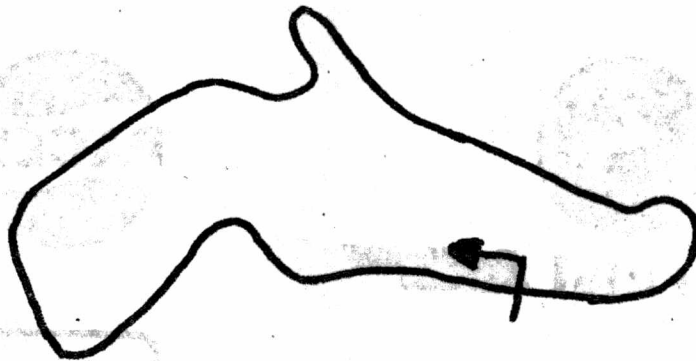


February 1974

THE KNOCK OFF



THOMPSON RACEWAY
circa 1964

circuit length : 2.0 miles
number of turns : 12
longest straight : .6 miles

third
class
mail

third class mail
from : 29 VanBuren Ave.
Ravena, NY 12143

NORTHEAST

FOREIGN CAR ACCESSORIES, INC.

901 - 19TH STREET
WATERVLIET, NEW YORK 12189
272-7275

1854 STATE STREET
SCHENECTADY, NEW YORK 12304
370-2225

"Call Us First"



BOSCH
GERMANY



Continental *Auto*



ABARTH

AMCO



FULL LINE OF FOREIGN CAR
PARTS & ACCESSORIES

**MOHAWK-HUDSON REGION, S.C.C.A.
1974 Officers**

Regional Executive

Carl Corrin
27 Hunting Rd.
Albany, NY 12205
869-6948

Director

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

Treasurer

Jack Fantelli
Damask Dr.
Elnora, NY 12065
371-7267

Activities Director

Walt Tracinski
40 Hillside Park
Stillwater, NY 12170
664-5241

Competition Chairman

Bill Morris
RD #2, Riverview Rd.
Rexford, NY 12148
371-7283

Solo Chairman

Bill Raschetti
Rt. 20, Box 344
New Lebanon, NY 12125
795-2628

Rally Chairman

KNOCK-OFF Editor

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

Assistant Regional Exec.

Craig Robertson
1737 State St.
Schenectady, NY 12304
372-3737

Director

Phil Raeder
40 Carolanne Dr.
Delmar, NY
439-9657

Secretary

Craig Denson
29 VanBuren Ave.
Ravena, NY 12143
756-2498

Membership Chairman

Jean Fantelli
Damask Dr.
Elnora, NY 12065
371-7267

Publicity Committee

Racing & Solo Events
Craig Robertson
1737 State St.
Schenectady, NY 12304
372-3737

Rally Events

KNOCK-OFF Circulation

Craig Benson
29 VanBuren Ave.
Ravena, NY 12143
756-2498

KNOCK-OFF Advertising

Phil Panos
463-9077 or 462-1689

The Mohawk-Hudson Region of the SCCA meets the First Wednesday of each month. Meetings begin at 8 P.M. All material for the KNOCK-OFF should be submitted at that time.

CHIRP

W

BIENCH

Those of you who felt abundantly blessed by last month's brief editorial tirade might as well turn the page right now because I feel a verbose twitch moving from my inner self down into my typing fingers (both of them).

RACING '74... Yes it looks like there will be club racing in 1974. The Home Office has asked regions to combine club dates as much as possible. New England Region has stated they will try to combine two regionals with their holiday weekend National races. Denver has also asked that the distance for National races be reduced. One day regionals were also suggested, a practice which we have always had to operate under at Lime Rock. That's what club racing looks like at this point: fewer (but hopefully better) events. Though nothing is official yet, we understand the opening date at the renovated Thompson Raceway is now set for late June, and knowing how construction delays can creep up, it might be even later. It makes our traditional June date at Thompson look doubtful.

Solo II... The 1974 calendar is to be found elsewhere in this issue, and its a very full one. At the risk of being called a curmudgeon, this is a bit upsetting. The NMC has asked for a cutback of ALL motorsport activities until the "fuel crisis" dissipates, SCCA Denver has concurred. So have all other racing organizations, with cutbacks in race distances, practice and race dates. SCCA also announced that it expected all regional programs to do likewise (this we take to mean rally and solo events). Now we all know autoslalom don't use much gas. Yes, we know that, but how about John Q. Public who can't go up to his summer camp, or someplace like that because of the lack of gas, and here are these people running some danged car race, on state property yet! We aren't advocating abandonment of the solo II program (we might be running in it again this year), what we are asking is what is the Mohawk-Hudson Region doing to comply with the NMC directive?

The Knock-Off... may seem kind of thin this month, especially after last month's jumbo issue. It is, and with good reason. We haven't gotten much material from the membership to put in it. Mahoning Valley Region claims that 20% of their region has contributed an article to their newsletter. Mo-Hud is about the same size as MVR, but aside from Eleanor Morris and Phil Raeder, plus the contributions of h. manley IV during the racing season we have no "regular" contributors. And if it weren't for some fine articles submitted by Bill Morris, Ken Buzzard, hailwood, Don Rexford and several others the Knock-Off would not have been anywhere as good as it was in the past year. For their contributions of wit and wisdom we are grateful. So, out of 140 members we can (proudly?) say that we have ten members who contribute to the K-O, and that is why periodically the quality of The Knock-Off goes down the drain, and

editors are so hard to find . I guess I was pretty lucky my first year as editor, and I hope that February won't set the trend for the rest of the year. We always say that you don't have to be another Hemingway to submit an article, all you have to do is sit down, take pen in hand tell the membership about a rally you ran, or how you "set up" your car for autoslalom, or how horrible your new car is, or anything else that pertains even vaguely to the world of motorsport. You don't have to worry about quality, because we don't pay any money to our contributors, only compliments. The newsletter you save could be your own. It's all up to you, the membership.

Photo Annual 1973.....ought to be in the mail to everyone by now. Every member will receive a copy; if you'd like additional copies for crew members, sponsors or your mother, we're requesting a donation of fifty cents to help cover printing costs.

Movie Night.....will be held Saturday March 2 at Phil Panos' Ranch Tavern 68 North Lake Ave. in Albany. I've contacted eight manufacturers in order to get a good supply of professional racing movies, and we'll have some home movies as well. Its a good chance for new members to attend a purely social function, and a good introduction to the sport so everyone is invited, and bring your friends. Again that's March 2, at the Ranch, in Albany. Hope we'll see you there.

THIS ENGLAND.....mail from Engalnd, as you might imagine has been pretty much an irregular occurrence of late, and we don't expect it to get better for awhile. So This England will undoubtedly be smaller (cheers from some, no doubt), at least until they get themselves back on a regular schedule across the pond.

Finally....The group W bench is still for sale, to wit:

Autodynamics Mk.III FVee--good Solo car, needs minor prep. for drivers school, regionals(crotch belt, cut-off switch, captive washers). Car has super-strong roll bar, ATL fuel cell, Firestone slicks, Dunlop (old)rains, Goodyears on Porsche rims. Body is a bit cobby, but whole. Trailer.

Why beat the s**t out of your street car, when you can have an FTD contender for only \$850 (negotiable) or perhaps trade

greg rickes 458-1246

ATCHPOLE

By Barry Foley

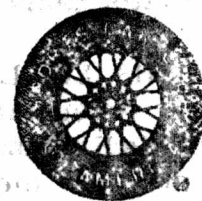


OFFICIAL RESULTS of the 9th Sno*Drift SCCA Pro Series Rally, Grayling, Mich., Jan. 18-19, 1974. Event sanctioned by the Sports Car Club of America and conducted by the Ralligators in conjunction with the Detroit Region, SCCA.

OA Pos.	Driver/Navigator/Hometown	Car	Penalty Points
1	Gene Henderson, Dearborn, Mich. Ken Pogue, Detroit, Mich.	Jeep Wagoneer	8,701
2	Erhard Dahm, Farmington Hills, Mich. Tom Grimshaw, Denton, Texas	Jeep Wagoneer	8,912
3	Scott Harvey, Rochester, Mich. Wayne Zitkus, Toledo, Ohio	Colt	9,136
4	Bob Hourihan, Romulus, Mich. Doug Shephard, Livonia, Mich.	Datsun 1800SSS	9,255
5	Don Jankowski, Farmington, Mich. L. Ray Thompson, Pontiac, Mich.	Colt	9,728

Drivers' Newsletter

Competition Department, Sports Car Club of America, P.O. Box 22576, Denver, Colo. 80222 (303) 758-6080



BATTERIES: A number of regions are reporting a considerable number of rejections in tech. because of poorly mounted and installed batteries. The battery is one of the prime sources of ignition for fires occurring at a crash. The battery should be mounted so as to withstand a 7G impact. This means seven times the weight of the battery. Very few bungee cords will retain the battery in its proper position under such an impact. An inspector using all of the strength he can muster should not be able to shift a battery in its mount. The terminals of the battery should be insulated so that twisted wreckage could not cause a short circuit and provide ignition for a fire.

Although the master switch rule does not specifically include the battery it is highly desirable to do so. To eliminate installing extra lengths of battery cable, which creates other problems, the most practical solution is to use a remote operated master switch. Mount the master switch directly on the battery or battery mounting bracket with a cable leading to a remote switch mounted in one of the approved locations. In this way the battery can be isolated without dangers of additional exposed connectors and broken battery cables contributing to fire.

Manufacturers of Formula cars are on notice that all new cars must meet FIA minimum cockpit dimensions. Owners of older cars not meeting these requirements should contact the manufacturer to determine whether the manufacturer has obtained a waiver from SCCA. Scrutineers are expected to exercise good judgement in examining those cars constructed before the rule was effective.

The December 1973 Drivers Newsletter is an addendum to the 1974 GCR.

1973 in Review : FORMULA 2

"Jarier, March and BMW dominate" was the headline which followed last seasons first F2 race. It was a headline which could have been run eight times over, and yet in spite of the one driver/one engine+chassis dominance it was not altogether a processional year.

It was a spoilt year: spoiled by the politics which made the series lengthy(17 events), and yet often meaningless due to the structure of nine basic events, which all serious contenders had to run and the eight supplemental rounds from which competitors had to score their best four rounds (as an added kicker the four supplemental rounds to be counted had to have been run in four different countries. Confusing?). Additionally the prize money was deemed a mere pittance compared to operating cost by the major entrants, and added to the muddled scoring situation made for small-ish grids. Finally there was the safety situation (lack of safety is more correct) which cost the life of promising driver Gerry Birrell (at Rouen) and the despicable actions at the F1 race at Zandvoort which claimed Roger Williamson who was also running F2; finally in an accident of similar circumstance to that which claimed Birrell's life (lower Armco breaking away, car submarining under top rail) Mike Beuttler escaped injury at Rouen, but decided to concentrate on F1.

All in all, a very uneven year.

Random Observations : Drivers

Jean-Pierre Jarier-virtually unknown at the beginning of the season, under the tutelage of Max Mosely and Robin Herd (M and H of MARCH) he developed into the outstanding driver in F2. Fast throughout the season, by the end he had developed into an excellent "thinking" driver. If he gets the right equipment in F1 for 1974 maybe people will at last recognize him to be the driver he is.

Jochen Mass-had a season of mixed fortune in his Surtees. Plagued by reliability problems he was nonetheless the top Ford powered runner. The fact that he was quicker than of the Marches except for Jarier says much for his driving and technically his skill must rate higher than Jarier's.

Patrick Depaillier-another frustrating year, after two seasons in F2 still no victories, yet he appeared on the front row more often than not, but just could not put it all together. At times his car lacked reliability, and near the end of the season one could see a bit of desperation appear in his driving. When things are not going right he tends to get depressed, and it shows in his driving.

Vittorio Brambilla-perhaps the revelation of the year. He and his brother became notorious for untidy and inconsiderate driving over the years. However when Tino decided to retire Vittorio had the use of two March-BMWs, and somewhat surprisingly he settled down, and became a series runner. F2 will not be the same without a Brambilla if Vittorio moves to F1, but if he continues in the same vein that he demonstrated at Albi he may do well.

Bob Wollek-started the season very well, but had problems after that, which tended to get him down. He's not over-endowed with talent, but has great determination and is as brave as anybody. If he gets the right equipment and luck next year, he'll make it.

Tom Pryce-finally got a chance in F2. Right from the start he adapted himself well, and after a couple of races he was more often than not the fastest of the Motul drivers. He was a popular addition to the circus, and must be a top championship contender for next year.

Dave Morgan-a very disappointing season. Starting with a new Chevron he had a series of engine failures which demoralized him and forced his entrant to withdraw for the season. He was chosen by Lotus to drive their new car, but this Chapman creation hardly gave Morgan a flying lap without problems

Dave McConnell-the Canadian driver started off very strong in his Surtees. For no explained reason he suddenly decided to quit after the Nurgurgring. Why he didn't like European racing could never be understood because he was obviously quite talented.

Bill Gubelman-did the majority of races in his March-BMW. Why the Formula Atlantic champion was not further up the grids was something of a mystery although when he had his engines rebuilt properly he moved up the field a great deal and towards the end got some results for his persistence.

Hans Stuck Jr.-given a March ride by virtue of his BMW contract, he did not disappoint. He quickly adopted to different circuits and although he is very hard on cars, he is also very quick. He will be a leading contender in 1974.

Bertil Roos-a very impressive newcomer. Drove in a limited number of races whenever his sponsor Fred Opert could get a car. Roos has his own brand of confidence, and without a doubt is a prospect for the future.

#####

Constructors

MARCH 732 - actually a further development of the 712 and 722 series, probably the most compact car in F2. Development throughout the year resulted in constant improvement in the car.

Surtees TS15-another "development" car, this one had it beginnings in the 1972 F2 champion the TS10. The car was generally well liked by the drivers, but the fact that the car was setup for the less powerful Ford engine, and the workings of outside factors, especially tires left them short of the March.

GRD 273-although they sold a lot of cars they suffered in that they did not have a works car on which to carry out development, choosing instead to put their efforts into a private team. They were additionally plagued by tires and engines, and the added fact that they did not have any top line drivers. Consensus was that perhaps the young company had taken on a bit more than they could handle at the time.

Motul M1-Rondel Racing also had teething problems. The problem seemed to be that the car did not put its power to the road properly, but this was not really pinpointed until the end of the season. The car was not really radical, and would have been in the same class as the others had the right (BMW) engine been bolted in.

Brabham BT40-probably the last Brabham in F2. The factory was not apparently interested in a serious effort. It looked good, went well on occasion, but just didn't have the development work.

Chevron B25-the most underrated car in the class. Went very well, especially for such a low budget effort. Gerry Birrell's death had a strong demoralizing effect, but Peter Gethin and John Watson both showed the car's potential

Elf 2-the crudest car in F2, space frame chassis and lightweight all-enclosed body made them rockets on straightaways. Very quick, but plagued by brake problems.

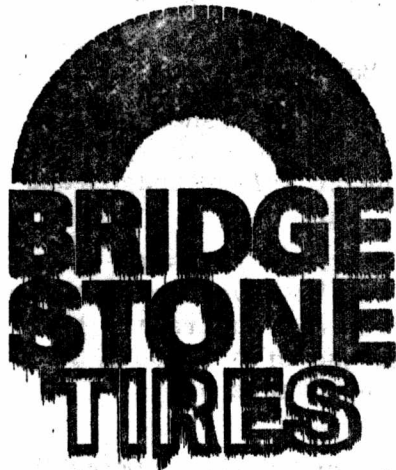
Lotus 74-biggest disappointment of the year. The Lotus-Jensen engine let the car down. The chassis, another advanced Ralph Bellamy design, was too big and complex for F2. The car handled well, and the extreme rear location of the radiators seemed to work. Rumor was that the car had mounts for the F1 DFV engine, and thus a F1 car along the lines of the '74 might be expected.

###

Tires - Goodyear won 12 of 17. Firestone looked good near the end.

Tri-Area Discount Tire Dist.

2682 HAMBURG STREET
888-2787 (Next to Loblaw's)



RADIALS

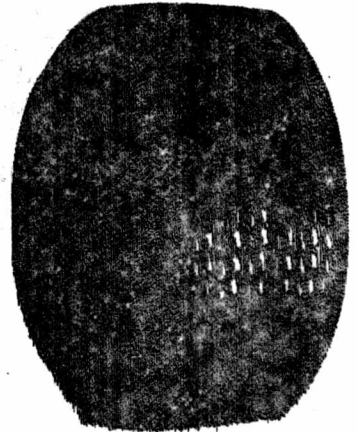


\$31.28

165R 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

BORING

COMPETITION VALVE JOBS

CYLINDER HEAD C.C. LOG

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.

reprinted from TRACK , official publication of Mahoning Valley Region
REport

by Bob Huff, RE

If you have doubts about the future of SCCA racing in the fuel shortage, you can relax a bit. We are going to continue with the 1974 season, in spite of the energy crisis. I can assure you that we will be racing at Nelson Ledges and we will go as fast as we did last year, but we won't go as far.

All regions have been directed to reduce the length of their races by 25% to comply with government guidelines, and National race lengths have been changed from a 50 mile minimum to from 35 to 40 miles. Our director of club racing has also asked that endurance-type racing be avoided, that the use of car pools be suggested to workers, and suggested combining or eliminating events where practical.

Mahoning Valley Region will comply with these suggestions by the elimination of our restricted money race and the reduction of all race lengths. Steel Cities Region and NEOhio Region have also trimmed a regional from their date requests, so fuel consumption at the track should be well within the suggested 25%. Western New York Region has really carried out the car pool idea. Their workers will be riding from Buffalo to Nelson Ledges in a bus belonging to Glenwood Acres Ski School.



The trustees announced a Nelson Championship for 1974, sponsored by the track. Essentially, the series will consist of all regional races, and points counted much the same way as national races. The trustees are happy to have this small way of recognizing the competitors who support the racing program. Plaques will be presented to winners at their own regional meetings at the end of the year. For more information, contact Bob Huff or Roger Marble.

TENTATIVE 1974 SCHEDULE

Nelson Ledges
1/19/74

<u>Date</u>	<u>Event</u>	<u>Region</u>
April 28	Time Trials	Corvette Cleveland
May 4-5	Motorcycle Races	Can-Am Motorcycles
May 11-12	Drivers' School	Steel Cities Region
May 18-19	Drivers' School	Mahoning Valley Region
May 25-26	Regional Race	Western New York Region
May 27	Time Trials	Corvette Cleveland
June 1-2	Motorcycle Races	
June 8-9	Cumberland National	Steel Cities Region
June 22-23	Regional Race	NEOhio Region
July 6-7	Regional Race	Steel Cities Region
July 20-21	24 Hours of Nelson	Motorcycles
July 27-28	Quaker State National	Mahoning Valley Region
August 3-4	Regional Race	Steel Cities Region
August 17-18	Regional Race	Misery Bay Region
August 24-25	Drivers' School	NEOhio Region
September 7-8	National Race	NEOhio Region
September 14-15	Drivers' School	Western New York Region
October 12-13	Nelson Challenge	Mahoning Valley Regional
October 26-27	Great Pumpkin	Western New York Regional

SCCA loses Porsche-Audi / Super Vee Support and Series Volkswagen of America recently announced that it will switch sanction of its Gold Cup SuperVee Championship from SCCA to IMSA. Josef Hoppen of VoA made the announcement, and said "We planned to run the SuperVees as preliminary events to SCCA's Can-Am, where through Porsche-Audi, we had millions of dollars invested. But after two years of providing the fastest cars in racing (the TurboPorsches) they do this sort of thing (fuel limits which will effectively eliminate the thirsty Turbos). Yet, we still asked SCCA to provide us with their plan for SuperVee in '74". When SCCA didn't rush to make SV feel welcome, IMSA stepped in. Hoppen continued saying "Obviously SCCA does not seem to care about racing fans. For years they tried to get a major manufacturer to build cars for the Can-Am. We did, and at many races last year nearly half the cars were Porsche-Audi. What they plan to use for cars this year will be interesting to see". In addition to retaliating to SCCA's new fuel limits which gravely handicapped the TurboPorsches, Porsche-Audi was looking for a series which would have participation by P-A products to tie in with the SuperVees. With only four dates scheduled for the Trans-Am, IMSA's Camel GT was a logical tie in, with heavy participation by the Porsche Carrera, and the promise of a dozen GT races backed by Camel. Total purses for the SuperVee series was rumored to be \$100,000 for 1974.

A Day at Brands Hatch

by Don Peterson

(reprinted from "Corvette Courier")

The national sport of England is soccer, not motor racing. While nearly everybody could furnish directions to Wembley Stadium it took the bell captain quite some time to find out what railroad station was closest to Brands Hatch. Fortunately Swanley was only four miles from the track, and there was a bus from the station that went right past the track. Can you imagine getting to Lime Rock via public transit? (Considering the present situation it might not be a bad idea. -ed.)

Despite a late night in Soho I managed an early start (10:30) on a crisp November morning. After a neat combination of underground railway and bus I found myself viewing the circuit, waiting for the first race. The track was a spectators paradise, as the 1 1/4 mile course used for club races was entirely in view from the main grandstand. The course looks like a flattened out horseshoe: two rights, two lefts and two moderately swooping righthand 180's. The two 180s were both uphill to downhill and the rights and lefts were one up and one down each. As the Minis were lining up on the grid I wondered what sort of competition I could expect. My question was soon answered; on lap 2, turn 1, a Mini in the middle of the pack fighting for position tried to pass on the right side of the groove. After kissing the wall he and two others came to rest along the wall. The yellow came out, the drivers signalled that they were OK, and as the cars were not in the way, the race continued. I asked a driver what the stakes were, and with a typical British deadpan he replied "Well mate, there's no money prizes, just a silver cup and a chance to be noticed". So went the day-- seven races and much good conversation with various drivers and spectators; I'm not sure which I enjoyed more. The participants seemed similar to those here in the States; a few wealthy ones, but most were average folk, funnelling the lion's share of their earnings into their favorite pastime. A nice touch was added to the races when the winner was awarded his silver cup; a platform was built on the back of a pace car where the winning driver took a victory parade lap followed by a crew member driving the winning car. I even managed to plug GE's Silicone Brake Fluid to a driver complaining of boiling.

While going from Westminster Abbey to Buckingham Palace (I was watching the Royal Wedding procession) I stopped at the Royal Automobile Club headquarters. Unfortunately all of the managers were in a meeting and all the secretaries were watching the wedding on the telly; I did talk briefly to a receptionist who gave me some "International Rally of Great Britain" bumper stickers and an application for the UDT World Cup Rally in 1974. The rally begins May 5, 1974, is 12,500 miles in length and will last twenty days. It begins in London, and passes through Europe, Africa, the Middle East, Russia and finished in Munich. The entry fee is 750 pound, about \$2000. Since there are no dash plaques I decided to pass this one up.

Oh yes, did I see any Corvettes in England? Yes, I saw several on the road, and in a showroom I saw a black '66 convertible, for which they were asking 2750 pounds, or \$6600 American. And I knew I had finally found a nation which understands the true value of a classic.

"...and they shall be molded in Her Image and Likeness....."

Linda Vaughn is looking for some new Hurstettes. If you know any attractive young blonde lassies who are racing oriented and would like to become Hurstettes, have them send a resume' and photo to Linda's office (24432 Quintana Dr. Mission Viejo, California 92675). There is a special need for gals on the East Coast.

* * * * *

The Sports Car Club of America, Inc. moved into new National Offices in mid-December. Please make note of the following:

MAILING ADDRESS: P. O. Box 22476, Denver, CO 80222 (No change)

TELEPHONE: (303) 751-4900

OFFICE HOURS: 8:30am to 4:40pm Mountain Time, Monday through Friday, except holidays.

STREET ADDRESS: 1562 S. Parker Rd., Denver, CO 80231 (use for Special Delivery mail)

1974 SCCA Pro Rally Series schedule

March 29-30	Rally of the 20 Stages	Michigan
May 25-26	Olympus Rally	Washington
June 15-16	High Desert Trails	California
June 29-30	La Jornada Trabajosa	California
Aug. 10-11	Happiness is Sunrise	New York
Aug. 31-Sept. 1	Big Bend Bash	Texas
Sept. 21-22	Sunriser 400	Ohio
Oct. 5-6	Nor'Wester	Washington
Dec. 7-8	Rallye du Noir	Alabama

Additional dates to be announced.



SAAB

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

NEW SALIM GARAGE

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

lotus racing east

AERQUIP
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

WHO'S NEWS
by Eleanor Morris

MARILYN HEACOX has been a member of Mo-Hud since 1965. She holds a Registrar's license, and works registration for gymkhanas, rallies and races.

Marilyn has been on the sports car scene since she was sixteen. She originally belonged to the Berkshire Motor Sports Club and once owned a right-hand drive MGB. (ed.note-I think Roly and Marilyn still have a rhd MGB, though they don't drive it on the road anymore)

Marilyn was born March 20, 1943 in North Adams, Mass. She works for Kaye's Imported Cars in the parts department. She says she is "Roly's sounding board" there.

Besides cars Marilyn is fond of cats. She owns two Siamese, Chris and Pete. Marilyn and her husband Roly reside in Berne, New York

TIM McINTYRE joined Mo-Hud in 1973. He is working toward a Competition License in an H/Prod. Sprite.

Tim became interested in sports cars several years ago. He is also a member of the Berkshire Motor Sports Club.

Tim is from Cleveland, Ohio; he is a teacher in the U.S. Navy. He works at the West Milton station near Saratoga.

Tim's other interests include photography. He is also a dog-fancier, named Channy.

Tim his wife Connie and their daughter Terry live in Saratoga.

TONY HILFERTY also joined Mo-Hud in 1973. He is well-known on the auto-slalom scene in his BMW. Someday he would like to get into racing

Tony was a regional autoslalom class champion (Class 5) in 1973, and finished fourth at the NEDiv. solo II runoffs at Greene.

Tony was born on Long Island. He is a graduate of StonyBrook and also has an MA in Biology from Plattsburgh. He is a biology teacher at Balston Spa Central School.

Aside from cars, one of Tony's main interests is bobsledding.

Tony resides in Saratoga Springs,

#####



**INTERNATIONAL
MOTOR SPORTS
ASSOCIATION, Inc.**

P.O. Box 805
Fairfield, Conn. 06430
(203) 259-5233

As of publication time IMSA still has not issued schedules for any of their series; while the full calendar has not been released yet, some random race dates are out, and some purses and rules revisions have been announced.

CAMEL GT Series-March 23 will see the GTs regroup for another race at Sebring, Florida. In keeping with NMA and FEO guidelines the race has been shortened to 1200 kms (750 miles) or about 7 hours, down from the traditional 12. May 12 the GT championship goes to the West Coast for a race at Laguna Seca followed on May 19 with a race at Ontario.

B F Goodrich Challenge- Last years "Baby Grands" become RS Sedan (Racing Stock) for '74, and all cars will compete in one class in 1974. There will be accompanying RS Sedan and Gold Cup SuperVee races for all GT races announced thus far.

THIS ENGLAND

(articles reprinted with the permission of
AUTOSPORT, Britain's Motor Sporting Weekly

Ford Instigate the Indoor Rally Series

Ford has taken an early initiative to help lift a little of the gloom brought on by the (hopefully temporary) ban on rallying and have organized a National Indoor Rally Championship. The paperwork rallies will consist of three qualifiers in January, February, and March with the national finals set for April/May. The rallies will be planned to cover all the thorny problems that a rally crew or team manager might meet during a typical event such as plotting course, arranging service and fuel points, etc. The only equipment required will be an O.S. map, a pencil, a romer calculator and a pair of compasses. Entries will be free; there will be no age limits and competitors need not even hold a competition or driving license.

To make it worthwhile there is a range of prizes going down to tenth overall. For the overall champion there will be an all-expense paid trip to Finland for the 1000 Lakes Rally. Second and third place awards will be vouchers for FordSport parts and fourth through tenth will receive rally jackets. The championship will be organized by the Ford Rallye Sport Club, and the individual events have been designed by the Ford works team co-drivers. Each event will be about an hour long.

Italian F3 Championship

1. Carlo Giorgio March 733
2. Alberto Colombo Brabham BT41
3. Claudio Francisci Brabham BT41
4. Cinotti Brabham BT35
5. Alessandro Pesenti-Rossi BT41
6. Francia Brabham BT41
7. Bozzetto March 733
8. Flammini March 733
9. Mantova Lotus 69
10. Lella Lombardi Brabham BT41

Peter Stuyvesant F5000 Championship Tasman Series round #1, Levin N.Z.

1. Jimmy Walker Lola-Repco
2. Alan McCully Begg FM5
3. Max Stewart Lola T330
4. Peter Gethin Chevron B24
5. Ken Smith March
6. Warwick Brown Lola T332

Argentina Grand Prix for Formula 1

1. Dennis Hulme McLaren
2. Niki Lauda Ferrari
3. Clay Reggazoni Ferrari
4. Mike Hailwood Yardley-McLaren
5. J-P Beltoise BRM
6. Patrick Depaillier Elf-Tyrell
7. Carlos Reutemann Brabham
8. Howden Ganley Iso
9. Henri Pescarolo BRM
10. Emerson Fittipaldi McLaren

Peter Stuyvesant F5000 Championship Tasman Series round #2, Pukekohe N.Z.

1. Peter Gethin Chevron B24
2. John McCormick Elfin MR5
3. David Oxton Begg FM5
4. Teddy Pilette Chevron B24
5. Max Stewart Lola T330
6. Warwick Brown Lola T332

Ban on Racing lifted in France

The French government has approved a reduced calendar of auto racing events in France for the upcoming season, reversing a total ban imposed earlier because of the energy crisis. The decision approved 223 of 900 events that had been scheduled before the ban.

One event which will not take place however is the Monte Carlo Rally, which is run largely on French roads. Organizers of the event said there was insufficient time to prepare the route for the originally scheduled Jan. 21 start. The 24 Hours of Lemans and the French Grand Prix will be held as scheduled.

Grand Prix of Brazil for F-1

1. Emerson Fittipaldi McLaren
2. Clay Reggazzoni Ferrari
3. Jacky Ickx John Player Lotus
4. Carlos Pace Surtees
5. Mike Hailwood Yardley-McLaren
6. Ronnie Peterson JPS Lotus
7. Carlos Reutemann Brabham
8. Patrick Depaillier Tyrell
9. James Hunt March
10. J P Beltoise BRM

Peter Stuyvesant F5000 Championship

- Tasman Series round #4, Invercargill NZ
1. Max Stewart Lola T330
 2. Graham McRae McRae
 3. Graeme Lawrence Lola T332

The ban on motor racing in South Africa has been partially lifted. The previously cancelled South African GP for F-1 has been reinstated and will be run March 30 at Kyalami.

Non-Championship F-1, Brazil

1. Emerson Fittipaldi McLaren
2. Jody Scheckter Elf-Tyrepl
3. Arturo Merzario Iso-BRM
4. Jochen Mass Surtees
5. Wilson Fittipaldi Brabham
6. Howden Ganley March 741

Peter Stuyvesant F5000 Championship

- Tasman Series round #3, Wigram NZ
1. John McCormack Elf
 2. Teddy Pilette Chevron B24
 3. Peter Gethin Chevron B24
 4. David Oxton Begg FM5
 5. Gary Pederson McLaren M18/22
 6. Graeme Lawrence Lola T332

1973 EUROPEAN CHAMPIONSHIP FOR FORMULA 2 DRIVERS—POINTS IN DETAIL

	Mosport Park	Hockenheim	Thruxton	Nürburgring	Peas	Kinross	Nivelles	Hockenheim	Rouen	Monza	Monterey Park	Karlsruhe	Enns	Salsburg	Mosling	Albi	Valluga	TOTAL
	NP	P	P	P	NP	NP	P	NP	P	NP	P	NP	P	NP	NP	P	P	
1 J.P. Jarier	9	9			9		9		9		9	9	9		X	6	6	78
2 J. Mass						9	6	9	6	X	6		4			1		41
3 P. Depaillier		6		9	X	6			2	6	3							36
4 V. Brambilla	2		1	4	X		4	3		X			6	(9)		9	6	15
5 J. Coulon		1						4	4	4		3		4	X	3	9	32
6 R. Wolak			9	3	4	X							3					21
7 M. E. Luff		6			6		3											15
8 D. Bell		4		6						3								13
9 C. Vandervul		2					2	6		X		2						12
10 B. Williams	X				2					9								11
11 T. Pridmore											2	X			9			11
12 D. Moran	4		3		X		1	X										8
13 D. McConnell	6																	6
14 P. Colson												6						6
15 G. Nelson																b		6
16 W. Fittipaldi		3			X				3					X				6
17 J.P. Joubert			2		3						1							6
18 S. Gurnorton					1	4						X		X	X			5
19 W. Gabelmann						X		X		X		(1)	2	3				5
20 R. Pader															X		3	5
21 G. Weill					X													4
22 J. Williams											4							4
23 J.P. Beltoise																4		4
24 J. Vonhofen										X		X		X	X			4
25 H. Kazan					X			2	2			X						4
26 H. Dagwitz						3												3
27 J. Lemp	3																	3
28 S. Moser				1	X			1		X		X			X		1	3
29 J.P. Joubert																2		2
30 R. Scott				2														2
31 Dunt																	2	2
32 G. Langer									1	X		X	1					1
33 R. Snelgrove	1							X		X								1
34 G. Sewell										X			1					1
35 B. Mansfield										1								1
36 K. Rivier															1			1
37 T. Egan						X						(4)		X				0

X Participant in a non-basic event for which the driver did not get any points.
 () Points between () are not taken into consideration.
 P Basic event.
 NP Non-basic event.

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

SCCA Sets 1974 Professional Series' Calendars

Can-Am	F-5000	Trans-Am
June 16 Mosport	April 28 Riverside	May 4 Lime Rock
July 7 Road Atlanta	June 2 Mid-Ohio	June 9 Sanair
July 14 Watkins Glen	June 16 Mosport	July 27 Road America
Aug. 11 Mid-Ohio	July 28 Road America	Aug. 17 Watkins Glen
Aug. 25 Road America	Aug. 18 Watkins Glen	
Sept. 15 Edmonton	Sept. 2 Ontario	
Oct. 27 Riverside	Oct. 13 Laguna Seca	

We Stand Corrected.....Ice Racing 1974

After last month's K-O was out we received a call from Roly Heacox, who is one of the principals of the New York State Ice Racing Association, advising us that our story about the cutback in ice racing was incorrect. What we printed last month were the three ice racing dates set up by AMEC, not the entire NYSIRA schedule. While half of NYSIRA's events have now been run, we'd like to print the last half of their schedule: Feb. 16+17, Cossayuna Lake; Feb. 23+24 Balston Lake March 2+3, NYSIRA National Championship Warners's Lake (tentative). If you haven't witnessed this unique motor racing spectacle, there is still a chance to see (and compete in) these exciting events. For more information call Roly Heacox at 872-1667.

WANTED WANTED WANTED WANTED WANTED WANTED

MG TD or TF engine and transmission. Will buy outright or trade MG-A engine and trans.

Mr. Tom O'Connor
439-0313

ed. note- For those of you involved in the autoslalom scene Mr. O'Connor is the gentleman responsible for our having the use of the N.Y. State Peripheral Lot, so if you know of someone having the parts Mr. O'Connor wants, please show them this ad.

New Thompson Speedway.....Old Thompson Raceway...New-Old Thompson.

NER driver Tom Ciccone is in the forefront of discussions to revive the old Thompson road course. The "New Thompson" course which incorporates the stock car oval was created when ownership disputes split the "old" Thompson course right down the middle and forced its closing. Now Ciccone, NER and other interested parties have apparently reached some accord with all parties claiming a piece of the old track, and the new principals are moving ahead with plans to revive the old "pure" road circuit. This action comes at the same time that the owners of New Thompson have expressed a strong disinterest in being involved with anything other than their oval track, and so with the future of the New Thompson road course just about a sealed fate, the revival of Old Thompson (which incidentally uses parts of New Thompson) is more than just a pipe dream. We're sure that there will be more factual information about the project coming out in the near future, so stay tuned.

Remember, in order to receive your National membership card, you have to pay your Regional dues to Treasurer Jack Fantelli, because Denver sends the National card to him upon receipt of your Nat'l. dues.

BARNEY'S SPEED SHOP

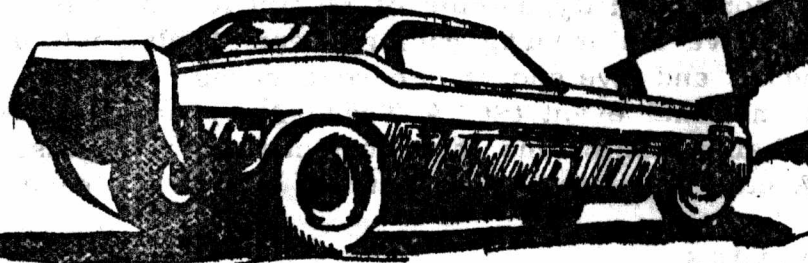
127 NORTH LAKE AVENUE ALBANY, N.Y.

phone (518) 463-3501

MACHINE SHOP SERVICE

electronic
engine
balancing

parallel boring
cylinders sleeved
crankshafts ground

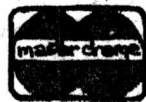


RACE CAR EQUIPMENT

super discounts ON

AUTO
SPEED
FOREIGN
MOTORCYCLE

Parts



shift to
Pratt



SCHENECTADY
1473 STATE ST.
377-7740
MON. TO FRI. 9TIL 6
THURS. FRI. EVES 7TIL 9
SAT. 9TIL 5

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

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

reprinted from

OFFICIAL PUBLICATION OF CANADIAN AUTOMOBILE SPORT CLUBS INC.
PUBLICATION OFFICIELLE DE LA FEDERATION CANADIENNE DU SPORT AUTOMOBILE

CANADIAN MOTORSPORT BULLETIN

SANAIR cutback

In response to the fuel shortage and government requests to cut back on the consumption of fuel, the SANAIR International facility, outside of Montreal has announced its 1974 schedule. There will be five major drag racing events, twelve motorcycle events, three major stock car events and five sports car road races. The sports car events will include one international event (SCCA Trans-Am), one national event (The Players Formula Atlantic Championship) and three regional-level events. On total this represents nearly a 50% cutback, mainly coming from oval track races.

Canadian Road Race of Champions

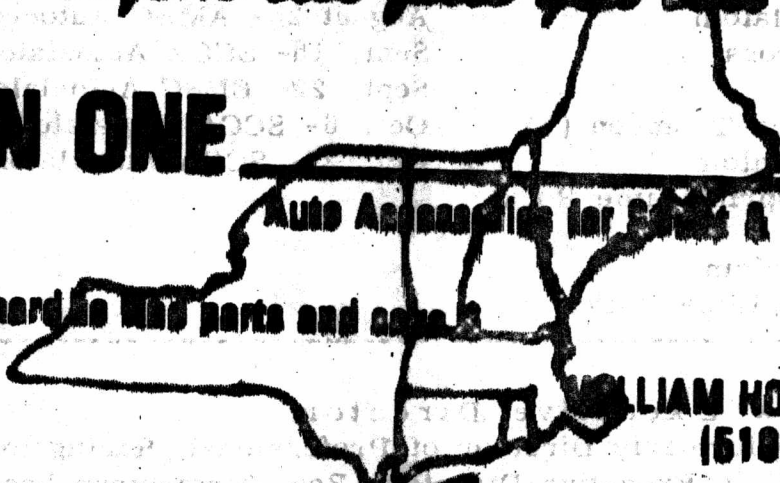
The best from the best gathered at Edmonton in October to decide the Canadian National Championships. As was expected western Canada drivers swept the event. Formula Ford was won by Dave Morris (Hawke) over Mike Atkin (Falconer Elden) and Barry Fox (Titan), easterner Luke deSadleer was sixth. Formula Vee was by Cappy Thompson, followed by Bob Ostergard (Kellison); highlight of the race was the battle for lead for most of the race between Horst Kroll and Ostergard, broken up when they shunted each other, letting Thomson through. The third CRRC race saw titles in F+G Prod and C Sedan at stake; Bob McGregor won FP and overall in his MG Midget, ahead of the similar car of Peter Bride, CS went naturally to a Mini in the hands of Charlie Smith and GP was also won by a Midget driven by John Schuberger. Race four featured the most classes and the smallest grid (A Sedan, A Prod, C Prod and B+C S/R). Overall, first AP and fastest lap of the weekend went to Bill Adams Corvette, Bill Gebbie was BS/R victor in his B8 Chevron, Tony Morris won AS for Camaro, Jeanne Geissinger removed the ballast from her C Sedan Mini, and won C S/R and CP was won by Bob Brown in a Datsun 240Z. Final race of the meet was for a large grid of B Sedan and E Prod cars. Each race was a three way battle: in BS the race was between Rick Forrest (Alfa GTA), Loren St. Lawrence (BMW) and Paul Lambke (Datsun 510). Forrest won after a battle which saw the BMW roll and the Datsun thus inheriting second, with Hal Wiegler's Volvo third. EP started out as a battle between Neil McGill and defending champion Pierre Lemieux (a Mohawk-Hudson member-ed.) in MGBs and Stu Rulka in a Morgan. McGill went out with a blown engine, Rulka lost a head gasket and Lemieux had a tire go flat, handing the lead to Graeme Cameron in an MGB-GT, followed by the MGB of Steve Wilson and then the still-going Lemieux. Lemieux had the consolation of having the fastest lap. It would appear that the CRRC is finally coming of age, and the 1974 edition is expected to be even better.

New Race Track for Atlantic Region

CASC's Atlantic Region (New Brunswick/Nova Scotia) has completed the initial steps of preparing their new race circuit for operation in 1974. Called Atlantic MotorSport Park, the track has been constructed largely by members, though it is hoped that some commercial assistance will be available to outfit the circuit. The track is 1.6 miles in length, and is built on a rolling terrain.

If everyone else fails you call...

TURN ONE



Auto Accessories for Sports & Competition

for those hard to find parts and more...

**WILLIAM HOFFERT, JR.
(518) 348-5035**

We Race & Rallye What We Sell

Rexford Mfg & Welding Co Inc

D. L. GEBERT

CUSTOM STEEL FABRICATION

**PIPE BENDING
AND
WELDING**

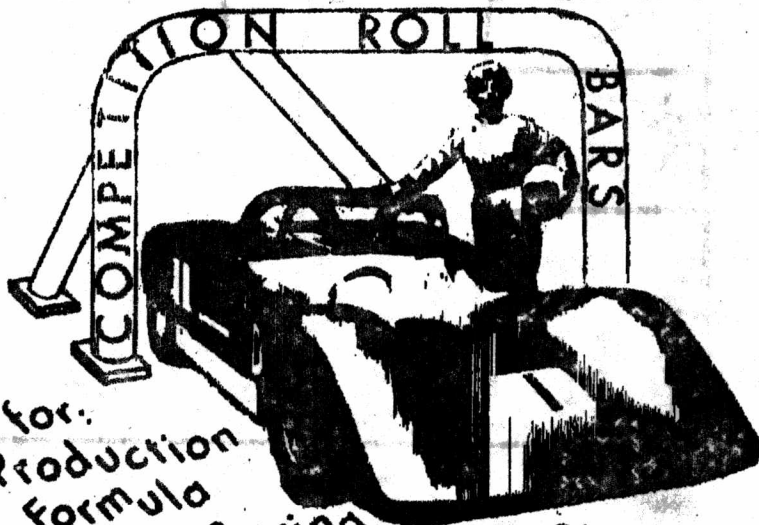
Telephone:

(518) 399-5021

Rustic Bridge Road

Route 2

Rexford, NY 12148



for:
Production
Formula
Sport Racing
Cars

also:
Trailers

1974 Tentative Schedule- Solo Events

- | | |
|--------------------------------------|----------------------------|
| April 21- SCCA Autoslalom School | August 4- AMEC Autocross |
| May 5- AMEC Autocross | August 11- EMSC Autoslalom |
| May 12- AMEC (raindate)+ SCCA slalom | August 18- SCCA Autoslalom |
| May 19- EMSC Autoslalom | August 25- AMEC Autocross |
| June 2- AMEC Autocross | Sept. 15- SCCA Autoslalom |
| June 9- AMEC (rain) | Sept. 22- EMSC Autoslalom |
| June 15+16- SCCA race-Thomson (?) | Oct. 6- SCCA Autoslalom |
| June 23- EMSC Autoslalom | Oct. 27- SCCA Autoslalom |
| June 29- SCCA Autosprint, Lime Rock | |
| July 7- AMEC | |
| July 28- SCCA Autoslalom | |
| August 3- SCCA Race, Lime Rock | |

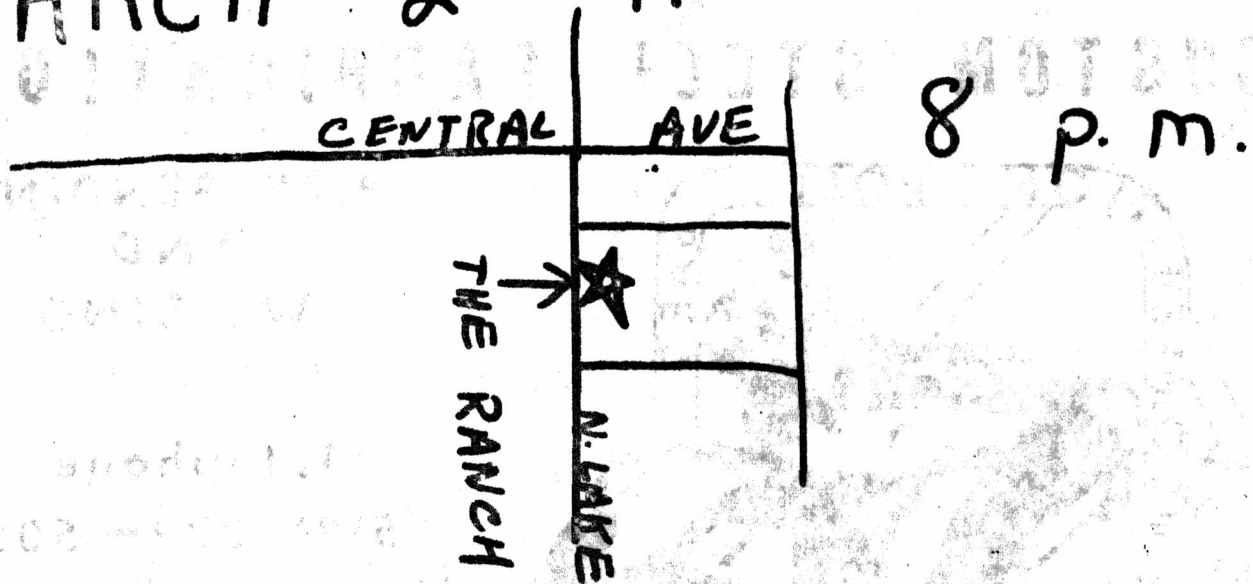
SCCA gets new Executive Director

Cameron Argetsinger, formerly Director of Professional Racing for SCCA has succeeded Tracy Bird as Executive Director. Ron Zimmerman has replaced Bob Tomlin as Director of Club Racing

First Arrival for Movie Night

As mentioned elsewhere we have been trying to get some professional films for movie night: we've had our first film arrive already. Produced by Philip Morris International-Marlboro it's entitled "House of Stewart", naturally enough its about Jackie Stewart. We expect more films to arrive, and we hope we'll see you at The Ranch, 68 N. Lake Ave, Albany on March 2, around 8 pm. for Movie Night

MARCH 2 - MOVIE NIGHT



Regional Ramblings

We've had two membership meetings so far at the Center Inn in Glenmont and the majority of members seem to enjoy themselves. Everybody gathers in the basement "Rathskeller" afterwards and drinks and raps. If you see some members around that you havent seen at a meeting lately, tell them about our new meeting place.

Everyone's probably tired of hearing about the energy crisis, but I did say I'd pass along any info I receive. SCCA has submitted a plan to the National Motorsports Committee who in turn will submit it to the Federal Energy Organization. The plan calls for a 20-25% reduction in our activities. This is to be accomplished by a combining of events. Recommended combinations are: more than one pro event on the same weekend, Pro with National Race, Natl. with regional race, regional with school. The idea is to cut down on the number of race weekends. In other words, we are trying to cut down on the number of weekends of racing, not necessarily the amount of races. National races and rallies will be cut in length also. If we do not adhere to these proposals, there is a good possibility of Federal regulation of our activities.

The SCCA has a new Executive Director. He is Camaron Argetsinger. Camaron is probably best known for his activities at Watkins Glen as founder of the Watkins Glen Grand Prix Corp. in 1948. He was Exec. Director of this Corp. from Feb. 1958 - May 1970. He practiced law in Watkins Glen until joining Chaparral Cars in May 1970. He has been a member of SCCA since 1947 and has served as Director of Professional Racing (Jan. 1972-present), R.E. of Steel Cities Region, and is currently a delegate to the ACCUS-FIA and a member of ACCUS Board of Directors. Mr. Argetsinger seems to have all the qualifications for the position and we wish him Good Luck!

Roger Clouser, our Area II Governor will be at our membership meeting on March 6th, at the Center Inn. Roger will be able to relay more information to us on developement in SCCA and will be willing to answer questions presented by the membership.

The Northeast Division Roundtable will be held March 15,16 & 17th at the Ramada Inn in Binghamton, N.Y. If there's any proposals you would like to suggest to Roger, the March 6th meeting would be a good opportunity to present them so that we can take them to the Roundtable with us.

See you then!

Carl