

the Knock-off ^{Dec.} 79



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

GROUP W W BENCH

It looks pretty definite that gasoline is going to be in pretty short supply next year: racing ought to go on next season, but it surely is hard times ahead. Our only suggestion, in keeping with the estimate of the amount of shortage, is that the people who make the schedule cut back on the number of races planned for '74. Fewer club races is not a nice thing to think about: BUT it is better than no club races. Let's plan on the cutback now: set up a schedule with fewer races, like 25% less. If we do it on our own, maybe we can keep Amerikan Gummint out of our world. And carry on (smaller, but still going) for 1974.

Following the resignation of Tracy Bird, comes word that Bob Tomlin, Director of Club Racing, has also resigned. Tomlin gave the energy crisis as part of his reason for leaving... "For club racing to succeed I have always said it needed things: 1) spectators; 2) a show; 3) sponsors. And we have achieved all three goals, but with the energy crisis I foresee a drop in spectator attendance at club races; a loss of sponsorship and the number of events to sharply decrease. Therefore my program is no longer viable".

If you are interested in applying for either Bird's job (Executive Director) or Tomlin's position (Director of Club Racing), write to Alex Keller, Chairman of the Board of Governors. Both resignations are effective Dec. 31, 1973.

T.H.E. Prophet has delivered the group W bench a message from the beyond. As in 1970, owing to the increased false prophets of the major oil companies, the conduct of the executive branch of gummint and lots of other bad vibes, the group W bench once again secedes from the Un-nited States of Amerika.

**ASIDE FROM ALLOF THAT, HAVE A VERY MERRY CHRISTMAS
AND A HAPPY NEW YEAR.**

from the entire staff of The Knock-Off

Don't forget, beginning with the January meeting (Jan. 2nd) we meet at the Center Inn, route 9w Glenmont. There ought to be a map elsewhere in this issue, but if not, it's just off exit 23 of the Thruway.

greg

My fellow Amerikans, I bring you

THE FUEL CRISIS
(and how it will effect motor racing)

NATIONALLY

Among the rumors circulating are: Valvoline (Ashland Chemicals) has discontinued all racing support programs.... Unofficial reports say that USAC is of the viewpoint that their Champ. car schedule may be cancelled entirely due to projected spectator drop..... NASCAR may reschedule some of their major events until Saturday.

FACTS:

The Daytona 24 hour endurance race originally set for early Feb. 1974 has been "postponed". They may attempt to run it in July.

Senator Barry Goldwater (R-Ariz) has introduced an amendment to HR Bill 11450 which would insure that auto racing is not singled out for cuts more severe than those ordered for other sports. The formulation of this proposal was largely due to the efforts of the National Motorsports Committee made up of major motor racing sanctioning organizations.

The Trenton International Speedway is rapidly formulating plans to operate within the current gasoline guidelines. If the current guidelines are still in effect 1)condense the April 7 event into a one day affair, with closed practice Saturday and timetrials and the race on Sunday 2)all advertising and promotions will include train schedules from major cities in the surrounding area. In addition a fleet of buses will run from the railroad station to the track. 3)all mailing pieces will contain postal breakdowns by zip code so the recipient is aware of other fans in the same zip code area to facilitate car-pooling.

Lime Rock impressario Jim Haynes has said that if the gas shortage is such that professional racing is not run, they will still be open for club racing.

INTERNATIONALLY

ONS, the national sanctioning body for motorsport in Germany has "banned" all racing and rallying due to the critical fuel shortage. The action was taken in support of the government's policy of fuel conservation. As a result, they feel that motor racing will not come under legislative action, since it has already policed itself. Further, when the fuel crisis lifts, the ONS can simply lift the ban.

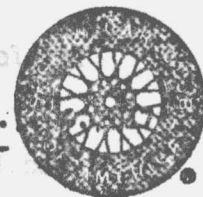
All automobile racing and rallying in France have been temporarily halted due to the energy emergency. The first casualty was the 1974 Monte Carlo Rally. Plans continued, however, for the 1974 LeMans 24 hour race, set for June, in hopes that the fuel shortage would be resolved by that time.

In England, the Formula I and II constructors report that they have asked the Department of Trade and Industry for guidance and information as to how the fuel crisis will affect the membership. Some 20 British companies with a total of 600 employees generating an annual business of \$12.5 million and would be directly affected by any curtailment of the sport, especially since 75% of their production is for export.

The Republic of South Africa has cancelled all motor racing, forcing the curtailment of the Springbok Series for 2litre sports cars, and putting the South African Grand Prix for F-1 in doubt.

SCCA

5., 8., 15.



19.

Sports Car Club of America, Inc. P.O. Box 22476, Denver, Colo. 80222 (303) 758-6090

To All SCCA Members,

Everyone is aware of the energy crisis the United States is now facing. A bill has been passed by Congress giving the President the power to deal with the energy crisis in the best interests of the nation.

One of the areas which will be foremost in the public's mind will be the amount of fuel consumed by leisure-time activities. This includes travel, recreational activities and sporting events. This situation affects virtually every person in the country and especially those involved with the Sports Car Club of America as well as the entire motorsports industry.

Several positive steps have been taken by the National Motorsports Committee, a standing sub-committee of the ACCUS-FIA, headed by Executive Director John Cooper. The NMC has already released a documented study of statistics regarding the amount of petroleum fuel products consumed by various leisure-time and sports activities. Those who have reviewed the study have heralded its comprehensive effect of placing motorsports in proper perspective with other like activities in the area of fuel consumption.

The goal of the National Motorsports Committee's report is to guarantee all leisure-time activities are considered equally and fairly by the public. Automobile racing and related activities are sports that rely on fuel. But did you know that automobile racing does not consume as much fuel as football, basketball, private aviation and horse racing? It doesn't. Automobile racing, including the gas you use going to and from the track, stands seventh among the leisure-time activities in the country in fuel consumption.

Football consumes an estimated 13.4 million barrels of fuel annually. Automobile racing consumes 2.2 million barrels.

What we ask is an equal share of the responsibility of reducing the sport's overall consumption along with football, basketball and the others. There can be no fairer way.

The National Motorsports Committee, and its representatives from the SCCA, are now informing legislators and the public that automobile racing is not the big consumer of fuel many people think it is.

The national headquarters has had many suggestions that the SCCA initiate a "write your Senator" campaign. At this time, and due to some very strict lobbying laws regarding non-profit organizations, Regions and the SCCA as an organization should not enter into such a campaign. Those writing as concerned citizens can be encouraged.

The National Motorsports Committee is working for you and your interests in the Sports Car Club of America. It is a united front encompassing every area of the motorsports industry through a concerted effort of research and public information.

SHOULD OLDE AQUAINTANCE BE FORGOT AND NEVER
BROUGHT TO MIND

whatever happened to:

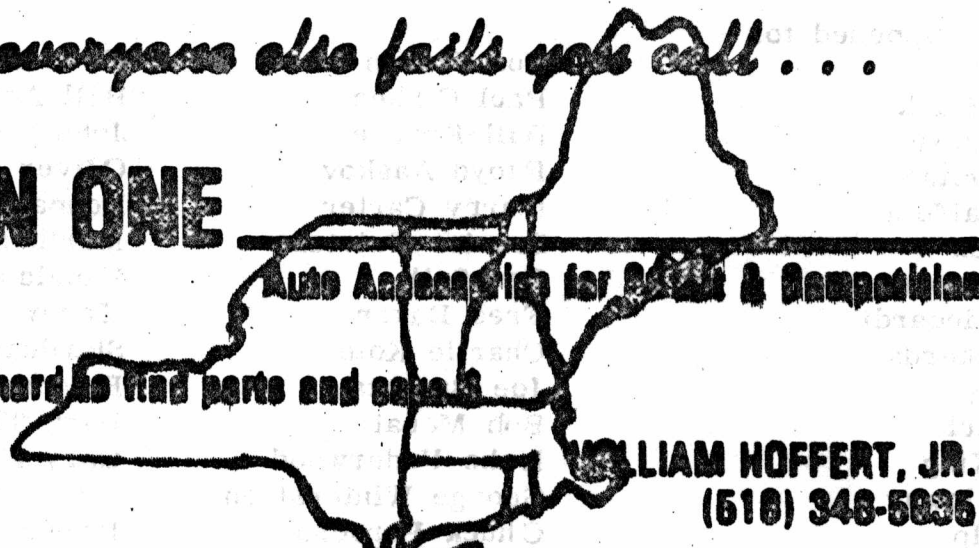
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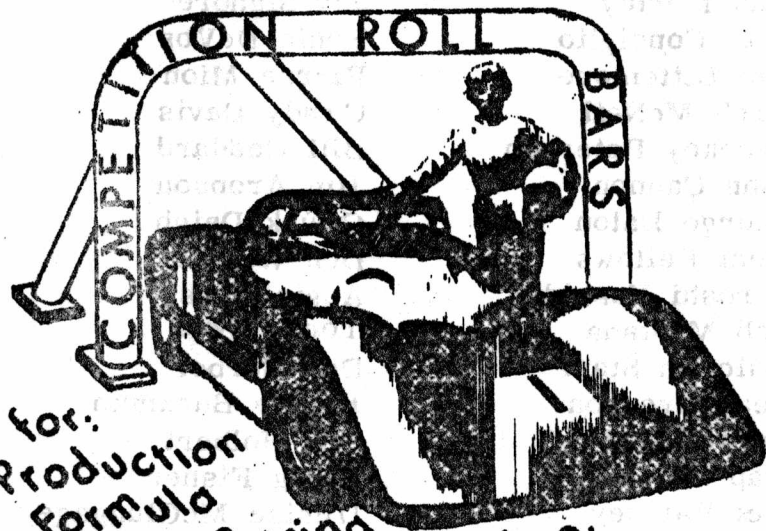
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THIS ENGLAND

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**CROFT AUTODROME**

**Rothmans F5000 Championship
Zandvoort, round #14**

1. Guy Edwards Lola T330
2. Tony Dean Chevron B24
3. Steve Thompson Chevron B24
4. Tom Belso Lola T330
5. Chris Craft Chevron B24
6. Graham McRae McRae GM1

**John Player F3 Championship
round #11, Brands Hatch**

1. Brian Henton Ensign LNF3/73
2. Tony Brise March-Holbay 733
3. Larry Perkins Brabham BT41
4. Hakan Dalqvist Merlyn Mk. 22
5. "Teleco" March 733
6. Leonel Friedrich March 733

**BOC Formula Ford Championship
round #17, Brands Hatch**

1. Bob Arnott Merlyn Mk. 24
2. Derek Lawrence Dulon MP15
3. Stephen South Ray 73
4. Frank Hopper Royale RP16
5. Ted Wentz Elden PHloB
6. Roger Manning Elden PH10

**BP Formula Atlantic Championship
round #14, Brands Hatch**

1. David Purely March 722
2. Colin Vandervell March 73B
3. Peter Wardle Surtees TS15
4. Geoff Friswell March 73B
5. John Nicholson Lyncar
6. Bev Bond March 73B

**Rothmans F5000 Championship
round #15, Snetterton**

1. Bob Evans Trojan T101
2. Teddy Pilette Chevron B24
3. Steve Thompson Chevron B24
4. Keith Holland Trojan T101
5. Tom Belso Lola T330
6. Clive Santo Lola T330

**BOC Formula Ford Championship
round #18, Croft**

1. Derek Lawrence Dulon MP15
2. Jay Pollock Crossle 25F
3. Don MacLeod VanDiemen FA73
4. Bob Arnott Merlyn Mk. 24

**John Player F3 Championship
round #12, Oulton Park**

1. Alan Jones GRD-Vegatune 373
2. Masami Kuwashima March-Holbay 733
3. Jacques Laffite Martini Mk.12
4. Mike Wilds March 733
5. Tony Brise March 733
6. Ian Taylor March 733

**BP Formula Atlantic Championship
round #15, Oulton Park**

1. John Nicholson Lyncar
2. Jim Crawford Chevron B25
3. David Purley March 722
4. Colin Vandervell March 73B
5. Geoff Friswell March 73B
6. Ken Bailey March 722

**European 2litre Sports Car Championship
Montjuich Park, round #9 (final)**

1. Gerard Larousse Lola-BMW T292
2. Chris Craft Lola-Cosworth T292
3. Martin Raymond Chevron B23
4. Jorge deBagracion Chevron B23
5. Jose Juncadella Chevron B23
6. C Melville Abarth-Osella

**John Player F3 Championship
round #13, Mallory Park**

1. Mike Wilds March 733
2. Jacques Laffite Martini Mk.12
3. Brian Henton Ensign LNF3/73
4. Mo Harness March 733
5. Russell Wood March 733
6. Richard Roberts March 733

**BP Formula Atlantic Championship
round #16, Brands Hatch**

1. Colin Vandervell March 73B
2. John Nicholson Lyncar
3. Geoff Friswell March 73B
4. Ray Mallock March 73B
5. Jim Crawford Chevron B25
6. Brian Martin Martin BM12

**Rothmans F5000 Championship
round #16, Brands Hatch (final)**

1. Guy Edwards Lola T330
2. Keith Holland Trojan T101
3. John Watson Trojan T101
4. Tony Dean Chevron B24
5. Clive Santo Lola T330
6. Steve Thompson Chevron B24

- John Player F3 Championship
round #14, Brands Hatch (final)**
1. Tony Brise March 733
 2. Russel Wood March 733
 3. Ian Taylor March 733
 4. Christain Ethuin Martini Mk.12
 5. Larry Perkins Brabham BT41
 6. Alan Jones GRD 373

- BOC Formula Ford Championship
round #10, Brands Hatch**
1. Bob Arnott Merlyn Mk. 24
 2. Frank Hopper Royale RP16
 3. Stephen South Ray 73
 4. Hans Binder Merlyn Mk. 24
 5. Steve Farnsworth Elden PH10
 6. Roger Manning Elden PH10

- BP Formula Atlantic Series
round #17, Snetterton (final)**
1. John Nicholson Lyncar
 2. Colin Vandervell March 73B
 3. Peter Wardle Surtees TS15
 4. Hiroshi Kazato GRD A73
 5. Stephen Chourlaton March 73B
 6. Brian Martin Martin BM12

- John Player F3 Championship
final standings**
1. Tony Brise
 2. Alan Jones
 3. Russell Wood
 4. Jacques Lafitte
 5. Ian Taylor
 6. Masami Kuwashima

- BOC Formula Ford Championship
final standings**
1. Don MacLeod
 2. Bob Arnott
 3. Frank Hopper
 4. Stephen South
 5. Syd Fox
 6. Dick Parsons
Roger Manning

- STP Formula Ford Championship
final standings**
1. Derek Lawrence
 2. Don MacLeod
 3. Richard Hawkins
 4. John Murphy
 5. Mike Young
 6. Dick Parsons

- Rothmans F5000 Championship
final standings**
1. Teddy Pilette
 2. Tony Dean
 3. Keith Holland
 4. Steve Thompson
 5. Guy Edwards
 6. Tom Belso
 7. Brett Lunger
 8. Peter Gethin
 9. Bob Evans
 10. Gijs vanLennep
 11. Clive Santo
 12. Ian Ashley

- European Touring Car Championship
round #8, Tourist Trophy-Silverstone**
1. Derek Bell/H Ertl BMW CSL
 2. Jochen Mass Capri RS
 3. Brian Muir BMW CSL
 4. Jose Uriarte/H Leguellec Escort
 5. R Barrios/E Zapico Escort
 6. Carlo Facetti Alfa Romeo GTAm

- Forward Trust F3 Championship
round #14, Thruxton**
1. Richard Robarts March 733
 2. "Teleco" March 733
 3. Ian Taylor March 733
 4. Tony Rouff GRD 373
 5. Barrie Maskell Dastle Mk.10
 6. Matt Spitzley March 733

- Wella for Men Formula Ford Series
round #11, Thruxton**
1. Roger Manning Elden Mk.10
 2. Stephen South Ray 73
 3. Ted Wentz Elden PH10B
 4. Dennis Shattuck Elden Mk.10
 5. Richard Eyre Dulon MP15
 6. David Heale Dulon LD9

- Lombard North Central F3 Series
final standings**
1. Tony Brise
 2. Richard Robarts
 3. Russell Wood
 4. Alan Jones
 5. Leonel Friedrichs
 6. Mike Wilds



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1973 RALLY CHAMPIONSHIP
Final Navigator Standings

| | | | | | |
|-------------------|-------|-------------------|------|-------------------|------|
| 1) H. Geer | *29.0 | 27) S. McGraw | 6.0 | 53) J. Getz | 1.9 |
| 2) N deCarteret | *20.0 | 28) R. Olson | 6.0 | 54) S. Ives | 1.9 |
| 3) H. F'worth | *18.0 | 29) J. Weinstein | 6.0 | 55) M. Ritayik | 1.8 |
| 4) R. Browar | 18.0 | 30) M. Gravinese | 5.0 | 56) H. Flebbe | *1.7 |
| 5) P. Plumb | 16.0 | 31) D. Jensen | 5.0 | 57) E. Lopez-Mena | 1.6 |
| 6) J. English | 15.0 | 32) J. Vincent | 5.0 | 58) J. Karol | 1.5 |
| 7) W. Tracinski | *14.4 | 33) R. Wright | 5.0 | 59) K. Wilson | *1.5 |
| 8) A. Goodwin | 13.0 | 34) C. Robertson | 4.8 | 60) J. Hussey | 1.4 |
| 9) L. Camin | 13.0 | 35) B. Wilson | 4.2 | 61) M. Shad | 1.4 |
| 10) L. Mintzer | 13.0 | 36) N. Rexford | *4.0 | 62) D. Yanoff | 1.4 |
| 11) H. Black | 10.0 | 37) P. Beall | 4.0 | 63) T. Young | 1.3 |
| 12) K. Giles | 10.0 | 38) B. Cognon | 4.0 | 64) S. Kunker | 1.2 |
| 13) M. Hathaway | 10.0 | 39) R. Troiani | 3.4 | 65) R. Bixler | 1.1 |
| 14) J. Oddo | 10.0 | 40) J. Hallden | 3.0 | 66) F. Karl | 1.0 |
| 15) L. Becker | 8.0 | 41) J. Hunting | 3.0 | 67) J. Voelxen | 1.0 |
| 16) E. Dignan | 8.0 | 42) J. Polito | 3.0 | 68) M. Maiello | 0.9 |
| 17) J. Gorss | 8.0 | 43) K. Q'bush | 3.0 | 69) S. Mott | 0.9 |
| 18) S. Martello | 8.0 | 44) L. Stochel | 2.3 | 70) K. Gemmell | 0.8 |
| 19) G. Morrison | 8.0 | 45) G. Brookins | 2.0 | 71) R. Neuman | 0.7 |
| 20) C. O'Brien | 8.0 | 46) M. Forbes | 2.0 | 72) A. Reinhart | 0.7 |
| 21) D. McCormick | 7.8 | 47) H. Hutchinson | 2.0 | 73) L. Smith | 0.7 |
| 22) L. Powell | 7.6 | 48) B. Meyers | 2.0 | 74) A. Zarellio | 0.7 |
| 23) E. Volpicelli | 7.0 | 49) D. Nadeau | 2.0 | 75) L. O'Garrow | 0.6 |
| 24) D. Jones | 6.0 | 50) W. Stiles | 2.0 | 76) M. Graham | 0.4 |
| 25) D. Farrell | 6.0 | 51) I. Cresser | *1.9 | 77) R. Tedesco | 0.4 |
| 26) E. McCullough | 6.0 | 52) J. Curatolo | 1.9 | 78) B. Kotzky | 0.3 |

*Qualified for rally championship by working on one or more events.

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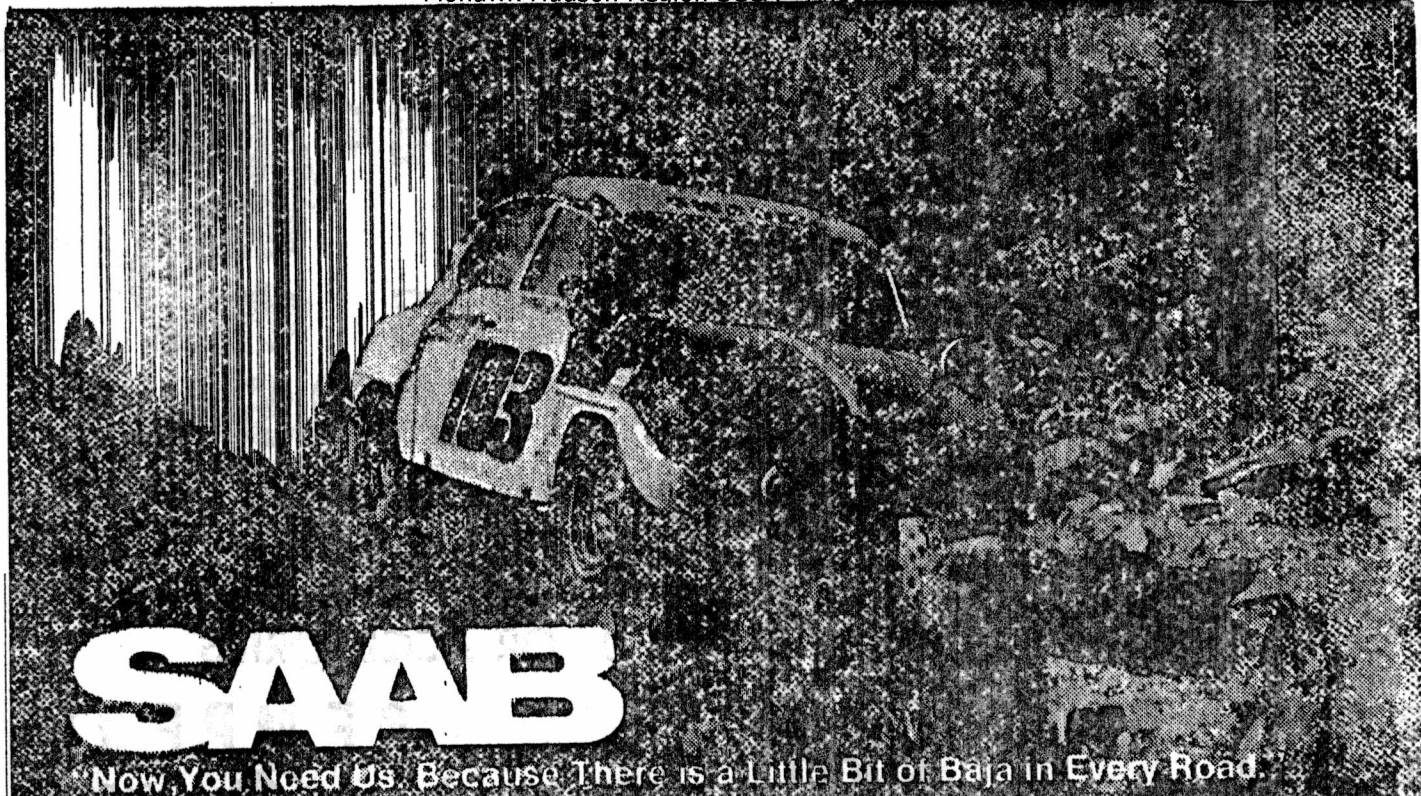
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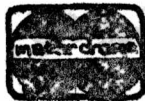
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SAT. 9TIL 5

OFFICIAL RESULTS - Green Gremlin Rally

| <u>OA</u> | <u>B</u> | <u>C</u> | <u>#.</u> | <u>DRIVER - NAVIGATOR</u> | <u>1</u> | <u>2</u> | <u>3</u> | <u>4</u> | <u>5</u> | <u>TOTAL</u> |
|-----------------|----------|----------|-----------|-----------------------------|----------|----------|----------|----------|----------|--------------|
| 1 | | 1 | 11 | W. Craig-L. Mintzer | 8 | 32 | 30 | 10 | 30 | 110 |
| 2 | | 2 | 21 | J. Jones-C.O'Brien | 22 | 87 | 8 | 7 | 23 | 147 |
| 3 | | 3 | 29 | R. Brown-D. McCormick | 8 | 117 | 7 | 27 | 4 | 163 |
| 4 | | 4 | 6 | M. Hughes-J.Oddo | 40 | 65 | 10 | 53 | 15 | 183 |
| 5 | | 5 | 22 | M. Weiss-P.Beall | 30 | 39 | 48 | 67 | 11 | 195 |
| 6 | | 6 | 9 | E. Volpicelli-B.Cross | 27 | 36 | 2 | 91 | 48 | 204 |
| 7 | | 7 | 8 | H. Whitton-D. Olson | 1 | 94 | 23 | 58 | 30 | 206 |
| 8 | | 8 | 17 | J. Stim-I. Cresser | 6 | 27 | 37 | 83 | 55 | 208 |
| 9 | 1 | | 2 | R. Lillquist-J. English | 7 | 94 | 33 | 125 | 37 | 296 |
| 10 | | 9 | 19 | R. Fritschler-R. Troiani | 12 | 60 | 19 | 131 | 94 | 316 |
| 11 | | 10 | 32 | W. Glidden-H. Flebbe | 87 | 57 | 129 | 84 | 21 | 378 |
| 12 | 2 | | 10 | M. Bruce-R. Browar | 9 | 279 | 23 | 104 | 24 | 387 |
| 13 | 3 | | 28 | L. Grillo-H. Black | 13 | 136 | 173 | 76 | 6 | 404 |
| 14 | | 11 | 30 | T. Powell-L. Powell | 9 | 117 | 64 | 67 | 149 | 406 |
| 15 | | 12 | 12 | C. Schaf-W. Tracinski | 9 | 279 | 23 | 104 | 24 | 439 |
| 16 | | 13 | 24 | D. Weiner-D. Yanoff | 35 | 70 | 53 | 103 | 193 | 454 |
| 17 | | 14 | 16 | R. Graziano-J. Polito | 39 | 47 | 75 | 300 | 61 | 462 |
| 18 | 4 | | 34 | N. Geer-H. Geer | 5 | 146 | 58 | 2 | 300 | 511 |
| 19 | | 15 | 23 | K. Hollis-B. Wilson | 53 | 139 | 51 | 9 | 300 | 552 |
| 20 | 5 | | 1 | H. Farnsworth-H. Farnsworth | 300 | 47 | 27 | 69 | 116 | 553 |
| 21 | | 16 | 18 | C. Shad-M. Shad | 300 | 48 | 8 | 128 | 78 | 562 |
| 22 | | 17 | 20 | R. Moran - J. Voelxen | 44 | 113 | 300 | 109 | 8 | 574 |
| 23 | | 18 | 13 | M. VanBergen- S. Mott | 19 | 188 | 22 | 130 | 237 | 596 |
| 24 | | 19 | 27 | G. Baldo - K. Gemmell | 7 | 300 | 8 | 28 | 274 | 617 |
| 25 | | 20 | 5 | N. Johnson-A. Reinhart | 94 | 51 | 19 | 300 | 300 | 764 |
| 26 | | 21 | 3 | R. Garee - L. O'Garrow | 49 | 190 | 85 | 300 | 192 | 816 |
| 27 | | 22 | 33 | P. Hively - L. Smith | 77 | 300 | 1200 | 300 | 54 | 1931 |
| 28 | | 23 | 31 | L. Stochel-R. tedesco | 300 | 295 | 1200 | 1200 | 43 | 3038 |
| 29 | | 24 | 25 | R. Grajewski-B. Kotzky | 1200 | 1200 | 1200 | 300 | 118 | 4018 |
| 30 | | 25 | 4 | C. Asher-E. Johnson | 146 | 213 | 121 | 1200 | 1200 | DNF |
| 31 | | 26 | 14 | B. Callahan-C. Yunck | 28 | 1200 | 1200 | 1200 | 1200 | DNF |
| 32 | 6 | | 7 | D. Pashley- J. Curatolo | 85 | 1200 | 1200 | 1200 | 1200 | DNF |
| 33 | | 27 | 26 | P. Pavarini-K.Schulman | 1200 | 1200 | 1200 | 123 | 1200 | DNF |
| 34 | | 28 | 15 | M. Hollis-J. Lamb | 1200 | 1200 | 300 | 1200 | 1200 | DNF |
| <hr/> Composite | | | | | 1 | 27 | 2 | 2 | 4 | 36 |

Rallymaster - Terry Sandke

Workers - Diana Sandke, Don Rexford, Nancy Rexford

TURKEY HUNT RALLYE

Results

| Position | | | Driver | Navigator | Checkpoint | | | | | | Final Total |
|----------|---|---|---------------|---------------|------------|-----|------|------|------|------|----------------|
| O/A | B | C | | | 1* | 2 | 3 | 4 | 5 | 6 | |
| 1 | 1 | | N. Geer | H. Geer | 54 | 76 | 21 | 24 | 122 | 42 | 285 |
| 2 | | 1 | T. La Ponia | P. Plumb | 100 | 42 | 78 | 111 | 48 | 126 | 405 |
| 3 | 2 | | Campbell | Gross | 58 | 61 | 143 | 22 | 71 | 138 | 435 |
| 4 | 3 | | H. Farnsworth | H. Farnsworth | 300 | 28 | 145 | 300 | 30 | 82 | 585 |
| 5 | 4 | | Lillquist | English | 129 | 179 | 21 | 145 | 86 | 176 | 607 |
| 6 | | 2 | Hoffert | Dignan | 1200 | 86 | 95 | 151 | 121 | 278 | 731 |
| 7 | 5 | | Whitton | Olson | 1 | 74 | 1200 | 300 | 9 | 97 | 1680 |
| 8 | 6 | | Hollis | Wilson | 1200 | 88 | 164 | 1200 | 168 | 87 | 1707 |
| 9 | | 3 | Boyle | Weinstein | 113 | 45 | 1200 | 1200 | 107 | 0 | 2552 |
| 10 | | 4 | Hughes | Oddo | 300 | 74 | 1200 | 1200 | 46 | 91 | 2611 |
| 11 | 7 | | Rossi | McGraw | 300 | 151 | 1200 | 1200 | 121 | 32 | 2704 |
| 12 | | 5 | Grillo | Black | 300 | 69 | 1200 | 1200 | 84 | 178 | 2731 |
| 13 | | 6 | Hunting | Hunting | 60 | 297 | 1200 | 1200 | 36 | 184 | 2917 |
| 14 | | 7 | Root | Meyers | 29 | 247 | 1200 | 1200 | 152 | 180 | 2979 |
| 15 | 8 | | Schaf | Tracinski | 300 | 209 | 1200 | 1200 | 300 | 300 | 3209 |
| 16 | | 8 | Ford | Stochel | 300 | 268 | 1200 | 1200 | 1200 | 1200 | 5068 |
| 17 | | | Goodwin | Goodwin | | | | | | | DNF |

* Leg #1 was dropped because of an error.

lotus racing east

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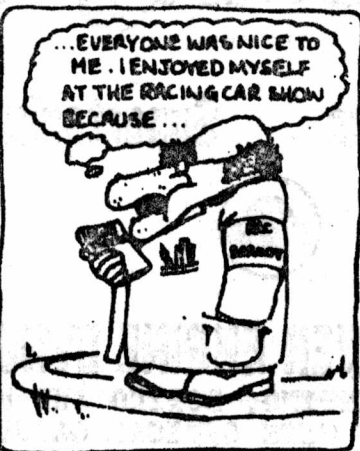
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By Barry Foley



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December 3, 1973

To: Potential sportScene contributors;

In our November 24, 1973, issue, Autoweek pledged to begin a new sportScene section next year.. The section will be devoted to racing's farm system. It will cover SCCA Nationals, small formulas like Super V and F-B, dirt track racing, drags--wherever young drivers with professional potential might be found.

Naturally, this is a monumental task for us, located as we are in the middle of the Nevada desert. We need your help in gathering the information for this section. You have been contacted because we feel you have access to the information we need and the desire to forward it to us.

We plan to use at least the first three places from each event. In many cases we will run the first ten finishers. Important events like the June Sprints at Road America will deserve more space and get it. There will be a lead story each week to identify trends and new promising drivers.

Enclosed with this letter are a quantity of sportScene race report forms to make the task easier. Simply fill out the form as indicated each time there is a race in your area (each separate race at a National requires a separate form). Then send it back to us. If you have more than one race, staple the forms together and mail as one letter (you'll save on stamps that way). Don't just send results. There is room on the form for a couple of paragraphs about racing trends and atmosphere. Tell us who the hot drivers are. We will need some photos for the section.

You have the most to gain from this section. If you're a press officer, it's a chance to get your track some ink almost every week. If you are the editor of an SCCA Regional newspaper, it's your chance to get some publicity for you club and drivers. If you're a budding journalist, you'll have a place to get something printed and show us what you can do.

So don't leave us in the cold. Give Autoweek and yourself a break. Write me soon with name, address, phone, etc., and tell me you're going to start helping on January 1. If you can't, give me the name of someone who will cover the races in your area. We know you'll write us today.

Thanks very much,

Jim MacQueen
 Jim MacQueen
 Autoweek

AW ED
COURSE _____
EVENT _____
CLASS _____
DATE _____
REPORTER _____

6 OB, 14=
please send via AIR MAIL



AUTOWEEK
sportScene RACE REPORT
P.O. Box A
Reno, Nevada
89506

(race name) (location) (date)

FINISHERS: 1- _____
(winner's name) (car name)

_____ laps or _____ miles in _____ for an average
(hrs:mins:secs.tenths)

speed of _____ mph, \$ _____; 2- _____;
(driver)(car name)(laps)(\$\$\$)

3- _____; 4- _____;

5- _____; 6- _____;

7- _____; 8- _____;

9- _____; 10- _____;

PLEASE PROVIDE ANY OTHER PERTINENT INFORMATION AND IDENTIFY TRENDS.

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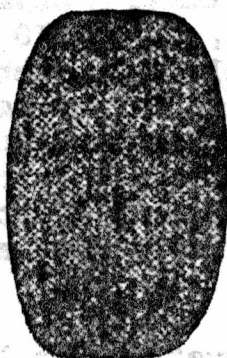


RADIALS

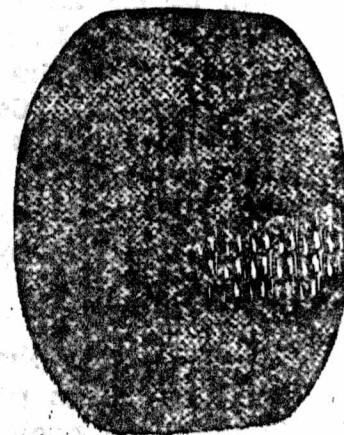


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REgional Ramblings

Along with all the other goodies that go with the job of R.E. is the dubious honor of writing this column every month. So, you lucky people, you have 11 or 12 more months of this to look forward to!

First, I would like to give a little history on myself for some of you who might wonder who I am. I first joined this region in 1967 purely because of my interest in gymkhanas. Also, in that year I went to my first race ever and worked timing & scoring for our regional at Lime Rock. The years of 68, 69 and 70 I got more & more involved in the club, better in autoslalom, and obtaining a license in Flagging & Communication. 1971 was my first year on the Board of Directors as treasurer, 1972 I was treasurer again and 1973 Assistant R.E. Besides serving on the board I have stayed active in racing & Solo II. The coming year will undoubtedly be my busiest ever, besides my duties as R.E. I hope to acquire a competition license.

Those of you who missed the annual banquet on Dec 1st missed a great affair. (The picnic and banquet are 2 of the events I really look forward to each year). The meal was good, drinks expensive, and alot of awards were given out. In addition to all the awards for racing, autoslalom, rallies etc. worker awards were also given. Elsewhere is a list of the top 26 finishers in this category. This should not be considered as a competition award, but more of a recognition for people that make our sport click and we, in Mohawk-Hudson Region, are fortunate in having a bunch of active people who care and are good at what they do.

Also, a new revitalized Lewis Trophy was given this year to a man who more than deserves it, Howard Geer. As if Howard didn't have enough to do with running the region, he also managed to work and enter all events to accumulate the most points overall. I think I can speak for the whole region, Howard, when I say, WELL DONE!.

This region has had one of it's best years ever and I am optimistic that 1974 can be another great year. We have the people to do the job and I believe the energy crisis will eventually give way to another crisis as soon as somebody can squeeze another one in the public eye. If worse comes to worse we can sit around at monthly meetings and tell about the "good old days".

This region has seen some of the best R.E.'s in the whole Northeast Division come and go, I only hope I can fill their shoes.

Paul



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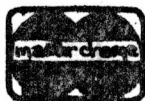
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