$3.50; Non-members \$4.00.**
6. **Classes**
 - Class A - (Equipped) For the experienced rallyist. (Trophies awarded if there are three or more cars in class.)**
 - Class B - (Unequipped) For those with some experience.**
 - Class C - (Seat-of-Pants) Open to anyone. This class, in which all odometers in the car are covered, is designed for those with no rally experience. It is an ideal opportunity to try out rallying and spend a fun afternoon with your family or with a date.**
7. **Trophies**

**Dash plaques to both driver and navigator of each car.
Trophies to both Driver and Navigator of winning cars.
Up to three awards per class, participation permitting.**
8. **Rallymaster**

Terry Sandke. For further information call (518) 877-5601.