

MARCH 1974

THE KNOCK OFF

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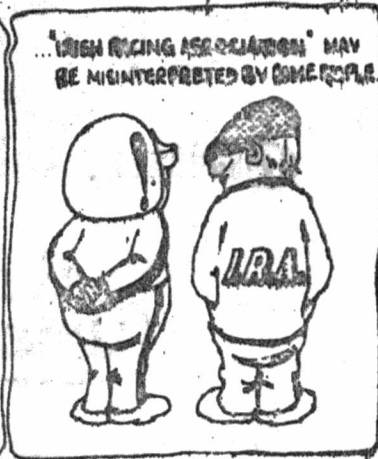


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AUTOSPORT, AUGUST 30, 1973



By Brian Foley



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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

One sure sign of the approaching Spring for me is the yearly infection which I seem to develop known as "the twitch". Its symptoms are easily recognizable : a halting gait in the direction of the garage, long periods of apparent hallucination accompanied by guttural sounds which sound sometimes like a Corvette/D Sports Racing SAAB/Formula C, and an insatiable appetite for motor racing news. There is actually no cure for the twitch except the passage of time. One thing which regularly upsets this not entirely unpleasant malady is the inability to satiate the last stated symptom, the need to find out what's happenin'. Oddly one expected antidote, something which should fulfill the need, does in fact cause quite the opposite fact to develop along with a deep sense of anger, frustration and general unpleasantness. It acts in the same way that one might expect a grass-head to act when he finds that his latest supply of Panama Red is actually reconstituted camel dung. This quasi-stimulant which in actuality is a massive downer is called SPORTS CAR/Official Publication of the Sports Car Club of America.

It seems as if I write an editorial on this sorry subject about once a year. I say now as I have been saying for a long time, SPORTS CAR does not get the job done; the job being to act as a source of current information and entertainment for the membership. I recently received the March issue of our slick publication (and friends it is OUR publication since it is our dues which go into it). Included within it was a five-page article on some National Rally, held in October for God's sake, and a six-pager on somebody or other who is a good buddy and supporter of the editor's past racing efforts. Yes I know his company contributes to our sport, but don't we also contribute to his company and their contingency efforts by our purchase of their products? Anyway these are small points, and mainly literary criticisms. But consider these observations: the calendar listed is "as of January 11" and carries absolutely nothing about NEDiv. events (or any other division by the way). How about this one ? In the already cited volume, the prospective racer will find no advertisements which will tell him wherein he is able to purchase a) racing tires, b) a roll bar or other required safety equipment c) a drivers suit, helmet etc. In short friends, our official publication is useful for bird cage liner, but little else. But oh is it slick and does it ever look sharp on your coffee table. The paper stock its printed on is better quality than Playboy even. The whole production of this journalistic gem must cost a nice dollar (YOUR dollar). And what do WE THE MEMBERS get from it. Shit.

One of the primary functions of our national publication ought to be to provide a constant update system on rules revisions and interpretations. It should also contain a useful calendar of events and complete and current race results and point standings. It should serve as a sounding board for members and officers. It should provide the membership with "hard-core" information which cannot be found in any other motorsport publication. So far, our national publication hasn't done any of this.

Instead the burden of providing these services has fallen on the regional publications. I enjoy being the editor of the KNOCK-OFF, and I wouldn't have accepted the responsibility if I didn't. I'm sure every other regional editor feels the same way about his job as I do. The fact remains that we are volunteers, contributing whatever time we can spare and skill we can muster to keep our region's members informed as best we can. But, in what is beginning to look to much like a trend, the volunteers are doing the important stuff while the people getting paid for their meager efforts are getting a free ride.

SPORTS CAR should be much more than it has been, and it can be. The fact that another motorsport organization has a publication which meets the use/effectiveness criteria already established ought to be proof that it can be done. NATIONAL DRAGSTER is the official publication of the National Hot Rod Association. It appears weekly in a newspaper format, and within its pages one will find a veritable cornucopia of information: rules revisions, protest appeal decisions, point standings, race results and schedules, and advertisers which range from small business card ads for the smallest of specialty operations all the way up to full, multi page ads from major manufacturers. NATIONAL DRAGSTER is a publication which serves the needs and interests of its members. It is a model of what all membership organization publications in the motorsport field ought to be.

And this is what SPORTS CAR should be. The format isn't important: newspaper style, tabloid, magazine, bi-weekly, whatever. The important consideration is that it serves to inform the membership. Consider just one aspect of this utility: one expense of putting on an event is the printing and mailing of entry forms: invariably people who need these entry forms don't get sent one, especially in the case of drivers schools. If we had a timely publication it would be possible to simply have the entry form printed in the publication: the cost ought to be comparable to the current procedure, and the entry form would automatically be sent to every member. The development of a standardized entry form, even if only within the NorthEast Division would serve to further cut costs. In an era when the price of everything is going up, wouldn't it be nice to cut one race expense, even if it is only a small one. And if you're the person who likes to read about how someone managed to retrieve his stolen MGA, or the latest book review, our new improved SPORTS CAR would still be able to provide these articles for the entertainment of the general membership.

So, that's what SPORTS CAR has the potential of becoming. To me, that's what it must become to serve the members, especially with all of the hassles the future seems to hold for SCCA. If you agree, why not take the time to drop a note to our Area 11 governor, Roger Clouser, 16 Cobbles Drive, Penfield NY 14256 and SCCA's new Executive Director Cameron Argetsinger, Box 22476, Denver Colorado 80222. If we don't take the time to express our opinions, nothing will happen to change the current situation.

And remember the next time SPORTS CAR arrives at your doorstep, it's your nickle.

greg

Opinions expressed in this editorial do not reflect any official position of the Mohawk-Hudson Region or its officers. Dissenting opinions are welcome and may be sent to the editor at 15 Marie Parkway, Loudonville, NY 12211

ALL POWER TO THE PEOPLE

SEBRING CANCELLED

Acute shortages of gasoline have forced cancellation of the IMSA races scheduled for March 23 at the Sebring, Fla. race course. IMSA president John Bishop says there are no plans to reschedule the event.

#####

F5000 SCHEDULE CHANGING

Les Richter of Riverside International Raceway has announced that the SCCA F5000 opener scheduled for April 28 at RIR has been postponed. With the Laguna Seca and Ontario F5000 races scheduled for the fall, it was felt that it would be better for both spectators and the teams involved to reschedule the event. It is believed that Riverside will run a combined Can-Am/F5000 program in October. Meanwhile, with the USAC-SCCA co-sanction program put off until 1975, there are rumors that Mid-Ohio, which has now inherited the F5000 opener, is not very enthusiastic about prospects for the race.

#####

DONNYBROOKE CLOSES

The Donnybrooke road course, located near Brainerd, Minn., has filed for bankruptcy. The track is heavily in debt and efforts to sell the track have been unsuccessful.

#####

KNOCK-OFF AD RATES

Classified ads are free to all SCCA members in the KNOCK-OFF. Just jot down the pertinent information on a piece of paper and give it to the editor or one of his flunkies. Commercial ads are \$40 for a half-page and \$75 for a full-page, other than the covers, which are \$80. These are yearly rates (12 issues). For more information, contact Phil Panos at 463-9077 or 462-1689.

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AREA I MEMBER SURVEY

Dick Gilmartin

In early December, I sent out a questionnaire to all 2700 members in Area I.

The idea was to ascertain how the membership felt on a few very broad concepts and to give me some positive directions to take after being seated at the February National Convention in San Francisco.

Some of the questions asked required a very simple answer based on the individual's personal experiences with SCCA and his financial commitment to the sport.

Others were conceptual in nature and could be answered with lengthy comments.

There was only one result that was predictable: the number of returns to be expected. It has always been said the SCCA membership is apathetic as a group and will only respond when the situation affects them directly and personally. We have to believe this to be true. Of the 2700 questionnaires sent out, less than ten percent were returned!

Here are the tabulated results and a few

personal comments abstracted from those respondents who took a moment to communicate on the subject:

QUESTION ONE - 176 responses

If club and Pro racing, as we know it today, were temporarily legislated out of business, would you quit completely? go into temporary hibernation? take up muffled solo events? or what?

| NO ANSWER | QUIT | HIBERNATE | SOLO | RALLY |
|-----------|------|-----------|------|-------|
| 8 | 33 | 57 | 76 | 29 |

It is my guess that of the 176 total respondents, 60-70% were racing people. The majority of these would not convert to solo or rally events. Their comments indicated they would either lie low or quit SCCA and race elsewhere (Canada or Europe) or in different vehicles (including everything from gokarts to bicycles to street drag racing).

But the most surprising figure in this question is the number who have selected muffled solo events over rallying - almost three to one.

(Area I Member Survey continued)

QUESTION TWO

If your competition activities were to double in personal expense in a given year would you quit? cut back? or maintain your normal level?

| NO ANSWER | QUIT | CUT BACK | MAINTAIN PRESENT |
|-----------|------|----------|------------------|
| 6 | 35 | 99 | 36 |

These answers pretty well tell us that our members are strung tight as things presently stand. Any more expenses and over 75% would quit or curtail their activities. Either move will affect the income potential and operating efficiency of the region as well as National Headquarters.

This response should make the various committees and National very cautious in implementing rule changes or other actions that will affect the competitors' personal expenses in the immediate future.

QUESTION THREE

Would you be willing to pay \$12.00 a year extra for a monthly newsletter that would give you complete, up-to-the-minute information on rules, results, standings, event calendars, and a low cost classified ad section?

| YES | NO | MAYBE |
|-----|----|-------|
| 78 | 90 | 8 |

Just about a tossup. But the comments are what interested me. Many respondents are incensed that this type of information cannot be and is not available now in SPORTS CAR Magazine. They felt it should be there and not at an additional expense. Since SPORTS CAR is not now geared nor designed for this purpose, I will propose further study be conducted to ascertain if the total membership really wants the National magazine in its present form or rather a more up-to-the-minute newsletter or COMPETITION PRESS newspaper format with appeal to the SCCA competitor member.

QUESTION FOUR

If racing were cut to 8 classes, and your car became a loser, would you quit? change cars? or just hold on for the fun of driving?

| NO ANSWER | QUIT | CHANGE CARS | RUN FOR FUN |
|-----------|------|-------------|-------------|
| 40 | 28 | 70 | 38 |

These answers indicate the majority of our competitors are just that: competitive. The majority either want a chance at winning or would quit if economic factors couldn't be overcome. But possibly more important, many comments indicated a realization that classes should be cut and racing be made easier to understand if we ever hope to make it a spectator sport with layman appeal. But others indicated that they didn't feel that's what club racing is all about. I suggest

further study on this to get more definitive answers.

QUESTION FIVE

Change the SCCA status from a nonprofit organization to a corporation with members owning shares, work incentive for the staff and possibly a return on our investment.

| NO ANSWER | CHANGE | NO CHANGE |
|-----------|--------|-----------|
| 36 | 113 | 27 |

This is the one that is really important. Virtually every respondent wrote a comment along with his or her answer. There is an overwhelming majority who want some action, change and a chance to be associated with a more professionally organized club. Possibly a corporate structure is not really necessary, but streamlining, incentive plans for the paid staff, reduction of the Governors' present role in operating policy decisions and a general swing to a more efficient structure to implement and administrate the various programs in SCCA would be good.

One last thought: How do I go to the Board of Governors in San Francisco and tell them the members want them to legislate themselves out of a job?

But, if that's what you want, I'm all for it. Hopefully, I'll hear more from you next time around.

BRING BACK BILL KANE

Actually Bill isn't anywhere that he can't get back from himself; he's selling Honda and Renault for Mohawk Chevrolet in Schenectady. The "Bring Back..." refers to the weekly column Bill wrote until late last year for the Schenectady Gazette. Bill's column "The Wheel" was the first motorsport column in the area. It first appeared in the early '60s, and was dropped last year during the "paper shortage." That crisis is now past, and Bill would like to start writing the column again. The powers-that-be at the Gazette want some evidence that the column has reader interest. Help promote motorsport reportage, Bring Back Bill Kane. Letters should be written to John Hume/Editor - David Hume/General Manager, Schenectady Gazette, 332 State St., Schenectady, NY 12301.

ALL POWER TO THE PEOPLE

FORMULA CAR LAP RECORD COMPARISON

reprinted from
AUTOSPORT

| | Outright | Formula 3 | Formula Ford |
|------------------------------|--|---|---|
| Aintree Club 1.64 miles | K. Mather-BRM P153 53.8s-109.7mph F1 | | M. Wrigley-Merlyn 1:02.2s-94.9mph |
| Brands Hatch Club 1.24mi. | B. Redman-Chevron 44.0-101.45 F5000 | R. Robarts-March 47.6s-93.7mph | Rob Wicken-Merlyn 51.4s-86.8 mph |
| Brands Hatch 2.65 miles | Beltoise&Lauda/BRM Peterson/JPS 1:23.0 114 mph | Mike Walker/Ensign 1:33.1s-102.4mph | D. Lawrence/J. Gerber 1:41.0s-94.4mph |
| Cadwell Park 2.25 miles | Roger Williamson GRD F3 1:29.6 90.4 mph | Williamson | Ken Bailey-Titan 1:39.0s-81.1mph |
| Castle Combe 1.84 miles | P. Gethin/McLaren 56.6-117.0 F5000 | B. Buzaglo/March 733 1:02.8-105.4mph | B. Buzaglo/Elden 1:08.0s-96.2mph |
| Croft 1.75 miles | Tony Dean/Chevron 1:01.2-102.9 F5000 | | P. Harrington-Cougar 1:12.8s-81.3mph |
| Ingliston 1.03 miles | Tom Reid/Brabham 46.1-80.4 BT38 | | G. Cuthbert/Lotus 69 53.2s-69.7mph |
| Llandow 1.00 miles | Peter Deal/Brabham 34.4-104.6 BT21 | | T. Richards/Merlyn 37.2s-96.77mph |
| Longridge 0.4318 mi. | K. Mather-BRM F1 23.6s-65.8mph | | J. Kent-Royale 26.0s-59.79mph |
| Lydden 1.0 miles | Alan Jones/GRD F3 42.2s-85.3mph | Jones | Bob Arnott/Merlyn 45.6s-78.6 mph |
| Mallory Park Club 1.0 mi | S. Thompson/Surtees 33.0-109.0 F5000 | | J. Sheldon/Lotus 69F 36.2s-99.4mph |
| Mallory Park 1.35 miles | J-P Jarrier/March 41.8-116.2 F2 | R. Von Opel/B. Henton 46.0s-105.6mph | D. Loring/D. MacLeod 50.2s-96.8mph |
| Oulton Park 2.761 miles | D. Hulme/McLaren 1:24.4-117.7 F1 | L. Perkins/Brabham 1:35.6s-103.9mph | D. Lawrence/Titan 1:44.0s-95.5mph |
| Rufforth 1.70 miles | Tony Dean/Chevron 1:05.2s-93.8mph | R. Von Opel/Ensign 1:20.0s-76.5mph | Ken Bailey/Titan 1:18.6s-77.8mph |
| Silverstone Club 1.603mi. | D. Prophet/McLaren 52.2s-110.9 F5000 | Tony Brise/M. Wilds 58.0s-99.3mph | R. Cooper/Merlyn 1:02.6s-92.4mph |
| Silverstone 2.927 miles | R. Peterson/JPS 1:17.5-135.9 F1 | Tony Rouff/GRD 1:31.9-114.6mph | I. Taylor/D. Lawrence 1:39.8s-105.5mph |
| Snetterton 2.71 miles | B. Lunger/Trojan 1:18.4-124.4 F5000 | Tony Brise/GRD 1:29.4s-109.1mph | M. Taylor/Palliser 1:37.6s-99.9mph |
| Thruxton 2.356 miles | C. Pace/J-P Jarrier 1:11.2-119.1 F2 | R. Von Opel/Ensign 1:18.4s-108.1mph | J. Stevens/Merlyn 1:25.4s-99.3mph |

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It's not that I crave anonymity; it's just that I'm a little bit of a chicken. So I won't tell you who I am except to say that my name is Burnham Wood - you can call me Burnie.

This all started with our esteemed Editor's impassioned plea for more copy from Mohud members. I assumed that even non-members would be given space if they had something worthwhile to say. But pursuing this line could lead to some embarrassing conclusions, so...

One thing that I can promise you, though, is that this column will be all or some of the following: witty, incisive, disturbing, entertaining, scathing, irreverent, probing, satiric, disconnected, antidisestablishmentarian, intermittent, embarrassing, inquisitive, inventive, invective, indefatigable, ill-defined. Pick one or more and write your score on the cuff of your coveralls.

Esteemed Editor (so-called because he loves to let off steam) is quite right about having to do something about Solo 2. Because it is so visible and is such an apparent waste of precious fuel, we'll have to cut down our schedule in some way. Or make it less visible.

- Herewith some suggestions (this is the witty and incisive part):
1. Cut down on the number of events. This can easily be accomplished and can be more economical of fuel in the bargain without drastically altering the amount of competition by using half as many Sundays and having two events each time. We would begin at 8:00 A.M. and run the first event until 1:00. Then, simply by changing the start line for the stop line and vice versa, we run the same course in the opposite direction from 1:00 until 6:00. This will save one round trip for each of at least fifty cars and will release enough fuel to supply all of the computers in Orange County, California for at least three weeks. What a fantastic contribution when multiplied by over 100 regions each doing the same.
 2. Save even more fuel by running the entire Solo 2 series on one day. This requires a little more work and a little more space. We just lay our eight courses in eight different spots (the whole state campus should suffice for this purpose) and give everyone one run at each. Down and dirty, as it were. Of course, it means some running back and forth with our timer, but we should be able to solve technicalities like that.

3. Decrease visibility by requiring everyone to drive an American car and holding all events on the ramps of I-90 weekday mornings. Nobody will even know the difference.

For races and rallies, the answer is simpler: combine them. All races and rallies will be combined on commensurate levels. So the Watkins Glen Nationals will have National rallyists driving tow cars with race cars thereon, beginning at eight different starting places and converging on Watkins Glen - Monte Carlo style! Then we run one-lap races without practice (grid positions by honor system) and everyone hitch-hikes home. All cars are left until the following weekend when they proceed en masse to the next combined event.

Alternative plan for regional races: Every car gets unlimited practice, but the races will be run on starter motors only. Greatest distance wins. Re-charge batteries by pushing or towing race cars in gear to run generators/alternators.

Question of the week: who (is) (was) (will be) Frank Wagenhofer?

What do Colombo, yogurt, and Listerine have in common? The answer to this question (this was the probing part) will be revealed at

Nostalgia Quiz: name the Mo-Hud rallymaster who went to Windham without the general instructions. The answer to this question will also

Who won the Snowflake this year with no navigator? What does this say about the rally?

Who came in second and how the heck did they do it?

Where's Mike?

Who entered a four-wheeled gas tank? Why? For heaven's sake, why?

Speaking of the Energy Crisis, wasn't it a great idea to turn the Daytona 500 into the Daytona 450? That's a great 20% saving. But the neatest trick of all was eliminating the first fifty miles to save more gas because we all know that more cars are running at the start of a race and that therefore the elimination of the first fifty miles will save more gas than will the elimination of the last fifty miles.

A further gas-saving idea: run Solo 2 events with two drivers per car - concurrently. They split the score however the winner of the first fight determines.

There are three old ladies living down the road from me. They don't do much except run a small illicit still and gossip a lot and make stupid predictions about things that are none of their business; but they did bring me some great news (or neat brews or great news) the other day. They swear that King Faisal and Golda Meir are actually husband and wife (or wife and husband, if you prefer) and that they have been reconciled by Henry Kissinger, who is actually a marriage counselor. So the price of crude oil will drop to 2¢ per barrel and the supply will be unlimited. All of this will be sure just as soon as Hell freezes over (in their very own words).

How did you enjoy the movie night on March 2? I thought that "Deep Threat Carburettor" was cute, but "Castrol Oil for Upset Stomachs" was a bit much.

That's all for now. See you at Dunsinane.

Your friend,
Burnie

- For Sale : Autodynamics Mk. III FVee: fuel cell, slicks, rains, trailer. \$850 or trade must sell. New job necessitates moving. Greg Rickes 458-1246
- For Sale : Trailer, 64" wide, 12 ft. long. Unsprung good for short haul. Minimum track 40". Good for Spitfire, Spridget. \$50.00 Tim McIntyre 587-0431
- For Sale : 3 Minilite wheels (street) 13" will fit Spit, GT6. with 2 excellent M401 Semperits and one brand X-\$125 also GT6 engine, trans, rear, etc. body parts (no nose or radiator. Call Parsimonious Racing 413-443-4670. Dave Hathaway, Pittsfield, Mass.
- SNOWFLAKE RALLY: had 17 entries, was won by Terry Sandke driving sans navigator!! Full story next month (we hope)
- Boot and Bonnet Time Trials at Lime Rock Park: April 20, July 13 (?) and October 12 (also?) . For details see Craig Robertson or write Sylvia Abbate c/o PRE-FIX 151 Whalley Ave., New Haven, Conn. 06511

Lime Rock opens for Tuesday practice April 2.

For Sale : H. Prod. Sprite. 1959. Race ready, spare parts and tires. Phone: 793-6924 anytime, ask for Scott. Asking \$1100 or nearest offer.

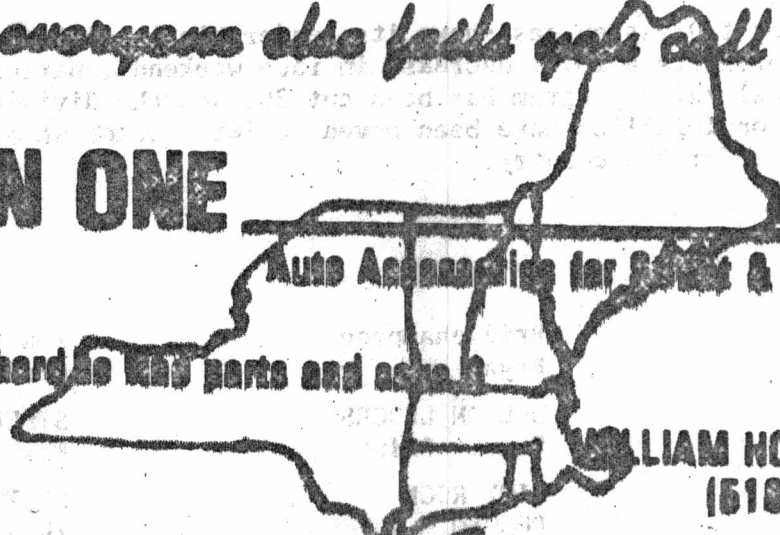
If you're a new member, and haven't gotten a copy of the 1973 Mohawk-Hudson Photo Annual, drop a note to the K-O editor, or pick one up at the next meeting.

Don't forget that April 4 is guest night meeting at the Center Inn in Glenmont. Bring a couple of friends, and introduce them to the sport of sports cars. We also hope to have a film on Formula Vee racing to show at this meeting. The Center Inn is right on route 9W in Glenmont. Meeting begins around 8 pm

If everyone else fails you call . . .

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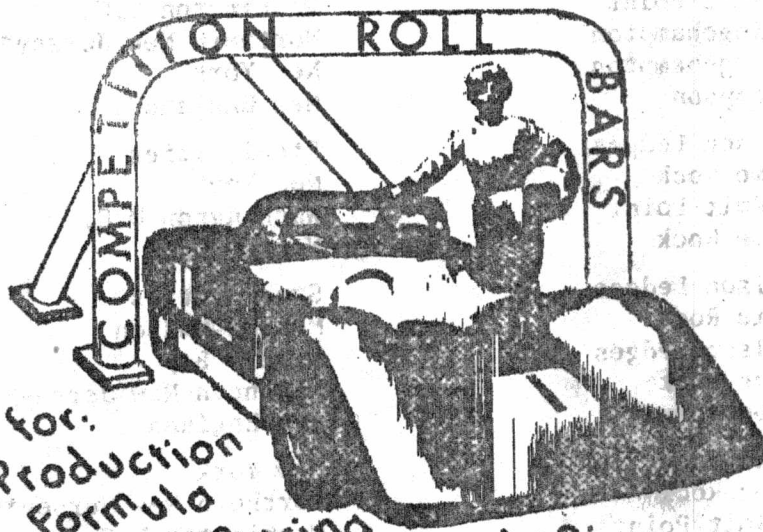
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NEDIV Scheduling

by Duane Rost

Northeast Division has shown its leadership in club policy for 1974. The schedule represents a 23.5% decrease in race weekends, nationals and regionals. The national rally program has been cut 25% and the divisional 16.7%, and two other divisional rallies have been moved to later dates when gas should be less of a problem for the country.

NATIONAL RACES

| | | |
|---------------------|---------------|---------------------------|
| May 18-19 | Bridgehampton | New York |
| May 25-26-27 | Bryar | New England |
| JUNE 8-9 | NELSON LEDGES | STEEL CITIES |
| June 22-23 | Summit Point | Washington D.C. |
| JULY 4-5-6 | LIME ROCK | NORTHERN NEW JERSEY |
| JULY 13-14 | POCONO | TRI-REGIONS |
| JULY 27-28 | NELSON LEDGES | MAHONING VALLEY |
| August 10-11 | Watkins Glen | Glen |
| August 17-18 | Summit Point | Susquehanna/Washington D. |
| August 31-Sept. 1-2 | Thompson | New England |
| September 14-15 | Pocono | Tri-Regions |
| September 21-22 | Bridgehampton | New York |

SPECTATOR RACES IN CAPITOL LETTERSREGIONAL RACES

| | | |
|---------------------------|---------------|-----------------------|
| April 6-7 | Summit Point | Washington D.C.** |
| April 20-21 | Bridgehampton | New York |
| April 27 | Lime Rock | New England |
| May 11-12 | Pocono | Tri-Regions |
| May 25-26 | Nelson Ledges | Western New York |
| May 25-27 (with National) | Bryar | New England |
| June 1-2 | Watkins Glen | Glen |
| June 1-2 | Summit Point | Washington D.C. |
| June 1-2 | Bridgehampton | Northern New Jersey** |
| June 15-16 | Bridgehampton | New York |
| June 29-30 | Thompson | New England |
| July 6-7 | Nelson Ledges | Steel Cities |
| July 13 | Lime Rock | New York |
| July 20-21 | Summit Point | Washington D.C. |
| July 27 | Lime Rock | New England |
| August 3-4 | Nelson Ledges | Steel Cities |
| August 10 | Lime Rock | Mohawk-Hudson |
| August 17-18 | Nelson Ledges | Misery Bay |
| August 24 | Lime Rock | Northern New Jersey** |
| Aug. 31-Sept. 2(w/Nat'1) | Thompson | New England |
| September 7-8 | Bridgehampton | New York |
| September 21 | Lime Rock | Northern New Jersey** |
| September 21-22 | Summit Point | Washington D.C. |
| September 28-29 | Bryar | New England |

NEDIV Schedule

continued

REGIONAL RACES

October 12-13
 October 12-15
 October 19-20
 October 26-27
 October 26-27

Nelson Ledges
 Bridgehampton
 Watkins Glen
 Nelson Ledges
 Summit Point

Mahoning Valley**
 Northern New Jersey**
 Glen
 Western New York
 Washington D.C.

DRIVERS SCHOOLS

March 23-24
 April 6-7
 April 20-21 (highly tent.)
 May 11-12
 May 11-12
 May 18-19
 May 18
 June 8-9
 June 22-23
 July 20-21
 August 3
 August 17-18
 August 24-25
 September 14-15
 November 9-10

Bridgehampton
 Bridgehampton
 Pocono
 Nelson Ledges
 Summit Point
 Nelson Ledges
 Lime Rock
 Bryar
 Watkins Glen
 Thompson
 Lime Rock
 Thompson
 Watkins Glen
 Nelson Ledges
 Summit Point

Northern New Jersey**
 New York
 Tri-Regions
 Steel Cities
 Washington D.C.
 Mahoning Valley**
 Northern New Jersey**
 New England
 Glen
 New England
 New York
 New England
 Glen
 Western New York
 Washington D.C.

NATIONAL RALLIES

May 17-18-19
 June 28-29-30
 July 20-21

Virginia Reel
 Steel Haul
 Appalachian

Washington D.C.
 Steel Cities**
 Philadelphia**

DIVISIONAL RALLIES

April 6
 May 4-5
 September 14 or 28
 October 5-6
 October 19-20

Shad Moon
 You Can't Get There From Here
 March Lion
 Rebel Yell
 Witches Brew

Philadelphia**
 New York**
 South Jersey**
 Washington D.C.
 New England

SOLO I

July 5-6

Watkins Glen

Glen

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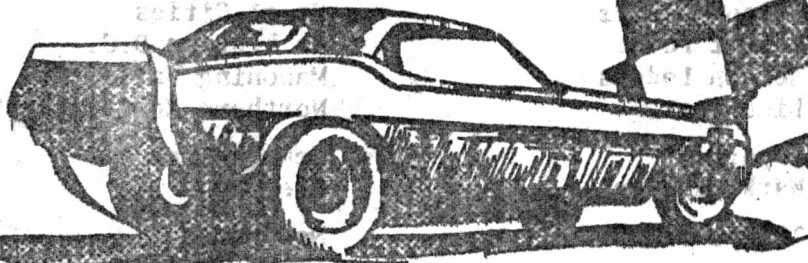
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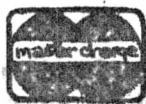


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SAT. 9TIL 5



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MON. TO FRI. 9TIL 6
THURS. FRI. EVES 7TIL 9
SAT. 9TIL 5

Convention, 1974

by Kim Rost

Reprinted from TRACK
official publication of
Mahoning Valley Region, SCCA

Stewards' Seminar --

The stewards' program for the next season is structured the same as in the past. However, several items in the execution of the steward's duties were stressed. At the end of the day, the stewards, race officials and chiefs of specialties should hold a debriefing session soon after the close of competition. The session should not be a bitch time nor a general bull session, but an opportunity for everyone to improve their performance through constructive comments. If done promptly and with dispatch, this meeting will be over before the protest period and everyone will be ready to "mingle" and swap lies with the crews.

When writing race observer reports, remember you are the official representative of SCCA National and are considered an expert in the field. Make your points about the organization and the track, but remember those reports might (have) be a major portion in a court suit. Don't back down in your conscientious attempts to improve the sport; just read it over again in the morning and consider presenting it in a \$100,000 damage suit.

Stewards have been charged with the responsibility of evaluating the performance of other members of the race organization. However, the mere appointment to an event hasn't always insured the wisdom of Solomon and the patience of Job. The three-faceted thrust of improvement efforts will initially be a personal evaluation, thence to an evaluation by the other stewards and probably evaluation by various officials of the race organization. The Competition Board is already in discussions, and Northern Pacific has started their system. If you have an aversion to heat in the kitchen, check your working recipe.

The appeals reports you receive regularly should be filed. They have the weight of the GCR and must be considered as precedents for policy.

Rally Seminar --

The rally seminar included discussion of the following topics:

- 1) There are some minor changes to national and divisional rally rules. Rally regulations are available from the Denver office for \$1.95.
- 2) Discussion of the professional rally series;
- 3) Minimum length for a national rally was changed from 400 miles to 250 miles, and it is to be of a one-day duration. Divisional rally length was changed from 150 to 100 miles. The professional rallies were also shortened.

Convention, 1974

continued

Concours Seminar --

Jim Hahn says he finally found out how to hold a good concours. The seminar covered car selection, security, publicity, program, layout and judging. The most important thing in any good concours (as in anything) or car show is the people (WORKERS). Don't forget our own car show at the Eastwood Mall March 29, 30 & 31. You all come out and give a hand.

Flagging & Communications --

Standardization is the theme -- standardization in flagging, communications and procedures. A long step in this direction is the new F & C National Manual, now in its second draft and in Divisional Administrators' hands for recommended changes, additions, etc. After this a third draft will be sent to the Comp. Board and Board of Governors. About the end of '74 we should see a manual, probably as a highly recommended guide later to be a set of mandatory rules.

From a discussion of F & C problems, driver response to flags, stewards' confidence in F & C reports, etc., I come to the conclusion that, in our area, we have not only good F & C but are blessed with some very fine stewards.

In 1974, look for a reduction in overflagging in the area of yellow flag, especially the waving yellow. A yellow flag must tell drivers more about the location of an incident, not its severity. The new Appendix "M" of the GCR is going to require attention to manning and additional corner equipment. Look for some stiffer requirements for F & C licensing upgrading. A need of continuous training was emphasized. In spite of the energy crisis, most flaggers are looking forward to a season nearly as active as '73.

Public Relations Seminar --

During the PR Seminar, Dave Dooley from Oklahoma Region gave the "secrets" of their very successful campaign for new and more active members. Gordon Clay, editor of the Kansas City Region CHECKPOINT, gave a number of good suggestions on improvement of the newsletters. Those most directly related to TRACK dealt with our commercial interface. He recommended higher ad rates, more ads, and courtesy mailing of a couple issues to each of the area parts houses, car dealers and anyone else who might be interested. So... we need help. Placing ads is not difficult when you have a good product (and you do) and a pleasant approach. So how about pitching in? We'll work with you and fill in all details needed. Ursel does the billing; all you have to do is find one enterprize that will benefit by having more exposure. Please... You were valuable writers in '73; now let's put it all together.

Scrutineers Seminar --

The Competition Board is committed to giving 18 months advance notice for major rule changes and 7 months advance notice on minor changes. New cars added to SSS -- Fiat 128 & 124 Twin Cam, Datsun 610. New cars in SSC -- Porsche 914 1800 cc, Fiat X1/9, 124 Spider, Opel Manta, Toyota Celica ST & GT. Formula Ford, the rule changes concerning allow wheels are as a result of a large number of steel wheel failures. The alloy hubs that are now standard on some English cars are not legal yet. SSS & SSC, the 2-year rule still stands -- this is because of the Federal standards, both pollution and weight. AP, BP, AS -- IT IS PROPOSED that in 1975 these classes will be combined with some slight rule changes. New drivers, of the six regionals required to obtain a National Competition license, only two may be in SSS or SSC.

Drivers Recognition Dinner --

The following awards were presented at this dinner, hosted by Porsche + Audi/Volkswagen of America, were as follows:

Convention, 1974

continued

Trans-Am Winner -- Peter Gregg, driving a Porsche 911 RS
 Trans-Am Manufacturer's Award -- Chevrolet Division, General Motors
 for their Corvettes & Camaros; Zora Duntov accepted the award
 STP Pro Rookie of the Year -- Al Holbert, Porsche Carrera
 Castrol Amateur Rookie of the Year -- Dave Haynes, Wichita Region
 Guest Speaker was George Follmer, who spoke briefly on the difficulty of becoming
 a really successful professional driver.

Governors & Regional Executives Breakfast --

Good news! The renewal of memberships has increased. The number of applica-
 tions for licenses has increased. The attendance at spectator nationals has
 increased. Tracy Bird is now the R.E. of Arizona Border Region and is working
 constructively for the club. The anniversary billing of national dues is to be
 held up until the bugs are worked out. The premium on race insurance will not
 decrease because of the loss of premiums due to fewer races.

Timing/Scoring Seminar --

Discussion centered around the three major responsibilities of a Chief --
 recruitment, training and organizing. There was a representative from Zetachron
 there with a major display of electronic timing equipment, and Bernie Morrell,
 new National Administrator for Registration talked briefly about necessary inter-
 action between those two specialties.

Rally Award Luncheon --

Rally awards in Class B

5. Bruce Gezon, Phila.
4. Jack Chidester, StC
3. Ken Johnson, NE
Roger Berenstein, NY
2. George Alexander, Hou.
1. Lowell Loworn, TenVal
Norm DeCarteret, Mo-Hud
Paul Smith, NE

Class A

5. John Sears, Calif.
Tom Torrence, Calif.
4. Dave Teter, StC
3. Dave Weiman, Wabash Val.
2. Bruce Gezon, Phila.
Rich Crandall, Calif.
1. Sam Jones, TenVal
Clark Thorpe, TenVal

Pro Rallies: Co-Driver

3. Ron Richardson, Reno
2. Ken Poag, Det.
1. Wayne Zitkus, Ohio

Driver

3. Cam Warren, Cal Club
2. Gene Henderson, Det.
1. Scott Harvey, Det.

Rally Manufacturing Award -- Nissan Motors (Datsun)

Rally Rookie of the Year -- Ken Johnson, New England

Arthur Gervais Award (Best National Rally) -- Heart of Dixie, Tenn. Valley

Robert B. Ridges Award (Sportsmanship in Rallying) -- Erhart Dahm, Detroit
 and Tom Grenshaw, Texas, for stopping to help another rally car, even
 though they were well up in the standings and were disqualified

Alex Keller, Chairman of the Board of Governors, announced that SCCA is to receive
 the William Spurgeon Award from the Boy Scouts of America for their work with Ex-
 plorer scouts in the rally program.

Annual Meeting --

Reports were heard from Bob Shaw, Treasurer; Orly Thornsjo, Chairman of the
 Competition Board; Lee Hall, Chairman of the Pro Competition Board; Wayne Zitkus,
 Chairman of the Rally Board; Mark Garstein, Solo Events; Alex Keller, Chairman of
 the Board of Governors. Interesting facts: During 1973, SCCA sanctioned 229
 amateur events (58 of these were NEDIV); the club has 5,668 licensed competition
 drivers and 3,374 licensed workers. The club racing program made money for the
 club in 1973. Pro racing is in more trouble, and is really feeling the competition

Convention, 1974

continued

from IMSA. It is very difficult to get sponsors. The club put on about 676 rallies in 1973. There has been some restructuring of the rally board. In 1973, 229 drivers took part in the National Solo II Runoffs. In 1974, the National Runoffs will be October 12, sponsored by Chicago Region. The 1975 National Solo II Runoffs will be in Salina, Kansas, sponsored by Kansas Region. The newly elected Governors, Dick Gilmartin from Area 1 and Dave Morrell from Area 5, were then seated on the Board.

Competition Board Seminar --

This seminar was aimed toward more effective promotion of our national races. Survival of tracks and club racers was discussed. Suggestions made by the Comp. Board included several short races (with full fields), one-class races, and the possibility of a national "super-series" was mentioned. New members of the Comp. Board include Brian Fuerstenau, Steve Froins and Ron Zimmerman. Bob Tomlin remains on the Comp. Board as a member of San Francisco Region. Orly Thornsjo then proceeded to refer written questions to members of the Pro and Amateur Comp. Boards. Several questions dealt with insurance. There is a reduced spectator insurance for those tracks which can qualify -- known as "Stadium Insurance". The need for a new insurance manual was mentioned, since the current one dates back to 1968. If insurance is bought from other than Seasingood for an event, the Master Plan non-racing insurance for that region will probably be cancelled. On spectator racing at Nelson, Orly Thornsjo commented, "I am very encouraged about what is going on at Nelson Ledges. It looks like they are going to bite the bullet and hang on for the ride."

Race Control Seminar --

Three problems that all regions have were discussed. The first is the problem of officials licensing -- consensus was that it will get worse before it gets better. Dogs are another problem for race control. It was suggested that racers who bring dogs should all be put in a far corner of the paddock. At least that will keep all of the problem in one area. But best of all is to leave Rover at home. The third problem discussed was what is there for kids to do. Suggestions included a play area for the children.

National Awards Banquet --

Awards were given out for the Autocross. The Executive Committee of the Board of Governors was named -- Alex Keller is again Chairman, Roger Clouser Vice Chairman, Dave Jones, Treasurer; Tony Tarantino, Secretary; Larry Dent, 5th member; First Alternate, Ed Leslie; Second Alternate, Jack Rowe. Datsun Driver of the Year was Dave Frelson, and the Rally Team of the Year were Norm DeCarteret and Paul Smith. We then saw a premier showing of "Glory Road", the story of the 1973 CSPRRC. The Seasingood Trophy for contribution to Automobile Safety was awarded to Goodyear Tire and Rubber for the development of a safety fuel cell. Regional Achievement Awards were given to Swamp Fox Region, Mahoning Valley (Whoopee!), Oklahoma and Washington D.C. Regions. Best Regional Publication Awards went to Nebraska Region, Oklahoma Region, and San Francisco Region (The Wheel). A new national award for Regional Public Relations Achievement went to Mike McCarville from Oklahoma Region. SPORTS CAR awards were: Best Cover, Adrian Ketchum, Glen; Best Feature Article, Tony Phelps; Best Racing Article, Rocky Entricken; Best Rally Article, Russell Jones; Best Photograph, Jim Fisk. The Val D. Scroggie award for outstanding contribution to road racing as a race physician was given to Dr. Donald E. Ginardi of Kansas City. The Kimberly Cup Award for the most improvement as a racing driver was presented to Brad Frisselle of Boulder, Colorado. The Woolf Barnato Trophy, SCCA's top individual award, was presented to Mark Donohue for "outstanding contributions to the Sports Car Club of America".

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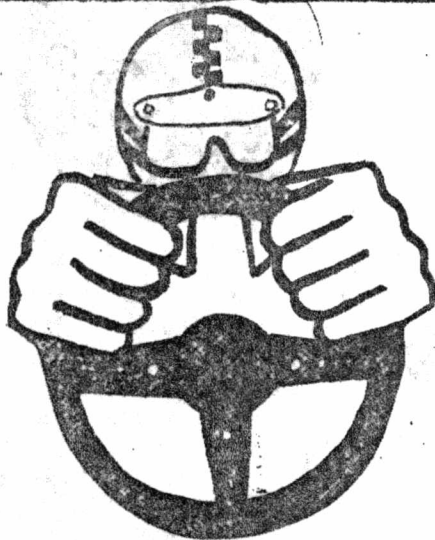
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Mohawk-Hudson Region SCCA - Knock-Off
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 Statistics -- 1973

| Rejection Items | | | |
|--------------------------------------|----|-------------------------------|---|
| Battery Hot Terminal Not Insulated | 90 | Insufficient tire clearance | 2 |
| No FIA marking on Master Switch | 44 | Cut tire | 2 |
| Non-graded bolts in seat belt system | 30 | No external master switch | 2 |
| Incomplete medical info on helmet | 26 | Full oil catch tank | 2 |
| No captive washers on suspension | 21 | 1968 Snell sticker on helmet | 2 |
| Excess free play in wheel bearings | 19 | No Nomex underwear | 2 |
| No medical information on helmet | 16 | No Nomex hood or bandana | 2 |
| Loose front suspension | 15 | Monza type gas cap | 2 |
| Gas leaks | 13 | Large holes in driving gloves | 2 |
| SSS lights not taped | 9 | Frayed wiring | 1 |
| Battery not securely mounted | 8 | Water Leak | 1 |
| Seat belt system in poor condition | 7 | No head restraint | 1 |
| One brake light not working | 7 | No gloves | 1 |
| No inspection hole in roll bar | 6 | Improper shoes | 1 |
| Excess free play in steering | 6 | No clamp on fuel line | 1 |
| No class letters | 6 | Non Snell approved helmet | 1 |
| Poorly mounted shoulder harness | 5 | No goggles | 1 |
| Worn brake line | 5 | Roll bar too low | 1 |
| Undersized oil catch tank | 5 | Head restraint too high | 1 |
| No brake lights | 5 | Wood rim steering wheel | 1 |
| Loose fire extinguisher mount | 4 | Exhaust system too short | 1 |
| Fire extinguisher not charged | 4 | Cracked alloy wheel | 1 |
| Large holes in firewall | 4 | Antenna not removed | 1 |
| No oil catch tank | 3 | Headlight not removed | 1 |
| Roll bar more than 6" behind driver | 3 | Windshield badly cracked | 1 |
| Worn tire | 3 | No windscreen | 1 |
| Low brake fluid level | 3 | Loose rear wheel bearings | 1 |
| No numbers | 3 | No fire extinguisher | 1 |
| Trunk lid not secured | 3 | Loose rear suspension | 1 |
| Ungraded bolts in roll bar | 2 | Captive washers too small | 2 |



Mohawk-Hudson Region Competition
 Drivers Council

Seminar for Novice Competition Drivers
 Saturday March 23 and Sunday March 24

Attendance is mandatory for new Novice Permit holders (even if you don't have a permit yet but anticipate getting one later in the year, you should be here), and they should bring their race cars for Saturday's session.

Required Reading-SCCA General Competition Rules
 Recommended Reading-any text on driving techniques:
 Jenkinson, Frere', Johnson, etc.

FORMAT:

SATURDAY-Cotrofeld's SUNOCO, rte. 146, Elnora: 1. Tech Inspection and Issuing of Vehicle Log Books (This will also be the first Tech. meeting of the year, all current license holders and people who want to work tech this year should attend). Discussion of race procedure: Pit and Grid Marshalls, Timing and Scoring.
 Sunday (Location to be announced Saturday)-Discussion of Flagging, Communications and Medical Safety. Stewards: authority and responsibility. Driving Technique.
 For more information contact Bill Morris, Competition Director.

Stanbury Foley Organisation Ltd.

174 The Grove Stratford London E15 Phone 01-534 8427 Telex 897958

Greg Rickes, Esq.,
15 Marie Parkway,
Loudonville,
New York 12211,
U.S.A.

1st March 1974

Dear Greg,

Many thanks for your letter. It's nice to hear from you again. Many thanks also for your copies of Racing and Knock Off magazine which I find very interesting. I'm glad to hear that the Catchpoles are being so well received.

The racing season over here is just beginning to get under way and as you probably know if you still read Autosport, I compete in a racing class which is called Clubmans. I think it is fairly unique to England, although I understand it is also happening in Australia but I don't think you have it in America. Basically it is a sports racing car class for what was originally things like Lotus 7's and U2's, but that was some ten years or so ago and the cars have come a long way since then. They're now very much more sophisticated and streamline. They still have to have front engines and still have to use Ford 1600c.c. engines and standard gearboxes and differentials. We're not allowed to use the Hewland set-up for instance, and they must have separate wheels. As I say they are getting quite sophisticated. They have aerofoils on and are quite quick. As a basis for measurement Clubmans cars are slightly faster than Formula 3 on most circuits and slightly slower than Formula Atlantic, which is the same as your Formula B. So I guess a Clubmans car would probably be a good match for your Formula B cars.

I built a car, and designed it, from scratch last year which did quite well but in fact I didn't have a really full go at the championship and it wasn't very reliable until fairly late in the season. We called it St. Bruno because we are sponsored by St. Bruno pipe tobacco which is a pipe tobacco which I don't think is sold in America. This year I am really going to have a go at the championship. It obviously is a

very amateur Formula, but it's a great deal of fun. My main difficulty is finding time to do it. To earn my crust I run a motor racing promotion agency which is called Stanbury Foley. We handle amongst other things the John Player Specials, John Player Team Lotus, the John Player Grand Prix, and a motor cycle team which is called John Player Norton. So we get fairly involved on the motor racing and motor cycle front and, of course, my commitments for the weekends tend to revolve around these events and it is very difficult to get away to do a bit of racing on my own, but I am hoping to do a few races this year.

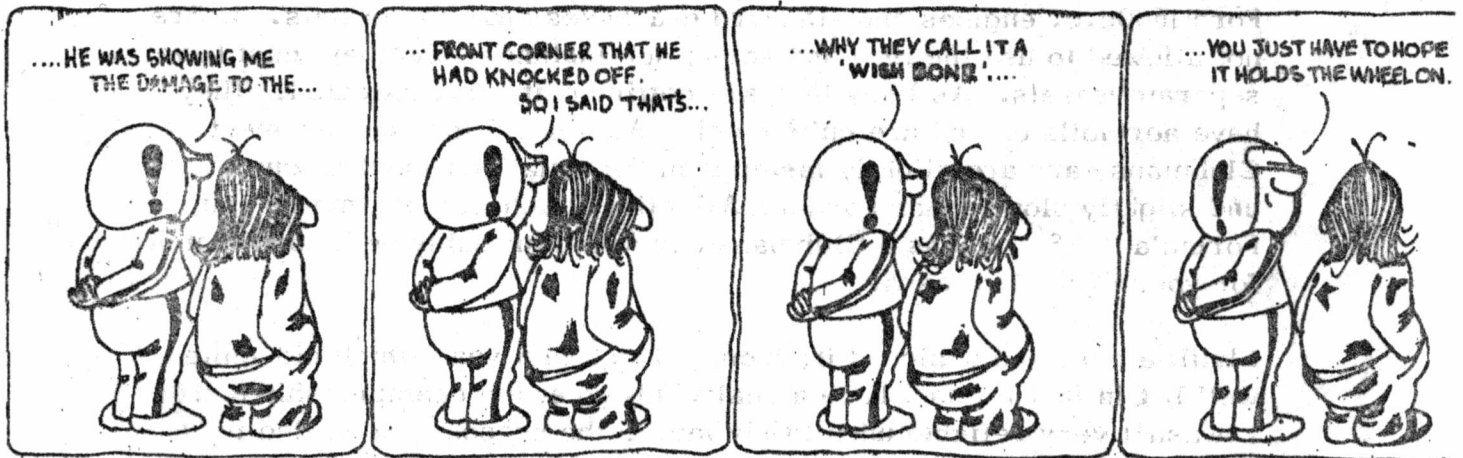
Well, Greg, I must be going. It's nice to hear from you again.

Yours sincerely,

Barry
Barry Foley

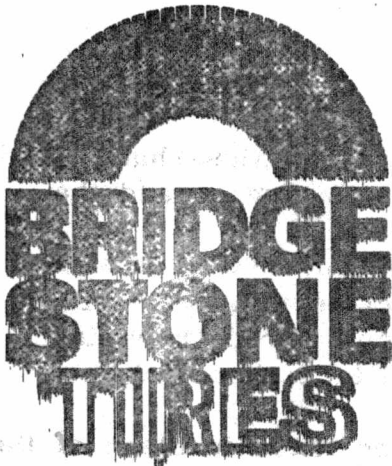
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By Barry Fo



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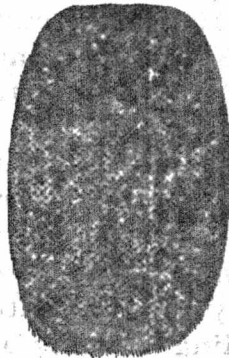


RADIALS

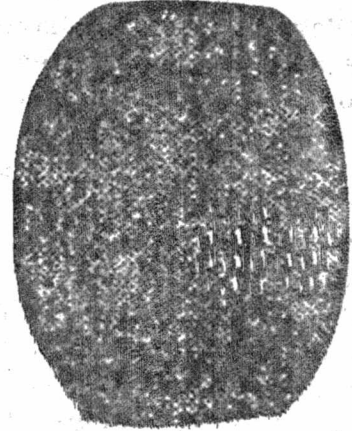


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The racing season is fast approaching, and with it the anticipation, hustle and bustle, anxiety, regret over not having started sooner to get the car ready, and the like. In other words, the sweet rights of spring.

On the sCene there are a number of "new" cars coming out. Two out of New England using Kawasaki motors. Another new addition to the class will be a BT38 with all the Rondel goodies, utilizing a Renault engine like mine. Fred Opert is fielding a BT41 with a HART BDA, Jon Farkas up- this should be a demon diller car, with more power than the avearge goat.

We are slashing away at our car; fuel injection has been fitted in place of the Webers, and we have gone out to near 1100cc (1092cc actually) by means of a longer stroke (no puns please). At the same time, the already mentioned BDA is going to make 1100cc by means of a larger bore. It should be interesting to observe what the difference might be.

My engine people tell me that a longer stroke makes for more torque and thus an easier car to drive with less emphasis on absolutely correct gearing. On the other hand, perhaps the Frenchmen are just commenting on my driving. As to gearing I will have to admit it was only last year where I could analyze some laps, look at the gear chart, make some changes - usually intermediate gears - and actually be able to go faster! It produces the same feeling of satisfaction as your first experience with ----- (ed.note:fill in at your own discretion)

The FormulaFord thing is all out of whack. Most of you know of the impact which new trick ADF car made at the Atlanta run-offs; and it costs a good deal over \$10K. It appears that about 8 of these cars will be built, and one or two are bound to show up on the East Coast. Hard on the FF soldiers. But I'll make a prediction: the 1974 record of the ADF cars will be mediocre at best, because I think the guys who are going to buy them will be looking to buy a win, and it's just not going to happen. In the meantime Bob Earl, who drove the ADF to become national FF champ just broke several track records (in testing) in sunny California driving the new Dulon, which can be bought for about \$7K. Went faster than he did in the ADF. How about that?

Still, a number of FF drivers are converging to FC based on cost and all that. It is still true that a nationally competitive FC can be bought for less than the average FF, though reinstatement of FC has put the prices of existing cars up some

Wormwood and gall.

I don't really like to dwell on it, but last year was dismal in many respects. The tears of frustration flow when I think about the loss of Williamson, Cevrt and Birrell. It is all the more bitter when you realize the three incidents had one terrible similarity - the lower ARMCO barrier broke away with the car then going under the upper rail with great force. When are we going to learn that just because someone is a superb driver and a professional bullshit artist does not mean that he is in the least qualified to speak definitively on matters of track safety? Jackie-the-mouth has never been one of my favorite people, though he certainly is a superb and gifted driver. But, look where this man has unfortunately taken some of the circuits of the world - the Glen is one of them - and more tragically, look where he helped take his teammate. Harsh words? You bet, but I need to say them, and clear the demons out.

Race Administration

Last year the SCCA Competition board and many members of the Board of Governors took the position that if the club racing program is to survive it will be

imperative to reduce the number of classes. To what end, and this is brought up only for perspective, it was proposed that FC be eliminated, and never mind the impact on the current owner/drivers. As to that issue, happily, when the real facts were presented to the Board of Governors, the Competition Board was reversed, and the class reinstated, based on the untoward impact on SCCA.

However, we can certainly assume that the need to reduce classes is as strong as ever, particularly since several governors were willing to put the bullet to all FC owners for "the good of the club". So let's get back to the question of the reduction of classes.

As background, I remember when SCCA established Formula Ford. The Club's management was extremely reluctant to set up another class, pointing out quite correctly that we already had plenty of classes. However a number of FFs were imported, and early on raced in FB so the SCCA was, in a sense, badgered into establishing the class (it turns out now that it is one of our strongest classes). After FF was set up, I seem to recall Club headquarters making a fairly strong statement that this was the last it- no more new classes due to the already very complex class structure.

But then. Along came SuperVee. This class was established, it appears, at the instigation of and for the commercial pleasure of VW of America, under the guiding hand of Jo Hoppen. No fanfare, no anguished debates or any of the other drama that went along with the establishment of Formula Ford. SuperVee just sort of happened. Made sense I suppose, what with VWoA picking up the tab, coming up with the purses, etc. But as we all know, beware the hand that passes the money out.

Now we have a situation in which VW of America has apparently made a strong effort to gerrymander the CanAm into a Porsche-Audi benefit. SCCA under the guiding hand of Cameron Argetsinger wisely resisted the pressure and made some very good long range judgements. As a result the Porsche-Audi group no longer has an exclusive racing showcase. Understandably they are upset. So what do they do. Take away the pro series for SuperVee, the Gold Cup, and give it to IMSA (Let's try to remember that, judging by appearances, IMSA just might be out to destroy the SCCA for reasons not exactly clear at this time - suffice to say that SCCA is fighting for its life.) The statements made by Hoppen in connection with the switch can charitably best be described as childish and petulant. Let me give you one of his gems (speaking about what the fields in the CanAm might be) "What they plan to use for cars this year will be very interesting to see?" Retaliation seems to be the name of VW of America's game. Fine.

In this setting, I propose that SCCA drop SuperVee.

It is clear that the vast majority of SuperVee owners will join IMSA to run in some or all of the Gold Cup series. Why then should SCCA club racing serve as a warm-up for someone else's come-lately pro series- a series by the way that lived under SCCA, and was mothered by SCCA, irrespective of the out-of-wedlock aspects of the classes birth. With no VWoA support, indeed not even their friendship, why should we lend any weight at all to their series. Screw them.

I am getting pretty damn sick and tired of SCCA doing all the work, and having others take all the benefit. We train the drivers, the workers, the crews, and then lose it to IMSA with the gleeful chuckle of VW of America in the background. This is not the first class to go this way. Look at the bang-up job SCCA has done with Showroom Stock racing (a class that is not my bag at all, but it sure can be a part of our racing action). Where do the showroom stock guys go, after we have trained them, licenses them, and provided them races to get experience. Why off to the IMSA pro series of course.

So, if IMSA wants SuperVee, give it to them - but give them all of it. No more SCCA free-ride training.

But wait- lets look at it from the SV owner/driver standpoint. Now when FC

the (happily former) Director of Club racing wrote me that it was tough, but I would have to bleed for the good of the club, and he was sure all the FC owners whose cars were turned into junk would find some sort of solution. (Actually we did but not what was expected). Because I have faced the terrible sinking feeling of knowing that thousands of dollars invested in a race car could, and might very well be, turned into instant junk, I certainly would not suggest that a class be dropped without looking carefully at all angles, including owner interest. But the situation in SuperVee is very different.

While the FC owners were supposed to wobble off to the junk pile, this is not the case with SuperVee. There is an active and well-supported pro series for SuperVee. The owners and drivers do have a place to go, a series to run, and for a lot more prize money than SCCA can offer in its club racing calendar. So there, there is a place to go. For those SV people who can't stand to give up SCCA, they can be sure of a ready market for their cars: I'm sure the lure of big VWOA bucks in the Gold Cup will lure many people to that series. On balance, we can't hurt the SV owners.

It is a golden opportunity (pun intended) to get rid of a class- something we badly need to do we are told - and do so without harming any club member who happens to own a car in SuperVee. However to make it work we need to do it now when the move of this class to IMSA is fresh and in progress. Let's get on with it.

At the time I am concluding this article, I hear that there are some negotiations in progress to give SCCA back some of the Gold Cup series or something like that. Whatever the results of the negotiations might be, the fact remains that VWOA has tried to badger SCCA on the CanAm question and has used the Gold Cup as a weapon. This makes the SV owner the pawn, and seems to raise the question as to VWOA's motives. My point stands.

See you at the track.

Phil Raeder

For Immediate Release

SCCA-SANCTIONED VW GOLD CUP RACE SCHEDULE ANNOUNCED

"We are most happy to announce the finalization of the 1974 VW Gold Cup series SCCA schedule," commented Argetsinger in making today's announcement.

"Our association with Volkswagen of America has always been a pleasant relationship while the series has provided close, competitive racing for the spectators."

1974 SCCA VW GOLD CUP SCHEDULE

- May 4 - Lime Rock Park, Lime Rock, Conn. (Trans-Am)
- June 9 - Sanair International, Montreal, Que. (Trans-Am)
- July 7 - Road Atlanta, Gainesville, Ga. (Can-Am)
- July 14 - Watkins Glen GP Course, Watkins Glen, N.Y. (Can-Am/Six Hour)
- Aug. 25 - Road America, Elkhart Lake, Wis. (Can-Am)
- Oct. 5 - Watkins Glen GP Course, Watkins Glen, N.Y. (U.S. GP)

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Regional Ramblings

I'm not going to talk about the energy crisis this month, but will probably have more information after the NEDiv. Roundtable this month. There will be a panel discussion at that meeting to discuss the fuel crisis and its effect on motor sports. The panel is to include two N.Y. State Assemblymen, a U.S. Congressman and other dignitaries of the sport.

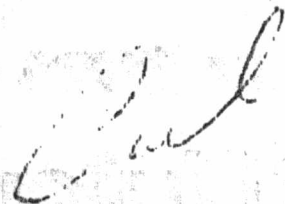
It looks as if our Lime Rock race date of August 3rd is definite. Of course, we do not have our June date at Thompson, due to the building of the new track. However, New England Region has stated they are willing to discuss a September or October date later on. More on this as it develops.

Those of you who missed the March 6th membership meeting, missed a very informative meeting and a chance to rap with our Area 11 Governor, Roger Clouser. We appreciate Roger's attendance and hope to see him again this year.

A small group of us also had a fun evening at the "Ranch Tavern" on March 2nd. This was movie night and Greg Rickes obviously spent a lot of time, gathering films. A big thanks to Greg, and to Phil Panos for allowing our unruly bunch to invade his tavern.

Those of you who have ever been around the Group 43 Racing tent at races, know that Harold Cameron's sprite was jokingly called "Pete Chester's old car". As most of you know I plan to get started racing this year in Pete Chester's, Harold Cameron's old car. I have also purchased Harold Cameron's, Ed Holeva's, Harold Cameron's old trailer. To tow all these second hander's, I have purchased Ed Holeva's old tow car. By the way, to help finance all this, I sold Howard Geer's old car. Confused? So am I!

Don't forget, April 3rd membership meeting is Guest Night, bring a guest! The meeting is at the Center Inn, 9W in Glenmont.



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