

THE

November 1973

KNOCK OFF

CATCHPOLE



By Barry Foley



NORTHEAST

FOREIGN CAR ACCESSORIES, INC.

901 - 18TH STREET
WATERVLIET, NEW YORK 12180
272-7275

1054 STATE STREET
SCHENECTADY, NEW YORK 12304
370-2225

"Call Us First"



Continental *Auto*



ABARTH

AMCO

FULL LINE OF FOREIGN
PARTS & ACCESSORIES

Mohawk-Hudson Region, S C C A
1973 Officers

Regional Executive

Howard Geer
6 Jones Ave.
Chatham, NY 12037
392-3499

Director

Hap Farnsworth
885 Birchwood Lane
Niskayuna, NY
785-4914

Treasurer

John Deans
1 Gert Lane
Albany, NY 12205
869-7731

Activities Director

John Petrella
5B Allen Drive
Saratoga Springs, NY
587-3205 12866

Competition Chairman

Bill Morris
1466 Van Curler Ave.
Schenectady, NY 12308
377-8117

Solo Chairman

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

Rally Chairman

Terry Sandke
26 Nottingham Way S.
Elnora, NY 12065
877-5601

KNOCK-OFF Editor

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

Assistant Regional Exec.

Carl Corrin
27 Hunting Road
Albany, NY 12205
869-6948

Director

Ed Holeva
582 St. David's Lane
Schenectady, NY 12309
377-3743

Membership Chairman

Chris Verch
1 Gert Lane
Albany, NY 12205
869-7731

Publicity Committee

Racing
Craig Robertson
1737 State St.
Schenectady, NY 12304

Solo Events

John Deans
1 Gert Lane
Albany, NY 12205
869-7731

Rally

Bill Hoffert
25 Marion Blvd.
Scotia, NY 12302
346-5935

Secretary

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

KNOCK-OFF Circulation

Craig Benson
29 VanBuren Ave.
Ravena, NY 12143

KNOCK-OFF Advertising

Phil Panos
463-9077 or 462-1689

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.

CRUISE IN W BIENCHI

"Without a doubt, the two terms most familiar to the general public over the past year have been "Watergate" and "The Energy Crisis". Long after Watergate has been relegated to the history books, though, the Energy Crisis will be around, much in evidence.

For months, the media have been conditioning the public about the situation with terms like "refinery capacity", "Alaskan pipeline" and "economy-robbing anti-pollution equipment on today's cars". There has been a concerted effort on the part of the oil companies to educate people to the advantages of good driving habits (you know, no jackrabbit starts, decelerate gradually, drive under the speed limit, keep tires properly inflated and engine well-tuned, etc. But, as the man said, "Is anybody out there listening?"

During the course of a year, we have the opportunity to do a lot of driving; sometimes good, sometimes bad. A lot of it is done in numerous sections of the country, so what we're about to say applies to everyone.

People just don't seem to care. Gasoline supplies decrease and the price goes up, but people don't care. A society as oriented to vehicular transportation as we are isn't going to let a price of 50 cents a gallon stand in the way of getting from point A to point B in the shortest amount of time. Everyone learns that the shortest distance between two points is a straight line. To be fortunate enough to find such a path to work or the local shopping center is a rare, if not non-existent, situation. So why compensate for the tortuous path by driving faster. Don't you know that driving faster increases fuel consumption? It's not capitalist propaganda, it's true. It has been documented by reputable research organizations. We have proved it here. For example, on a car that averaged just under 14 miles per gallon, we applied conservative driving. This involved slower starts, slower stops, and freeway driving at 50mph. The gas mileage immediately shot up to 16.8. Admittedly you may not get the same results: you could get more or less improvement. The point is, you will see improvement. The hardest part for us was the adjustment to driving in the slow lane, but it got easier with time. If everyone saved only one gallon of gasoline a week by sensible driving habits, the combined savings in fuel over a one year period would be over 5 billion gallons! We found, that in our particular case, the savings realized meant one free tank of gas per month over what we spent before.

Slowing down also saves maintenance, which certainly isn't getting any cheaper. The faster an engine runs, the faster the internal parts move. This means that wear is greatly accelerated. One of the keys to decreased emissions and increased economy is the condition of the engine. Accelerating the wear rate deteriorates engine condition and causes "dirtier" and less economical operation.

Plus, you don't have to be a research scientist with a major oil company to realize that slower driving is less hazardous. Sure, statistics say that most accidents happen at relatively low speeds. If these statistics finger you for an

accident in the next six months, would you rather have it at 50 or at 70, or at 30 or 45? It doesn't matter how good a driver you think you are, you're better able to control a car at slower speeds.

So, for safer, more economical driving, slow down. Please. If you've already adopted these habits, pass them on to your parents or the people with whom you ride to school or work. Leave a little earlier for your destination and combine your trips. Don't drive like an idiot trying to get home from work or school. Your wife, dinner, girl friend, TV or race car will still be there when you get home. Try it. You'll see.

The number of cars on the road will not decrease. The supply of gasoline may not increase, at least for awhile. Until the situation eases or clears up we'll have to ride it out, but SLOWLY."

The above editorial (reprinted without permission because there wasn't time to get it for this issue) could have appeared anywhere: TIME, The CONSERVATIONIST, anywhere. Yes, it could have appeared anywhere. But it didn't. It came from "Give n Take" by Fred Gerle in SUPER STOCK and DRAG ILLUSTRATED. And the folks at SS+DI have a pretty good handle on things, both perceptively and journalistically. They have the feeling for quick motor cars from the technical, competitive and aesthetic standpoint. And when they see the gasoline shortage as a serious problem, we'll go along with whatever they say. We'd like to add several viewpoints of our own for your consideration. If there isn't any racing in the U.S. in 1974, is there any good reason for staying here (and is there anyplace else to go)?? It takes a great deal of mental discipline to approach the performance potential of an automobile, whether in rallying, autoslalom or racing. If we all apply this same discipline toward conserving fuel this winter, there just might be enough fuel left to go racing on in 1974. And if we don't.....

greg

BB

AutoSlalom #8-----Nov. 4, 1973

class 1

1. Gail Klimcovitz FV DNF

class 2

1. Lee Beauregard Lotus 7 52.1
2. Judy Beauregard Lotus 7 54.8

class 3

1. Carl Corrin Corvette 47.75 FTD
2. Steve Hunting Porsche 911 47.9
3. Sandy Fisher Corvette 49.25
4. Jack Burns Porsche 911 49.9
5. John Loda Porsche 914-6 49.95
6. Russ Owens Porsche 911 50.65
7. Walt Tracinski Corvette 51.5

class 4

1. Tom Pelkey Datsun 2000 49.25
2. John Boyd Datsun 240Z 49.7

(class 4 continued)

3. John Stim Datsun 240Z 50.85
4. Mike Vaccaro MG Midget 51.7
5. Pat Boyd Datsun 240Z 53.64
6. Harry Whitton Datsun 240Z 57.05

class 5

1. Nathan Danforth BMW 2002 49.5
2. Tony Hilferty BMW 2002 50.3
3. Craig Roberston BMW 2002 50.85
4. Craig Benson BMW 2002 51.85
5. Mike Rossi Alfa Romeo 52.55
6. Leonard Stochel Capri 2600 58.45

class 6

1. Gerald Morris Datsun 1600 48.7
2. Jack Hanifan FIAT 124 50.85
3. Art Deighan FIAT 124 51.65
4. Dan Roberts Opel GT 55.0
5. Mark Leonard SAAB 56.05
6. Jim Leonard SAAB 56.5

class 7

1. Bill Ruschetti	Duster	48.4
2. Howard Geer	Duster	50.0
3. Sandy Fisher	Camaro	50.65
4. John Deans	Camaro	52.35
5. Fred McKosky	Camaro	52.95
6. Rich Bartholomew	Cougar	56.0
7. Mike Preville	Mustang	56.45

class 9

1. Donna Fisher	Camaro	49.6
2. Candy Schaf	Opel	56.3
3. Chris Verch	Datsun 510	57.1

class 8

1. Jack Burns	Pinto	51.2
2. Jeff Nudi	Pinto	52.0
3. Jim Bishop	FIAT 128	52.45
4. Gary Palmer	Pinto	52.6
5. Jim Corbett	Capri	53.25
6. Tom Dill	VW	54.1
7. Rich Murdock	Datsun	54.4
8. Perry Fleischer	Subaru	54.45
9. Harold Gulliken	Opel Rallye	55.0
10. Phil Hilferty	Pinto	56.35
11. Bill Corbett	Maverick	57.25
12. John Sleasman	VW	60.0

Press On Regardless--- 1973

Nov. 1 saw the 58 contestants of the rugged POR rally answer the starting call in Detroit. By the time the event was concluded three days later, only 23 cars were left to be counted as finishers. Among the DNFs were the two favored Jeep entries the Cherokee of Henderson/Pogue (retired first night, engine) and the Wagoneer of Dahm/Grimshaw which retired on the second night, also with engine problems. In a different situation was Colt driver Scott Harvey who was disqualified after an unannounced scrutineers check. Official results were:

os.	Driver/Co-Driver/Hometown	Sponsor/Car	Points
1	Walter Boyce, Ottawa, Ont. Doug Woods, Ottawa, Ont.	Toyota/Canadian Motor Industries Toyota Corolla 1600C	41,847
2	James Walker, Ann Arbor, Mich. Terry Palmer, Jackson, Mich.	Herb Estes Volvo Inc. Volvo 142S	43,996
3	John Smiskol, Lombard, Ill. Carol Smiskol, Lombard, Ill.	Fast Eddie Datsun 240Z	45,360
4	John Buffum, Shelburne, Vt. Wayne Zitkus, Toledo, Ohio	Libra Int'l Racing Ford Escort RS 1600	45,903
5	John Rodgers, Seattle, Wash. Erik Brooks, Seattle, Wash.	John R. Rodgers Datsun 510	56,501
6	Robert Mucha, Warsaw, Poland Ryszard Zyszkonski, Warsaw, Poland	Lot Polish Airlines Fiat 125P	47,751
7	William Dodd, Amherst, Ohio Rudy Kren, Cleveland, Ohio	William Dodd Ford Capri 2600	48,491
8	Jim Callon, Sault Ste. Marie, Mich. Gary Hays, Traverse City, Mich.	Hays Engineering, Inc. Datsun 510	48,820
9	Steve Dorr, Salem, N.H. Rick Andersson, Northboro, Mass.	Special Stage Datsun 510	48,947
10	Charles McLaren, Highgate, Ont. Doug Leverton, London, Ont.	Morgan Datsun Ltd. Datsun 510	49,621
11	Andrzej Jaroszewicz, Warsaw, Poland Jan Wojtyna, Lodz, Poland	Lot Polish Airlines Fiat 125P	50,079
12	John Chalmers, Findlay, Ohio William Potvin, Toledo, Ohio	Cooper Tire Co. Datsun 510	50,168
13	Gary Neil, Rexdale, Ont. Don Ramsay, Rexdale, Ont.	Gary W. Neil Datsun 1600 SSS	51,171
14	Edgar Herrmann, Nairobi, Kenya Joe LeBeau, Midland, Mich.	Dart Performance Subaru GL Coupe	51,598
15	Marek Varisella, Warsaw, Poland Janina Jedynak, Warsaw, Poland	Lot Polish Airlines Fiat 125P	51,918

The Fall Fender Bender

Lime Rock Park, Oct. 27, 1973 -- The last NARRC race of the season, sponsored by the New York Region of the SCCA, did live up to the name that generally goes along with the last event of the season. There were a lot of broken cars around at the end of the day. But, there was only one injury and, other than the fact that a chilly wind made the day a rough one to survive (many were cold, but few were frozen), the racing wasn't bad at all.

Race One - Formula V

Bruce Sylvester, in a Zeitler, won this race quite handily. Don Maguire took a solid second in his Phoenix; and the real racing was to be found in positions three - seven. Mo-Hudder Ken Buzzard was involved in a great deal of drafting and position swapping here, in his new Caldwell, but a lack of power did him in toward the end. He eventually ended up in sixth, with Peter Gustafson taking third in another Caldwell.

Race Two - F,G,&H Prod.; C Sedan; D S/R

This was the race of the day - Mo-Hudwise. Harold Cameron, in the ex-"Fast Eddie" Holeva Sprite, led all the way to take first overall and first in FP. A very smooth and fast drive, and not without withstanding some early pressure from the FP Midget of E.C. Benner. After the demise of Mr. Benner, who should come along to take both second o.a. and in FP but, none other than, Bob Claffie in the Spirit of B.Y.O.B., low-budget Spitfire. Bob was briefly bunted in the very first turn by the GP Spitfire of Omer Norton III but managed to survive. Omer, by the way, spun and took the HP sprites of Mike Lewis and Donald Arns with him. Bent fenders, grills, radiators, and all that good stuff. The informal title of this fall classic had already lived up to its name.

GP was won by Dick Barlow in a Spitfire; HP by John Barry in a Sprite; CS by Gary Wolf in a Mini. Back in the pack, Eleanor Morris was motoring around to take 18th overall in the D/SR NTM Mk. I. Bruce Rolleston, of Mo-Hud, did not start this event due to a blown engine in practice, in his FP Lotus.

Race Three - AP,BP,CP; AS; B S/R,C S/R

Whoopee, the big bore stuff. Also an easy walk-away for John Fuller in the Viper AP Corvette. Boy is that a good combination. And what's this -- John Sharrigan working his way through the pack to come in second o.a. and first in B S/R with the world-rekknowned Fitzgerald B2, a really neat car. Couldn't beat John's tow car either - a duly licensed Boston taxi cab. Dr. Ed Morin never stood a chance. Third o.a. and first in BP was Dave Lloyd in a Corvette and fourth o.a. and first in AS was Jim Crittenden in the Viper-prepared Camaro. First in CP went to the E type of Peter Schmidt and first in C S/R went to Peter Symonds in a Bobsy. Oh yes - two Corvettes came together on the climbing turn and filled the air with fibreglass - scratch two more.

Race Four - D & E Prod.; B Sedan

A DNS for Mo-Hudder Don Valenti in the ex-George Smith,

Red Dog Racing Porsche 914. Seems like the engine decided to go out to lunch during practice, via the holed piston route. Wait 'til next year. The top three finishers each came from a different class (which doesn't really mean much). Alan Howes in Porky's old EP Porsche, Bob Bunce in a BS Datsun 510, and Don Zahoruiko in a DP Datsun 2000. Janet Guthrie drove a real nice race to come in fourth o.a. and second in BS in her Toyota Celica.

Race Five - Formula SCCA

A field of only eight cars. You'd normally say who cares but Jerry Lieberg, March, drove a good race to overcome the early lead of Jim Modrall, Brabham BT-29, to take first o.a. and FB. Dick Powell came in fourth o.a. and first in FC in his Brabham. The nonstory of this race was the nonstart of Bill Graf. He crashed heavily in practice about midway between turn 11 and the S-F line. He went into the Armco hard (it had to be replaced), totally destroyed the car (a FB Brabham), and broke a leg in the process. A wierd place to lose control (he got off the pavement passing another car and then spun), and badly bent a car as I've seen in a long time.

Race Six - Formula Ford

Hey, there was this real neat trick in this one. After a few laps of the race, Ed Mulford put on the brakes real hard coming into turn one. The back of the car shuddered a little bit and then the left rear flew off -- the wheel and tire, and hub, and parts of the trailing arms -- all as a unit. After bouncing high into the ozone, the departed assembly came to rest and Mr. Mulford, who had kept the car in a straight line down the escape road, stepped none too calmly out of his Royale and out of the race. It could have been much worse.

Racewise, wunderkind Rick Bell (Crossle) beat out Joe Sposato (Merlyn) and Graham Walsh (Royale, they all don't fall apart) for top honors.

Race Seven - SSS

Another good race. Don Sherman led for the first 12 laps, being constantly hounded by Paul MacDonald, both in Opels. But the race was 15 laps long and Mr. MacDonald prevailed for the last three. Bob Koveleski's Colt ran a strong third for a good part of the race but he rolled out of contention leaving Paul Hacker, in the Northeast Foreign Car Accessories Colt, all alone in third place at the finish.

Race Eight - Formula Ford Consy

Not much going on here. Gordon Sager, who usually runs in the real race, won in his Winkleman. Mo-Hud's Dave Singiser DNFed in his Lotus to bring the curtain down on a disappointing season.

Now everybody fix their cars and we'll see if there's enough gas to go racing next spring. The end.

Tri-Area Discount Tire Dist.

2662 HAMBURG STREET
855-2787 (Next to Loblaws)

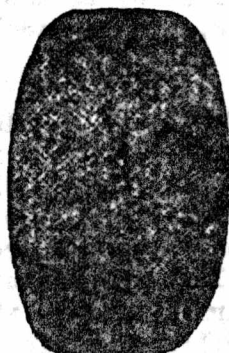


RADIALS

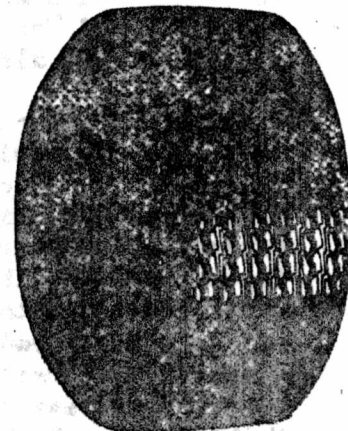


\$31.28

168R 13
PLUS
F.E.T.
of
1.81



4 PLY
POLYESTER
FIRST LINE &
PREMIUM GRADE
ALSO
2 PLUS 2
STEEL BELTS



Why Not Have The Best For Less!

the best in competition engine building

PORTING

COMPETITON VALVE JOBS

CYLINDER HEAD C.C.ing

HEAD MILLING and SURFACING

GRIND, INDEX, CROSS DRILL, MAGNAFLUX,
and SHOTPEEN CRANKSHAFTS

COMPETITION BORING and HONING
with HEAD PLATES

BLOCK ALIGN BORING

COMPLETE ENGINE BLUEPRINTING

SHOTPEEN, POLISH, MAGNAFLUX,
and RESIZE RODS



automotive inc.

ON CHICANERY IN SHOWROOM STOCK

by Hailwood

Putting one over on the officials has been a tradition in motor racing since the days of 12-liter Fiats and the Thomas Flyer. No type of motorsports is immune from this activity but drag racing seems to be its hotbed, witnessed by the vocabulary which includes such generic terms as "cheater slicks", "cheater pipes", and "cheater bars". The roundy-rounders and the road guys have indulged as well. One example comes to mind of a man who tried to snooker the officials in both leagues and failed in both attempts. I refer to the Grand National Chevilles and Trans-Am Camaros of Smokey Yunick, both immaculate and super-slick cars but also incredibly illegal.

Striking closer to home, Showroom Stock Sedan has provided not only close and enjoyable racing from all points of view but also a new frontier for the rule-benders and other less-respectable types to explore. Mid-Ohio seems to be the node of this activity and some of the violations have been quite interesting. For example, an experimental post-race inspection consisted of attaching a magnet to the body panels of SSS cars. Imagine the surprise of the scrutineer (and the sickening feeling in the driver's gut) when the bar magnet absolutely refused to make contact with the Opel's front fenders and hood! Diagnosis: fiberglass. Prognosis: disqualification. In another incident, a scrutineer was looking over the interior of a Pinto when he noticed a clock. Nothing unusual about having a clock in the car except that Mickey's hands were held high in the air when, indeed, it was well past noon. A good pull on Mickey's face revealed that it was a front for a tachometer. Other tricks have included running sans fan belt and air cleaner element and, of course, the old cement underwear in the spare tire.

Wide rims have until now been regarded as too obvious a ruse to attempt. Too obvious, that is, unless you drive a white Toyota. Really, now, here's a guy who prints a road test of his race car which states benignly "Rim Width: 4.0 in." in a magazine with national circulation and also distributes said publication to 8,000 spectators at the race sponsored by that magazine. Ironically, after a rim check revealed his wheels to be a bit wide, the incriminating evidence was a copy of the previously-mentioned magazine/race program and a check of a similar car's rims which belonged to an employee of the magazine in question. Whether the 4J13 stamp (or, in his case, 4.5J13) was removed or buried under eleventeen coats of paint is immaterial. He cheated and got caught. Period. The four lap penalty invoked was sufficient sentence.

I used to have a lot of respect for the C+D guys. Their irreverent attitude was always welcome in an atmosphere of complacency. Their Showroom Stock Challenge has proved to be one of the most popular racing events on the east coast. Rule-bending also seems to be a pastime of theirs. Pat Bedard was stopped last year with a slick tire. A lot of guys were running shavers and Pat was just unlucky enough to get caught with one that was just a bit too smooth. This year, Bedard won and his car was clean. But, when a dude runs cheater rims, that's too much. One can't be too harsh on the man, however. When the President of the United States seemingly engages in chicanery, why shouldn't everybody?

Who is Michael Field and how did he end up ninth in F-Ford?

(ed.note: time was when there weren't but a handful of race drivers in this region: there was 'Grog, and Uncle Gene, and Bob Bailey who was running up in Canada, and several others. Now there are so many of them that even the editor, who is a nosey sort, a real snooper, cannot claim acquaintance with all of them. Take Mike Field for example: here is a guy we claim as our own, he gets 11 points in the NEDiv. National standings in Formula Ford, and no one knows him, much less claim they have ever seen him run. To satisfy his own curiosity, and yours as well, the editor sent discreet inquiry to Galway, NY, and discovered that Michael R. Field joined Mo-Hud almost a year ago, for the expressed purpose of going racing. Mike was a graduate of one of the professional racing schools, and he must have gotten good recommendations, because they gave him a National license for openers.....but rather than relate the story, let Mike tell us in his own words.....)

My 1973 goals were to learn the tracks, meet the competition and hopefully finish in the top ten a few times. Having very little aptitude for the mechanics of a race car, and realizing the importance of reliability, I chose a rental program as the most likely to succeed. I contracted to do a number of races with the Fred Opert shop, because, despite his reputation as a mercenary, he puts winning cars on the track. Driving a car that provides no excuse for losing is the best way to test driving ability.

My first race (EVER) was the May 20th National at Nelson Ledges. I was SCARED. I called the tech inspectors Sir. I got lost in the paddock looking for the pit gate to go out for practice. I collided with a Volkswagen while backing my FF out of a mudhole. I was paged over the PA system because I had forgotten to sign a release. During the race I got pushed off the track at the Carousel by my own "teammate" and spun in the mud. I was blind from the spray...and I finished SIXTH. Needless to say I was ecstatic. A point my first time out.

Next race was the Memorial Day National at Thompson. That race will always rank as my personal all-time high. I had never driven on plain treads, but no matter, slicks only meant that I'd go faster. After all, look at my first race results. Well, due to my faultless driving I managed to qualify a rapid 23rd (not 11th as reported in Sports Car...they also garbaged my home region, listing it as New York) out of 27 entries. Crikey, those people had no respect. It's difficult to describe the sensation during that race in terms common to everyone. The closest I can come is to liken it to the feeling one gets after gaining his second wind while running....it feels like you could run faster and faster probably for ever. At any rate, I won the race by finding the fast line around a last lap/last corner shunt between two backmarkers while Chris Gleason chose the wrong side of the track.

Third race- Summit Point, June 10th. I finished sixth in weather hot enough to blister hard compound Firestones. No drama at that one except the fist waving at the driver from New England Region noted for his Reggazonian blocking tactics.

By now I had done three races, and was second in the division. Pretty heady stuff. A foul-up between New York State and myself resulted in the non-appearance of my expected racing budget. Thanks Rocky, why don't you test the terminal velocity of a human body propelled from atop The Mall.

I did manage three more late season races. Ninth at the Glen, crash in the sand at Bridgehampton and a mediocre eleventh at Bryar. You don't do six

races and win Formula Ford, not in this division. That's it. I achieved my pre-determined goals, but naturally, like all racers I find myself unsatisfied.

1974 will find me doing 14-16 races, most probably in a TradeWinds Engineering Merlyn.

Michael R Field.

(thank you Mike, and now that you know where we are, don't be a stranger)

1973 RALLY CHAMPIONSHIP

Standings as of October 22, 1973

<u>Drivers</u>			<u>Navigators</u>		
<u>Name</u>	<u>Pts</u>	<u>*</u>	<u>Name</u>	<u>Pts</u>	<u>*</u>
C. Schaf	12.5		N. DeCarteret	20.0	Y
H. Farnsworth	12.0	Y	H. Geer	19.0	Y
W. Craig	12.0		B. Browar	18.0	
N. Geer	11.0	Y	L. Camin	13.0	
R. Lillquist	10.0		L. Mintzer	13.0	
R. Hohol	10.0		A. Goodwin	13.0	
D. Hathaway	10.0		W. Tracinski	12.5	
B. Goodwin	10.0		H. Farnsworth	12.0	Y
P. Grahek	10.0		M. Hathaway	10.0	
K. Giles	10.0		K. Giles	10.0	
M. Cirello	10.0	Y	J. English	10.0	
R. Brown	9.4		L. Becker	8.0	
A. Frederick	8.0	Y	G. Morrison	8.0	
S. Martello	8.0		C. O'Brien	8.0	
J. Jones	8.0				
J. Burke	8.0				
M. Bruce	8.0				

Note: The above list includes only those people with 8 points or mor

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

%%%

VW Gold Cup for Formula Super Vee--1973 Final Points

1. Bertil Roos	Opert/Tui BH3	\$13,650
2. Harry Ingle	Heppenstall/Royale RP14	\$9,550
3. Bob Lazier	Scott-Gastoina/Royale RP18	\$8,550
4. Eliot Forbes-Robinson	Pharr West/Lola T252	\$7,450
5. Wink Bancroft	Maka Racing/Lola T320	\$5,000
6. Frank Maka	Maka Racing/Lola T320	\$3,950
7. Frank Williams	Maka Racing/Lola T320	\$3,450
8. Tom Bagley	Montgomery VW/Lola T252	\$2,700
9. Fred Phillips	Phillips/Tui BH3	\$2,650
10. Bob Wheelock	CocaCola/Lola T252	\$3,600
11. Howdy Holmes	Sun Racing/Lola T252	\$2,450
12. Dave McMillan	Opert/Tui BH3	\$2,100
13. Fred vanBuren	Opert/Tui BH3	\$2,350
14. Richard Mellville	Scott Racing/Royale RP18	\$1,800
15. Steve Webb	Webb/Lola T252	\$2,450
Tom Reddy	Montgomery VW/Tui BH3	\$1,950

lotus racing east

AEROQUIP
Graviner Fire Systems
Hewland
Brian Hart
Holbay

VARLEY
Supertanium Hardware
Cosworth
Vegantune
BRM



GO-POWER ENGINE DYNO

ENGINE BALANCING, BLUEPRINTING, BORING AND REBUILDING
COMPLETE CHASSIS TWEAKING WITH OPTICAL GAUGES & SURFACE PLATE
BUMP STEERING ON ALL CARS
SERVICE ON ALL MAKES OF FORMULA AND SPORTS RACERS

LOTUS RACE CARS

CROSSLE DISTRIBUTOR - EAST COAST

See The New Type 25 F Formula Ford - Also FB & FC

Rte.44, Millerton, N.Y. (914) 789-4425
12546

BARNEY'S SPEED SHOP

127 NORTH LAKE AVENUE ALBANY, N.Y.

phone (518) 463-3501

MACHINE SHOP SERVICE



electronic
engine
balancing

parallel boring
cylinders sleeved
crankshafts ground

RACE CAR EQUIPMENT

SCCA Northeast Division National Points --- Final

A Production

1. Sam Feinstein	Phil.	Cobra	36
2. Fred Keplar	Glen	Corvette	30
3. "Babe" Headley	Phil.	Corvette	25
4. John Fuller	NER	Corvette	23

B Production

1. John Orr	CNY	Corvette	42
2. Mike Mandell	NYR	Corvette	42
3. Don Blatchley	SCR	Corvette	29
4. Bobby Spirgel	NYR	Corvette	27

C Production (under appeal)

1. Bob Sharp	NER	Datsun 240Z	54
2. Bob Tullius	DC	Triumph TR6	48
3. Bob Speakman	DC	Datsun 240Z	31
4. Dan Smith	NNJR	Lotus Elan	13
5. Peter Schmidt	NYR	Jaguar XK-E	

D Production

1. John McComb	DC	Triumph GT6	54
2. Dave Manzolini	CNY	Datsun 2000	42
3. Bill Jarrell	DC	Daimler SP250	37
4. Paul Choiniere	NER	Triumph GT6	31

E Production

1. Brian Fuerstenau	DC	MG-B	54
2. Bill Schmid	NER	Porsche 356	54
3. George Frey Bl. Mtn.		Porsche 356	36
4. Dan Koontz	DC	MG-B	30
6. PETER CALLAGHAN-	Mohawk-Hudson		
		Porsche 914-4	16

PIERRE LEMIEUX-Mohawk-Hudson
MG-B 2

F Production

1. Ken Slagle	Sus.	Spitfire	54
2. John Kelly	DC	Spitfire	51
3. Bob Spreen	NNJR	MG Midget	35
4. Pete vanderVate	DC	Spitfire	13
ED HOLEVA -	Mohawk-Hudson		
		A-H Sprite	3

G Production

1. Joe Hauser	DC	Sprite	51
2. Glen Dennis	NYR	Spitfire	29
3. Bob Robbins	SJR	Sprite	27
4. Dave Winship	NNJR	Sprite	21
DAVE HATHAWAY--	Mohawk-Hudson		
		Spitfire	2

H Production

1. Randy Canfield	DC	Sprite	54
2. Mike Dale	NNJR	Sprite	51
3. Ray Stone	NNJR	Sprite	42
4. Bob Criss	SCR	Sprite	31

A Sports / Racing

1. Bob Nagel	SCR	Lola	27
2. Jeff Jones	NER	McLaren	19
3. Eno dePasquale	NYR	Lola	18

B Sports/Racing

1. Don Chab	MVR	Lola	51
2. John White	NER	Chevron	33
3. Bill Mitchell	NER	Lola	24
BILL MORRIS--	Mohawk-Hudson		
		Zonker	6

C Sports/Racing

1. Eric Kerman	NYR	Arachnid	36
2. Jim Petrie	NNJR	Lotus 23	36
3. Ed Givler	NER	Edge VSR	27
4. Gene Woodruff	DC	Royale	24

D Sports/Racing

1. Jerry Bergaman	WNY	LeGrand	40
2. BILL MORRIS--	Mohawk-Hudson		
		MiniMarcos	25
3. Pete Steiner	Phil.	Bobsy	25
4. Rich Lindquist	Phil	Bobsy	18
KARL DANNEIL--	Mohawk-Hudson		
		NTM-Honda	9

A Sedan

1. Frank Grimaldi	NER	Camaro	40
2. Roger Pierce	CNY	Mustang	37
3. Doug Mills	DC	Camaro	27
4. Ed Lorincz	Phil.	Mustang	15

B Sedan

1. Bob Sharp	NER	Datsun 610	54
2. Paul Newman	NER	Datsun 510	49
3. Peter Schwartzott	WNY	Datsun 510	34
4. Tom Ciccone	NER	Datsun 510	32



NORTHEAST DIVISION SCCA 1973 SEASON
Breakdown of Starters by Classes and Races

Race	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	Totals
AP	0	2	3	7	5	4	12	4	3	8	4	52
BP	8	3	7	8	8	11	15	8	7	10	5	90
CP	3	4	2	5	2	8	3	4	3	4	3	41
DP	6	11	4	14	6	7	6	5	9	4	9	81
EP	17	9	12	13	7	9	9	5	5	10	11	107
FP	7	6	5	7	5	9	7	2	3	6	6	63
GP	10	8	6	8	6	12	10	4	5	9	10	88
HP	8	16	9	13	12	16	18	7	13	9	10	131
AS	9	4	0	3	4	8	7	3	2	5	2	47
BS	8	5	9	11	14	12	15	11	6	12	17	120
CS	6	3	10	7	7	11	10	3	4	8	10	79
ASR	2	0	0	0	0	0	1	2	2	4	2	13
BSR	3	2	2	3	3	7	3	2	6	4	0	35
CSR	10	4	8	8	11	8	9	4	6	12	7	87
DSR	3	3	1	5	5	8	10	4	5	4	2	50
FA	3	2	1	0	0	4	3	0	0	1	3	17
FB	9	9	10	11	15	13	9	11	5	5	4	101
FC	4	4	2	10	4	3	8	7	5	6	0	53
FF	34	25	30	33	34	34	38	23	20	39	23	333
FSV	3	3	4	1	5	3	7	0	0	2	3	31
FV	28	15	27	20	22	28	28	15	18	25	23	249
SSC	3	0	4	0	1	6	2	x	1	0	3	20
SSS	10	6	10	17	10	11	14	x	8	12	11	109

Race #1 Cumberland May 20
 " #2 Thompson May 27
 " #3 Summit Point June 10
 " #4 Lime Rock July 7
 " #5 Pocono July 15
 " #6 Nelson Ledges July 29

Race #7 Watkins, Glen August 12
 " #8 Bridgehampton August 25
 " #9 Bryar September 2
 " #10 Pocono September 16
 " #11 Summit Point September 23

KAYE'S

IMPORTED CARS

AUSTIN
MARINA
JAGUAR
MG

NEW
USED
CARS

10%

DISCOUNT see Roly Heacox
TO ALL SCCA MEMBERS
WITH THIS AD! — PARTS
OR ACCESORIES

RENAULT
TRIUMPH
FIAT

LUCAS
AMCO
STEBRO

ALL NEW >

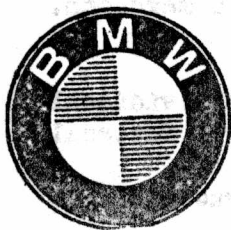
SEMPERIT



TIRES
DEALER

AUTHORIZED SALES & SERVICE—COMPLETE COLLISION SERVICE

949 CENTRAL AVE., ALBANY, N.Y. PH. IV 2-4413



"BAVARIAN MOTOR WORKS"

Alfa Romeo



BMW



The Unbeatable Team

KLAMM'S BMW LTD.

SALES & SERVICE

MAIN ST., ALTAMONT, N. Y. 12009

Phone 861-8561 Area Code 518

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

European 2 litre Sports Car Series
round #5, Enna

1. Vittorio Brambilla Abarth-Osella
2. Toine Henzemanns March-BMW 73S
3. Jean Andruet Abarth-Osella
4. Guy Edwards Lola-Cosworth T292
5. John Burton Chevron B23
6. Giorgio Pianta Abarth-Osella

Lombard North Central F3 Series
round #10, Silverstone

1. Alan Jones GRD-Vegatune 373
2. Russel Wood March 733
3. Leonel Friedrich March 733
4. Richard Roberts March 733
5. Masami Kuwashima March 733
6. Mike Tyrell Ensign F3/72

BOC Formula Ford Championship
round # 15, Mallory Park

1. Derek Lawrence Dulon MP15
2. Don MacLeod VanDiemen AF73
3. Stephen South Ray 73
4. Richard Hawkins Titan Mk. 6
5. Ted Wentz Elden PH10B
6. Dennis Shattuck Elden PH10

Lombard North Central F3 Series
round #11, Mallory Park

1. Tony Brise March-Holbay 733
2. Matt Spitzley March 713M/733
3. Richard Roberts March 733
4. Mike Wilds March 733
5. Russell Wood March 733
6. Pedro Passadore GRD 373

Rothman's F5000 Championship
round #10, Brands Hatch

1. Teddy Pilette Chevron B24
2. Tom Belso Lola T330
3. Tony Dean Chevron B24
4. Clive Santo Lola T330
5. Keith Holland Trojan T101
6. Guy Edwards Lola T330

European 2 litre Sports Car Series
round # 6, Nurburgring

1. Arturo Merzario Abarth-Osella
2. Martin Raymond Chevron B23
3. Tim Schenken Chevron B23
4. Giorio Pinata Abarth-Osella
5. Peter Smith Chevron B23
6. Javier Juncadella Chevron B23

European Touring Car Championship
round #7, Circuit Paul Ricard 6 hour

1. T Henzemanns/D Quester BMW CSL
2. Jacky Ickx/James Hunt BMW CSL 3.5
3. Chris Amon/Hans Stuck Jr. BMW CSL
4. W Brun/C Kocher BMW CSL
5. Jackie Stewart/Jochen Mass Capri RS
6. John Hanson/Peter Hanson Escort RS

Forward Trust F3 Championship
round #10, Castle Combe

1. Ian Taylor March 733
2. Buzz Buzaglo March 733
3. Matt Spitzley March 713M/733
4. Mo Harness March 733

Wella for Men Formula Ford Series
round # 10, Castle Combe

1. Stephen South Ray 73
2. Ted Wentz Elden PH10B
3. Dennis Shattuck Elden PH10
4. Richard Eyre Dulon MP15
5. Bryan Sharp Merlyn Mk. 24
6. Roger Manning Elden PH10

BP Formula Atlantic Championship
round # 11, Mallory Park

1. David Purley March 722
2. Ken Bailey March 722
3. John Nicholson Lyncar
4. Colin Vandervell March 73B
5. Cyd Williams Brabham BT40
6. Peter Wardle Surtess TS15

BP Formula Atlantic Championship
round # 12, Snetterton

1. Geoff Friswell March 73B
2. Cblin Vandervell March 73B
3. David Purley March 722
4. John Nicholson Lyncar

European 2litre Sports Car Series
Nurburgring, round #7

1. Arturo Merzario Abarth-Osella
2. Martin Raymond Chevron B23
3. Tim Schenken Chevron B23
4. Giorio Pianta Abarth-Osella
5. Peter Smith Chevron B23
6. Javier Juncadella Chevron B23

European Touring Car Championship
Paul Ricard 6hr, round #7

1. T Henzeman/D Quester BMW CSL
2. Jacky Ickx/James Hunt BMW CSL
3. Chris Amon/Hans Stuck BMW CSL
4. W Brun/C Kocher BMW CSL
5. Jackie Stewart/Jochen Mass Capri
6. John Hanson/Peter Hanson Escort

John Player F3 Championship
Paul Ricard, round #10

1. Michele Leclere Alpine A364B
2. Jacques Lafitte Martini Mk.12
3. Bernard Beguin Martini Mk.12
4. Alain Serpaggi Alpine A364B
5. Masami Kuwashima March 733
6. Jean Ragnotti March 733

Rothmans F5000 Championship
round #11, Oulton Park

1. Peter Gethin Chevron-Morand B24
2. Teddy Pilette Chevron-Morand B24
3. Tony Dean Chevron-Morand B24
4. Bob Evans Trojan-Smith T101
5. Ian Ashley Lola-Smith T330
6. Brett Lunger Trojan-Smith T101

Yellow Pages Formula Atlantic Series
round #5, Oulton Park

1. Geoff Friswell March 73B
2. Colin Vandervell March 73B
3. Ken Bailey March 722
4. John Nicholson Lyncar
5. Stephen Chourlaton March 73B
6. Stan Mathews March 73B

Lombards North Central F3 Series
round 12, Oulton Park

1. Tony Brise March 733
2. Richard Robarts March 733
3. Masami Kuwashima March 733
4. Alan Jones GRD 373
5. Mo Harness March 733
6. Larry Perkins Brabham BT41

Forward Trust F3 Championship
round #11, Silverstone

1. Brian Henton Ensign LNF3
2. Richard Robarts March 733
3. Tony Brise March 733
4. Masami Kuwashima March 733
5. Tony Rouff GRD 373
6. Mo Harness March 733

European 2litre Sports Car Series
round #8, Osterreichring

1. Guy Edwards Lola T292
2. Martin Raymond Chevron B23
3. John Burton Chevron B23
4. Dieter Quester Abarth-Osella
5. Jorg Obermester GRD S73-BMW
6. Toine Henzeman March --BMW 73S

Forward Trust F3 Championship
round #12, Thruxton

1. Tony Brise March 733
2. Leonel Friedrich March 733
3. Richard Robarts March 733
4. Matt Spitzley March 733
5. Mo Harness March 733
6. John McDonald GRD 373

Rothmans F5000 Championship
round #15, Jyllandsring Denmark

1. Ian Ashley Lola T330
2. Teddy Pilette Chevron B24
3. Gijs vanLennep Lola T330
4. Tom Belso Lola T330
5. Keith Holland Trojan T101
6. Jac Nellman McLaren M18

BOC Formula Ford Championship
round #16, Oulton Park

1. Derek Lawrence Dulon MP15
2. Don MacLeod VanDiemen FA73
3. Bob Arnott Merlyn Mk24
4. Stephen South Ray 73
5. Ed Wilcox Merlyn Mk11A
6. Graham Cuthbert VanDiemen FA73

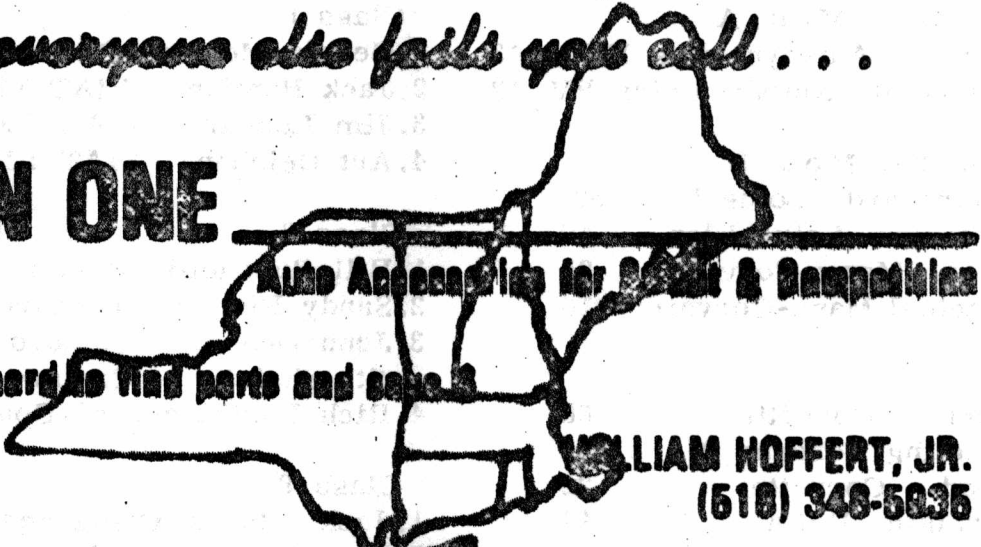
BP Formula Atlantic Championship
round # 13, Oulton Park

1. Colin Vandervell March 73B
2. Ken Bailey March 722
3. John Nicholson Lyncar
4. David Purley March 733
5. Geoff Friswell March 73B
6. Jas Patterson March 722

If everyone else fails you call . . .

TURN ONE

Auto Accessories for **Race & Competition**
for those hard to find parts and more.



WILLIAM HOFFERT, JR.
(518) 348-5935

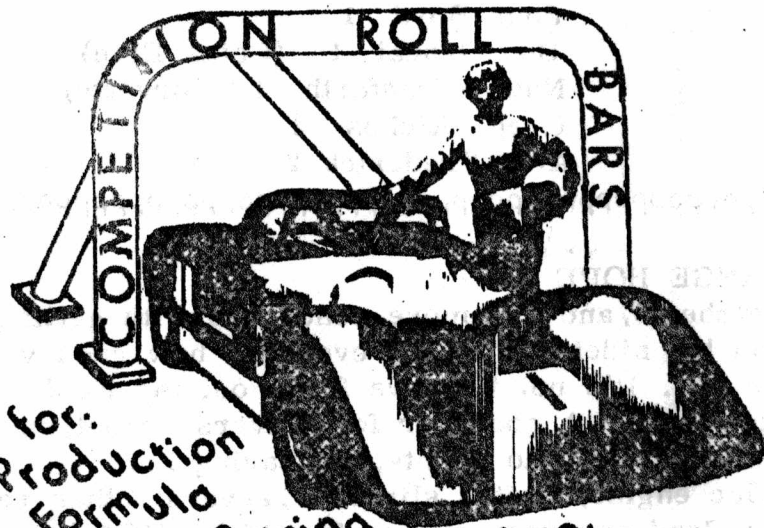
We Race & Rally What We Sell

Rexford Mfg & Welding Co Inc

D. L. GEBERT

CUSTOM STEEL FABRICATION

**PIPE BENDING
AND
WELDING**



for:
Production
Formula
Sport Racing
Cars

also:
Trailers

Telephone:
(518) 399-5021
Rustic Bridge Road
Route 2
Rexford, NY 12148

FOR SALE:

1972 Capri 2000- 4 speed, AM/FM radio, radials, BFG radial snows.
less than 20,000 miles. Best offer

call Hal Wood
489-7314 after 5pm

We must dispose of a unique motor car due to the committment to other projects. So here it is: this car has run at Sebring (driven by Bill Kane) the Marlboro 12 hour and Watkins Glen and LRP as well. Renault 1093 Gordini D Sedan,, includes roll bar. Possible to convert back to street car. Unique, and CHEAP.

Phil Raeder
439-9657

1974 SCCA Professional Schedule

Formula 5000

April 21- Riverside
May 5- Laguna Seca
June 2- Mid-Ohio
June 16- Mosport
July 7- Sanair
July 28- Road America
August 18- Watkins Glen
September 1- Ontario
September 15- Michigan Intl.

Trans-Am

May 4- Lime Rock Park
May 26- Bryar
June 9- Sanair
July 7- Road Atlanta
July 28- Road America
August 18- Watkins Glen
September 15- Edmonton

Can-Am

June 16- Mosport
July 7- Road Atlanta
July 13+14- Watkins Glen (also
6 hr. Manufacturers Championship)
August 11- Mid-Ohio
August 25- Road America
September 15- Edmonton
October 13- Laguna Seca
October 27- Riverside

Formula B will henceforth be known as Formula Atlantic, following adoption of the British regulations for this class. An eight race professional series, with part of the events under Players Cigarette sponsorship in Canada. Each race will carry a purse of \$10,000 or more. It is hoped that further races will be added to the initial schedule of eight races.

Don't forget the Albany Kustom Kar Show November 23-25 at the Washington Avenue Armory. Mohawk-Hudson will have a display there, so stop by and visit with us. Of course there will be show cars, stock cars, choppers, drag cars, and for your prurient interest Penthouse Magazines Pet of the Year, "Cherokee", and Playboy's December Playmate.

Last year we had a totally underwhelming response to our "Movie Night". Nonetheless, we're willing to try it again if anyone is interested. Let Greg Rickes or Dave MacClumpha know if you want in.

POLITICAL OPINION

Perhaps the time has come to merge motorsport with political action.

If you believe that the fuel shortage is a result of the political blackmail of the United States, and that action should be taken by our government to meet this threat to our way of life, consider the following:

Would Restrict Mideast Exports

Editor, Gazette:
By this time most Americans know that the oil-producing Arab states have chosen to punish the U.S.A. for its support of Israel by an embargo on oil exports to this country.

What Americans should also know is that a recent Department of Agriculture survey shows that Saudi Arabia is 100 per cent dependent on imports for both wheat and feed grains, that Kuwait is 100 per cent dependent on imported feed grains and that Iraq is 80 per cent dependent on wheat imports. In fiscal 1973, U.S. agricultural exports to more than 15 Arab countries exceeded \$250 million, including \$80.5 million to Saudi Arabia. The total comprises private sales, government-sponsored humanitarian food grants, sales and loans (PL 480), and AID programs.

Two can play the economic war game, and there is no reason why Americans should suffer the effects of a politically-motivated embargo and at the same time continue to send food to those who have undertaken to punish us. Senator Strom Thurmond (R-S.C.) has introduced legislation (S. 1065) that would require the President to prohibit the export of agricultural products to any nation reducing, for political purposes, the quantity of oil normally exported to the U.S., or nationalizing any U.S. properties.

In the House, Rep. William A.

Barrett (D-Pa.) introduced a resolution (H. Con. Res. 387) expressing the sense of the House that the President "should curtail exports of goods, materials, and technology to any nation that restricts the flow of oil to the U.S. in a quantity which is proportionate to the quantity of such restriction of oil."

As we turn down our thermostats and ease up on our automobile gas pedals, we should write to our President, senators, and representatives urging the actions proposed by Senator Thurmond and Representative Barrett.



Champion Spark Plug Road Racing Classic

Phil Raeder - 4TH FC

Doug Jones - 4TH CS

Bill Morris - 7TH DSR

MORE NEXT

MONTH



SAAB

Now, You Need Us. Because There is a Little Bit of Baja in Every Road.

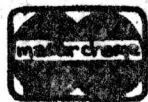
NEW SALEM GARAGE

ROUTE 85 NEW SALEM, N.Y. PH. 765-2702

super discounts ON

AUTO SPEED FOREIGN MOTORCYCLE

Parts



shift to
Primitives



SCHENECTADY
1475 STATE ST.
377-7740
MON. TO FRI. 9 TIL 6
THURS. FRI. EVES 7 TIL 9
SAT. 9 TIL 5

ALBANY
232 CENTRAL AVE.
434-2106
MON. TO FRI. 9 TIL 9
SAT. 9 TIL 5

TROY
4TH & FERRY
272-0141
MON. TO FRI. 9 TIL 6
THURS. FRI. EVES 7 TIL 9
SAT. 9 TIL 5

Regional Ramblings

This is the last time I will be writing this monthly extravaganza for the Knock Off and I would like to take this opportunity to thank all the members of Mohawk-Hudson who have worked so hard to make the past two years such a success. Looking back at the past year, we have managed to put on 2 Regional races, 8 auto-slaloms, 5 regional rallies, a National rally, the NEDIV Roundtable, and a picnic. That adds up to a total of 18 weekends that we had something going on, which is no small feat for a region of 140 members. To do this required a large effort from a lot of people and I think everyone involved should feel proud of the results. Looking forward into the future, this spirit of enthusiasm should not be allowed to die out. With the election of new officers coming up, every member of this region should take the time to complete his ballot and vote for those candidates which he feels will continue to improve the region.

The Northeast Division convention was held last weekend way up in Waterville Valley, New Hampshire. Hosted by the New England Region, this years convention was somewhat disappointing in the number of people who managed to make the trip. MHR had 13 people attending which was far and away the most from any region other than NER (and we were a close second there). Tracy Bird, the Executive Director of SCCA, was there from Denver along with all four NEDIV Governors - Roger Clouser, Bob Tullius, Floyd Stone, and Henryk Szamota. This provided those present an excellent opportunity to exchange viewpoints with those people in SCCA who are in a position to solve problems and determine policy. Tracy Bird indicated to the group that the current shortage of oil may impact automobile racing next year with shortages not only in gas, but in areas like racing tires, which need a special oil to be manufactured, and asphalt, of which tracks are built and maintained. He also indicated that the major racing organizations were uniting in an effort to fight legislation which could cause the demise of automobile competition. Also, the sites for upcoming meetings were chosen and are - 74 Roundtable, SNYR to be held in the Binghamton area - 74 Convention, Glen, to be held in the Elmira-Corning area - 75 Convention, Phila., NEDIV officers for 74 are: Phil Henderson, WNYR- Chairman, Charlie Caldwell, Mahoning Valley- Secy, Eleanor Perry, Glen- Treasurer, Sam Feinstein, Phila., and Chuck Marsh, CNYR - members-at-large.

The annual Banquet will be held on Saturday, Dec. 1, at the Rowntowner. Cocktail hour will start at 7:00 and dinner about 8:00. The usual awards ceremony will follow dinner with all the good, and some not so good, awards being presented to the deserving members. See you there.

The region is currently seeking a new meeting place for next year. Anyone having suggestions they feel would be worthwhile should contact me or any of the other Board members.

Howard