

JULY 1974

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The Mohawk-Hudson Region of the SCCA meets on the first Wednesday of each month at the Center Inn, Glenmont, NY. Meetings begin at 8PM. All material for the Knock-Off should be submitted at that time.

CHIRDS W

W

BIENCE

The Speed Merchants - A film by Michael Keyser

Mike Keyser of Toad Hall Porsche fame is also an author and filmmaker. Both works are entitled "The Speed Merchants" ; the subject is very loosely centered around the Manufacturers Championship. As part of the Five Star Weekend, the film made its formal debut.

As racing films go it was very good (compared to most Hollywood fare). The shots of the Targa Florio are especially interesting. But, the film isn't without its flaws. Its dated, being taken during the 1972 season. There isn't a lot of coherence to the format : sometimes the film centers on the Manufacturers Championship, then right in the middle they throw in some shots of Monaco. The narration comes from Mario Andretti, Brian Redman, Vic Elford and Helmut Marko: perhaps because of this the dialogue is rather flat. While this may be in keeping with the cinema verite' genre, one is left with the impression that on the whole, this is a home movie. A good home movie, but a home movie nonetheless.

As one who compares most documentary works against those of Bruce Brown (Endless Summer, about surfing and On Any Sunday, motorcycle racing) Keyser's film does not seem to merit the high accolades that people have given it, but remember this is the first documentary handling of the subject (aside from Jim Garner's film The Racing Game, a story of the Continental Championship, which no one has ever seen).

If you get an opportunity, see The Speed Merchants. Its enjoyable.

QUESTIONS ????

How come Sports/Racers, which are racing cars that kind of look like street cars, have passenger seats, while Production cars which are street cars that look kind of like racing cars, don't have passenger seat ??

greg

*****Five Star Weekend at Watkins Glen*****

When one gazes at stars, one must accept that for each beam of glimmering light, there is a good portion of one's time spent looking at dark nothingness. Such was the case at Watkins Glen on July 13+14. There were moments of brilliance, but there was even more nothingness....

First competition activity of the weekend, after one figured out which passes were good for where, was the business of qualifying heats for the F5000 cars. For all of the ballyhoo surrounding the series, there are only about ten really good runners (Redman, Wietzes, Lunger, Posey, Hobbs, McRae, and Andretti being the acknowledged contenders, and much promise is held for Woodner, Forbes-Robinson and Garcia-Viega, Noyes, and Gunn), so qualifying heats determine the order of the starting line-up for the "feature". In spite of the USAC-SCCA merger on F5000, the Indy boys haven't joined the game in any gray numbers. For The Glen, Indy winner Johnny Rutherford was in a Hogan Lola, but he crashed in practice and broke his ankle. Jim Hurtibise turbo-Offy was present, but never came off the trailer. Mike Mosley, was in a Lola, but the car wasn't finished until they had it on the false grid for the heat, and additionally this was Mosley's first serious roadracing effort. Incongruity of the weekend was the people who should have had Continental rides, but didn't : Mike Hiss who was quite an accomplished road racer before he took up oval-tracking, most recently as Mark Donahue's replacement at Penske, had a ride in the Six-Hour, but not the F5000. Likewise for Skip Barber. And how come Tony Adamowicz is out of a ride again ? And where is Gus Hutchinson, to say nothing of John Cannon. There was some fine-looking equipment on hand, like the ex-Donahue Lola/AMC, but its performance was almost embarrassing. Perhaps if some of these people with more money than talent would put someone in the seat who could drive, they'd get some better showings. But enough moralizing for now: on to heat # 1.

Heat One had Andretti on the pole at 1:40.515 for the 3.37 mile circuit, a new record, and two seconds quicker than anyone else. Hobbs was alongside, backed up by Noyes, Posey, Garcia-Viega, and then the chaff, except that Gunn was buried back on the last of five rows. From the green, Andretti was gone. Hobbs also settled into a secure second, while Posey, Noyes and G-V diced it up for a bit until Viega's Eagle went sour, and Noyes got left behind. Gunn moved up to take fifth. Heat Two promised to be more competitive. Brian Redman had the pole in the Jim Hall Lola T332, with the similar marque alongside for Eppie Wietzes. Behind them came McRae, Forbes-Robinson in the fastest practicing Eagle, Tony Settember, who drove a Scirroco (nee' Emeryson) BRM in Formula 1 in the early '60s; veteran Canadian low-budget racer Horst Kroll in a Lola T300; Lunger and Gerry Raney, who is still running one of the original Eagle Formula A cars made up row 4. Mosley, with no practice started last, in 13th spot. At the start Redman had only a slight lead from Wietzes, but this gap increased incrementally. Robinson was the first to disappear, with engine problems. McRae ran a steady third, while Lunger got up to fourth. Settember cruised to fifth, while the main action of the race came from Mosley who learned quickly and brought his Lola up to sixth over Kroll and Raney. Rounding out the finishers behind Gunn in heat 1 were: Roger Bighouse (Chevron) Bill Tempero (March) Brad Blakenship (Lola) James Hawes (Lola) Tom Jones (McLaren) and Garcia-Viega: in heat two, behind Raney were Dan Furey (Lola) Bob Fischetti (American FA101) John Benton (Lola) and Forbes-Robinson. On the whole, this short heat concept seems to have a lot of potential, if some more good cars/drivers can be found (perhaps from USAC, though if they don't want to run their turbos at a horsepower track like W.G. one wonders where they will run)

If the Continental is staggering from lack of top-line competitors, the Can-Am is down for the count. Even with some Six-Hour duplications, they had 24 entries.

While it was no surprise that Oliver and Follmer in Shadows were quickets, there was some good iron behind ready to step in in anything unexpected developed. The first trial by fire for the Group 7 cars was a twenty lap "sprint". The field of cars certainly had variety: Scooter Patrick has an M20 McLaren, John Cordts an M8 from the same manufacturer, Lothar Motschenbacher ditto, John Gunn a Lola T260. Swiss Herbert Mueller is running a Ferrari 512M Spyder and though Sam Posey was the original driver, Brian Redam is seated in NART's Ferrari 712MS. There are two 908 Porsches, David Saville-Peck's Costello, and Milt Minter has an Alfa T33/4. Additionally one Matra and one Alfa 33TT12 are scheduled for the "long" race, though they'll skip the sprint. With such auspicious promise the race dissolved almost instantly. Follmer took off into the lead, with Oliver at a respectable distance. Motschenbacher and Nagel were early DNFs. Minter was a DNS. It looked to be Follmer in command until lap 13 when the car broke, handing yet another race to Oliver. Behind Oliver came Redman, in a good drive from a far back start (Posey twisted his ankle, and Redman was a last-minute substitution) followed by Gunn, the steady Mueller, Mike Brockamn (McLaren M8C) Dick Durant in the Burmester McLaren that Tom Dutton drove last year, Gene Fisher's Lola, the old McLaren-Weslake of Jeff Jones, Bill Cuddy (another McLaren), and Fumbler. A real fizzler.

All of this happened before noon on Saturday, so they could start the Six-Hour at 1p.m. They didn't even muster a full grid for this one : 30 cars were listed as having grid positions, of which several didn't make it, and there were several cars which didn't make the 120% rule for qualifying times (including a Pantera, Corvette, Lotus Europa and Datsun 510). In addition Rolf Stommelen had a tire go flat in practice with one of the factory Alfas, and the car was a total write-off, though Stommelen received superficial burns. The BMW originally scheduled for Follmer and Lungler never made the grid, so they joined Buffum and Petrey in the other CSL ; the strongest challenge to Peter Gregg's dominance, Al Holbert didn't start for a different reason. His wife was due to deliver their first child, and it turned out that Saturday was the day. His car was withdrawn, giving Forbes-Robinson, his co-driver, time to concentrate on his Eagle and SuperVee.

The factory Matras of Pescarolo/Larousse and Beltoise/Jarier were on the front two starting spots, followed by Andretti/Merzario in the factory Alfa and the quiet, fast, and amazing Turbocharged Carrera of Muller/vanLennep. Dennis Aase was a surprise in fifth spot with his Porsche 908, and the first TA car, Gregg, was alongside. Agor/Nichter had their Camaro in next, then came the rest, including the Harry T. Capri, the Libra BMW, lots of Porsches, Ferrari 365 GTs for Garcia-Viega/Waco and Cudini/Hiss, the Mo Carter/Tony deLorenzo Camaro, the Bobcor Alfa Montreal for John Morton/Bert Everett, a Pantera for Grossman/Greg Young/Zeccoli, and some other Corvettes and Camaros.

Thus began the Watkins Glen Six-Hour and Twelve Minute race. Twelve minutes ? It happened this way; they came around to complete the pace lap, and then the first four cars took off into the distance. Except that the Lavender Suited Leaper never gave them the green. The cars behind more or less got the message. But the front four were off and screaming. Tex held up one finger as the front four completed lap one, they looked at him, you could see the little "?" bubbles, and the continued on, pace unabated. Next time around he held up one finger again. No comprende. All this time, the rest of the field is still assembled two by two circulating at pace lap speed, but wondering where the people who are supposed to lead are. Lap three, Tex waves the yellow: the front four look around, see no incident on the staright which necessitates a yellow, and keep on wailing. Finally on lap (or should that be non-lap) four, Tex pulls out the black flag, and a chalk-board that says "ALL", whatever that means. In the meantime, the fearless leaders began to lap a large, large group of cars, that looked like they were still

The first actual racing activity on Sunday was round #3 of the Continental Championship for F5000 cars. Andretti, starting from the pole, was the favorite but his past fast but not lasting performances was in everyone's mind. But from the minute the green fell, he was gone, duplicating his heat performance. Redman pursued but never came close to the Viceroy Lola. Wietzes beat out Hobbs for third into the first turn, and he too settled in to a fast cruise, all alone, for the duration. Behind him there was a bit more activity. Hobbs was fourth, but pressed by McRae in the Chuck Jones Lola, and Posey's Talon. Forbes-Robinson and Lunger had to come through traffic to get up to the leaders, but the star of the first two laps was Jon Woodner. His Talon was in pieces for the heat, so he started dead last, and the car began to smoke on the pace lap. Perhaps realizing that he wasn't destined to last he put on a real charge, passing seven or eight cars on the first lap. The smoke became much heavier as he picked off two more cars beginning lap two, and all of the good parts went out the exhaust at the "ninety", so he started 23rd, and finished 23rd. But he certainly proved that he could go. John Gunn was out with engine problems in his March after 10 laps, and Hobbs, demoted by both McRae and Posey also pulled in at this time with a blown head gasket on the Hogan Lola. This brought the Eagles up: Lunger to sixth and F-Robinson to tenth. McRae was the next to have problems: he blistered a left front tire and stopped at the pits to have it replaced. This meant that behind those already mentioned came Mike Mosley, Evan Noyes, F-Robinson, and then Horst Kroll. Posey was struck with a similar tire problem, and he too made a hasty visit to pick up a new tire. Then the big guns began to fall: Forbes-Robinson went out on lap 23 with a flat engine, then teammate Lunger also had a severe engine problem. With only two laps to go Mosley's engine also gave up, so the final standings really shuffled people around. Behind the top uncontested three came the original holders of these positions McRae and Posey, in good comeback efforts, then Noyes, Roger Bighouse (Chevron B24), Kroll's old Lola, Tony Settember in another good run after an early pit visit, Mosley (DNF), Gerry Raney in 11th with his old, home-brewed motor, Eagle, Lunger (DNF), Bob Fischetti, Tom Jones McLaren, Dan Furey, Forbes-Robinson, (DNF), Jim Hawes, Bill Tempero (the first of the rest of the DNFs), Brad Blankenship, Hobbs, Gunn, John Benton, and then Woodner. Andretti averaged 119.76 mph for the 101 mile event. The results of this race make Redman the points leader with 35, Hobbs and Andretti tied with 30, Lunger and Wietzes with 27, Noyes with 18, Gunn 14, McRae 10, Posey and Tuck Thomas with 8 to round out the top 10.

The SuperVee race, the fourth star, was next on tap. It began as a fierce slipstreaming battle between six cars, and ended as a comfortable victory for pole sitter Bob Lazier, from Rich Melville and Harry Ingle. Elliot Forbes-Robinson came from twelfth to challenge, and in fact lead a few laps, but car problems eventually relegated him to fifth, behind Fred Phillips. Former Trans-Am Alfa driver Ed Wachs followed F-R, then came Peter Moody, Tom Bagley, W. Wilkins and Howdy Homes. Benny Scott in the Black American Racers Lola had a tough drive from his 25th starting spot to come in 11th. Notable DNFs were Tom Reddy, Hurley Haywood and Rick Bell.

Then it was time for the final star, though one wondered if the fire is all but gone from the Can-Am.

The race lost a lot of its limited potential for excitement even before it started: the Matra entry was withdrawn because the cars had to be rushed back to France for refurbishing for the Dijon race, just a week and a half away. The Lothar Motschenbacher couldn't get his Chevy to fire. Hebert Muller had problems with his Ferrari 512, and he too non-started.

When the race got underway Oliver naturally was the leader, and it took teammate Follmer only a lap to move from tenth to second. Minter was out in his early Alfa T33 after only one lap. Behind Follmer came Redman, Scooter

on a pace lap, so slow and orderly was their procession. Ah, so. By the time the whole conglomerate got back for start-finish, they finally were starting to see the Big Picture. Then they saw the black, and everyone stopped, thus ending the non-race: they re-ordered the grid, and this time had an understandable start. They really shouldn't have bothered: the Beltoise/Jarier Matra led both times, and in fact was never headed. Behind them, things were not so orderly. Behind the four prototypes (Aase was out before the first lap) came hard-charging Agor, with a new Camaro that looks like either a very strange NHRA ProStock, or a very clean LMS stockcar: next to Mo Carter's car you could hardly see the fraternal similarity. It didn't last long - three laps to be exact, then the oil pressure went away and the orange Chevy was done for the day. Peter Gregg moved into fifth, first TA, behind Jarier, Pescarolo, Merzario and Muller. The Bobcor Alfa quit shortly after Agor. Behind Gregg came the Porsches of Hagstead/Skip Barber Keyser/Minter, the BMW of Lunger/Follmer/Bufum/Petrey, Carrera of Heimrath/Cook, and the B23 Chevron of Bobby Fisher/Michel DuPont.

To paraphrase Thoreau's Walden diary " and the second hour passed in much the same manner as the first". Except that the Pescarolo/Larousse car broke a shock, which sent them back to ninth, then back up the charts, and the Mo Carter Camaro broke into the top ten. Up front the Matra was comfortable ahead of the Alfa, then the other Matra, the TurboCarrera, and then the beginning of the Trans-Am field.

At the half-way (three hour) point, the minor shuffling continued, with the Toad Hall car falling from the top ten, thus allowing the Bienvenue/Dancose Carrera into the top ten, and moving everyone else up a notch. Eleventh through fifteenth featured a group of potent cars pacing themselves in a reasonable manner: the Miller Brothers Camaro ; Posey/Hobbs Porsche ; Hiss/Cudini Ferrari ; Doug Mills/Roger Pierce Corvette ; and then Fisher/DuPont.

And then it all started to fall apart: for the next two hours cars disappeared from the race: Hagsted/Barber, Pescarolo, Bufum and Friends, Fisher, and then the Alfa, which stooped on course. Andretti fiddled a bit, and they got in running again, but laps down. Keyser had a long, long stop. Hiss was out. Those who were left arranged themselves thusly : Jarier/Beltoise ; Muller/vanLennep ; Gregg/Heywood ; Heimrath/Cook ; Andretti/Merzario ; Carter/deLorenzo ; Dancose/Bienvenue ; Paul and Kemper Miller ; Posey/Hobbs ; and then a very steady tenth for the Camaro of Craig Carter/Dave Laughlin. By our unofficial guesstimate there were several other cars running at the finish, though we couldn't sort out the order: Keyser, the Helmick/Graves/Ostenn Carrera ; the Pierce/Mills Corvette ; and the Oleyar/Feinstein Corvette, which had started as an alternate. As soon as we see the official results, we'll sort them out properly. This race carried double T-A points, and makes Ludwig Heimrath the points leader with 45, and Gregg and Heywood co-second with 40.

On to Sunday, and the finals for F5000, SuperVee and Can-Am

The posting of official results Sunday morning provided additional interesting information. In the Six-Hour the factory Alfa was disqualified for "outside assistance". It seems that several Alfa mechanics, not Andretti, repaired the 33TT12 on course, in violation of the rules. This moved everyone up a place : Keyser/Minter were now tenth; the Pierce/Mills Corvette 11th ; Oleyar/Feinstein Corvette 12th; and the last finisher was the Helmick/Osteen/Graves Carrera.

Follmer's official problem in the "sprint" was a broken shock. Even with these problems, his tenth put him ahead of Scooter Patrick (McLaren M20) Canada's John Cordts (McLaren M8), the Costello of David Saville-Peck, Lothar Motshenbacher, Bob Nagel (Lola T260), Horst Peterman (Porsche 908), Jerry Mull (McL M8) and Dennis Aase (Porsche 908).

Patrick, Cordts, Gunn, Nagel, Durant, and a charging Merzario in the factory Alfa. Gunn and Redman had their problems, Gunn making a brief pit stop, and Redman blowing a rear tire which put the special Ferrari out. Follmer got close to Oliver for awhile, then faded to a solid second. Merzario got as high as fourth, then more problems cropped up and he stopped the car on course. This time the mechanics stayed away, and he got the car back into the race, though several spots back. Near the end it looked like rain (which never came) which might have really played havoc with the eight cars of seventeen starters left running. Behind Oliver and Follmer, one lap back was Patrick, Nagel was two laps back, Durant four, Dennis Aase Porsche 908 also four laps behind, Horst Peterman in another 908 was seven laps back, and Merzario the last car running was eight laps behind. Then came Gunn, Bill Cuddy, Redman, Jerry Mull (McLaren M8C), Gene Fisher's Lola, Mike Brockman, David O. Saville-Peck, Jeff Jones and Minter. The sound and the fury was there, but not much in the way of racing.

Thus ended the Five-Star weekend. Unofficial tabulations mark it as a typical but not unusual weekend at The Glen : only about a dozen cars were sacrificed in The Bog.....

Road Atlanta Can-Am -- July 7

round #2

- | | | | |
|------------------|--------------|---------------------|-------------|
| 1. Oliver | Shadow | 10. Bill Morrow | Lola T163 |
| 2. Follmer | Shadow | 11. Bill Overhauser | McLaren M8D |
| 3. Motshenbacher | McLaren M8F | 12. Nagel | Lola |
| 4. Muller | Ferrari 512M | 13. Bob Lazier | McLaren |
| 5. John Gunn | Lola | 14. Leonard Janke | McLaren M8D |
| 6. Durant | McLaren | 15. Bob Klempel | Lola |
| 7. Aase | Porsche 908 | 16. Cordts | McLaren |
| 8. Saville-Peck | Costello | 17. Mull | |
| 9. Brockam | McLaren | 18. Patrick | |

I M S A TWIN SIX-HOUR RACES ----- MID-OHIO

- | | | |
|--------------------------|----------|-----------------------------|
| Camel GT | | BF Goodrich RS Challenge |
| 1. Gregg/Holbert | Carrera | 1. Johnson/Shaw Gremlin |
| 2. Webbe/Haywood | Carrera | 2. Alderman/Lunger Gremlin |
| 3. Keyser/Minter | Carrera | 3. Norburn/Schumacher BMW |
| 4. Buffum/Petrey/Follmer | BMW CSL | 4. Kwech/Ross Toyota |
| 5. Follmer/Lunger | BMW CSL | 5. Ross/Martin Pinto |
| 6. Thompson/Yenko | Corvette | 6. Hamm/Leonard Pinto |
| 7. Bytzek/Bytzek | Carrera | 7. Lowry/Neiderhausen Opel |
| 8. Loomis/Behr | Carrera | 8. Ewing/Johnson Datsun 610 |
| 9. Kemp/Tunstall | Carrera | 9. Bell/McGraw Hornet |
| 10. Currin/Piciarello | Corvette | 10. Sebba/Gregory Pinto |

Hurley Haywood won the Paul Revere Camel GT race, details next month.



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STREET RACING IS ALIVE AND WELL IN CANADA.....NATURALLY

In the grand tradition of Monte Carlo, Canada has two "round the houses, through the alley" races scheduled for this summer.

The good citizens of Newfoundland will hold their round of the Players Formula Atlantic Championship round through the streets of St. John. Bill Brack, the 1973 Canadian Champion, has designed a 1.1 mile course through the city's park. Since space is at a premium in the city, and most commercial accommodations will be reserved for spectators, racing crews will be housed by the good residents of St. John. A new level in racing hospitality. Race date is July 27-28.

The annual races through Trois-Riveres will be bigger than ever this year. Backed by Molson, prize money will exceed \$30,000. Races are scheduled for FF, production cars, the Mayors Cup for sedans, and the highlight of the weekend, an international event for Formula Atlantic. In addition to regular North American runners, several Europeans are expected to compete. Date for the Trois-Rivieres event is August 31 and Sept. 1. Trois-Rivieres is about 50 miles north of Montreal.

Eastern Zone Endurance Series -----round 1 Sanair + round 2 Mosport

Sanair's enduro was set for 4 hours duration: with a circuit length of only 1.3 miles, and good lap times in the high 50's it was bound to be a demanding event on men and machinery.

The Brothers Bytzek led from the start in their ex-Foyt IROC Carrera. Behind them the battle was between the Mo Carter/Bill Adam Camaro, the Bienvenue/Dancose Carrera, and the 911S of St. Pierre/Powell, while amongst the smaller cars the contest featured the Kasak/Lemieux Datsun 510, Duval/Vallee in a Renault 17 and the Keith/Wright Lotus 47. Attrition was the main culprit in eliminating any challenge to the Brothers: the Camaro went through a rear end, Powell's car wasted a transmission, Dancose in the Carrera and Marino in a very quick Alfa GTAM were shunted, and with only a few minutes to go, the Lemieux Datsun had its electrical system burn down. At the end behind the Brothers came Jacques Duval in the Renault, then Lemieux, followed by the Lotus 47

Mosport hosted round two as the culmination of the Victoria Day sprints. On home ground Carter reigned supreme, withstanding a brief challenge from the Bytzeks who were put out by a shunt. Dancose/Bienvenue ran to a steady second, but there was a lot of hard racing behind: the Bartling/Hirsch 914/6 came from 34 to third, ahead of the Porsche 910 of Hochreuter/Pechman, while the Renault Alpine of Desormeaux came up fifth. Lemieux/Kaskak turned the tables of the Duval Renault entry by taking class honors.

###

Mohawk-Hudson Drivers make the long ride to Ohio.....

Two mohawk-hudson drivers took long rides to the Nelson Ledges road course in Warren Ohio recently. Their separate journeys met with success. The NTM-Honda D/SR of Karl Danneil earned a third in class at the recent Iron City Beer Cumberland Nationals. Combined with wins at the Bryar and LRP National races, the Tiger Team may be headed for Atlanta come November.

Bernie deGraf took his Yankee Racing Corvette to the Ledges for a regional race weekend, and was rewarded with two second overalls, second in class for his efforts.

###

Mike Field is running a Stimola prepared Merlyn in National Formula Ford races this year: so far its been mostly bad luck for Mike, with two sevenths (just missing those Nat'l points) a ninth, and two DNFs. Lime Rock may have been the unkindest cut of all, as he was shunted on the first lap.

Summer School

August 18, 1974

Executive Pk.



School -
10:00 am - 12:00 N
Event - 1 pm

Contact:

D. Egan

C. Benson

355-0323

756-2498



JOHN PLAYER FORMULA ATLANTIC CHALLENGE

The Canadian Formula Atlantic series is at last underway. The first two events have seen good racing action provided by a representative field of cars, mostly full-fledged Atlantic spec. cars. There has been a good cross-section of American and Canadian drivers, and American Bobby Brown is points leader after two rounds. Bertil Roos has made a strong challenge in both races, but seems to be driving more with his foot than his head: at Westwood he misjudged a car he was lapping and went off the road, and at Edmonton he passed under the yellow and got a 30 second penalty for his actions.

round #1 - Westwood, B. C.

1. Allan Lader	Chevron B27
2. Bobby Brown	March 74B
3. Gilles Villeneuve	March 74B
4. David Loring	Merlyn Mk. 21
5. Wink Bancroft	Chevron B27
6. Al Karlberg	Brabham BT29
7. Syd Demovsky	March 74B
8. Al Justason	Motul M1
9. Tim Cooper	March 73B
10. James King	Chevron B27
11. Joe Grimaldi	March 73B
12. Peter Ferguson	Chevron B20
13. Peter Broeker	Chevron B9
14. Dave Morris	March 74B
Did Not Finish	
15. Craig Hill	Brabham BT40
16. Bertil Roos	Chevron B27
17. Chris O'Brien	Motul M1
18. Dennis Drueger	March 712
19. Len Campbell	March 733
20. Bruce Jensen	March 74B
21. Bill Brack	Croesty FA174
22. Chip Mead	Chevron B27

###

Bulova Championship for
Formula Ford -- round #1

1. Luke deSadleir	Titan Mk. 6
2. Nigel Gough	Crossle 25F
3. Rod Bremner	Crossle 25F
4. Bob Beyea	Lola T340
5. Paul McManus	Hawke D12
6. Ken Greenburg	Lola T340
7. Stuart Moore	Hawke DL11
8. Al Pellegrini	Hawke DL12
9. Ken Baird	Lola T340
10. Brian McDonald	Titan Mk. 6

round #2 - Edmonton, Alberta

1. Bill Brack	Croesty FA174
2. Bruce Jensen	March 74B
3. Dave Morris	March 74B
4. Bertil Roos	Chevron B27
5. Bobby Brown	March 74B
6. James King	Chevron B27
7. Craig Hill	Brabham BT40
8. Tim Cooper	March 73B
9. Syd Demovsky	March 74B
10. Bill Eagels	Brabham BT40
11. Peter Ferguson	Chevron B20
12. Joe Grimaldi	March 73B
13. Wink Bancroft	Chevron B27
14. Al Justason	Motul M1
15. Peter Broeker	Chevron B9
16. Charlie Hanson	March 74B
17. Seb Barone	Motul M1
18. Richard Doran	GRD 272
19. Mauro Lanaro	March 73B
did not finish	
20. Chris O'Brien	Motul M1
21. Len Campbell	March 733
22. Gilles Villeneuve	March 74B
23. David Loring	Merlyn Mk. 21
24. Joe Shepherb	Chevron B20
25. George Sabin	Chevron B27
26. Chip Mead	Chevron B27
27. Ron Householder	Brabham BT40
Bulova Championship for Sedans #1	
1. Paul Lambke	Datsun 510
2. Peter Schwartzott	Datsun 510
3. Werner Gudzus	BMW 2002tii
4. David Johnson	Capri 2000
5. Jim Muir	Vauxhall Viva GT
6. Mike Cleary	Mini Cooper S

MOSPORT F5000 to Hobbs.

David Hobbs overcame the challenge of Mario Andretti, Eppie Wietzes and intermittent rain to win the second round of the U.S. F5000 Championship

Qualifying: one lap, 2.459 miles

1. Mario Andretti	Lola T332	1:14.9
2. Brian Redman	Lola T332	1:15.5
3. Eppie Wietzes	Lola T332	1:15.6
4. David Hobbs	Lola T332	1:16.2
5. Nestor Garcia-Veiga	Eagle	1:17.6
6. Sam Posey	Talon	1:17.7
7. Jon Woodner	Talon	1:18.2
8. John Gunn	March 73A	1:18.6
9. Graham McRae	Talon	1:18.7
10. E. Forbes-Robinson	Eagle	1:18.8
11. Brett Lunger	Eagle	1:18.9
12. Evan Noyes	Lola T332	1:19.0
13. Horst Kroll	Lola T300	1:20.0
14. Tony Settember	Eisert	1:20.5
15. Jim Dunkel	Chevron B24	1:24.6
16. Bill Tempero	March 73A	1:26.5
17. Roger Bighouse	Chevron B24	1:27.7
18. Tom Jones	McLaren M22	1:30.2
19. Dan Furey	Lola T192	1:32.2
20. John Benton	Lola T330	NT
21. Randy Johnson	McRae GM1	NT
22. Larry Harley	Lola T332	NT
23. James Hawes	Lola T330	NT

Feature

1. Hobbs
2. Wietzes
3. Lunger
4. Andretti
5. Gunn
6. Garcia-Veiga
7. Kroll
8. Settember
9. Hawes
10. Jones
11. Harley
12. Bighouse
13. Tempero
did not finish
14. Redman - accident
15. Posey - driveline
16. McRae - mechanical
17. Forbes-Robinson - crash
18. Dunkel - mechanical
19. Furey - mechanical
20. Woodner - mechanical

pointstandings

1. Hobbs	30
2. Lunger	27
3. Redman	20
4. Wietzes	15
5. Gunn	14
6. Noyes	12
7. Andretti	10
8. Thomas	8
9. Garcia-Veiga	6
10. Hawes	5

heat 1

1. Andretti
2. Wietzes
3. Lunger
4. McRae
5. Woodner
6. Dunkel
7. Kroll
8. Bighouse
9. Furey
10. Veiga

heat 2

1. Hobbs
2. Forbes-Robinson
3. Redman
4. Posey
5. Harley
6. Gunn
7. Tempero
8. Settember
9. Jones
only finishers

Solo II Schedule :

- July 28 - Mohawk-Hudson SCCA Executive Park : Lee Beauregard, chairman
- August 4 - AMEC at Malta Speedway
- August 11 - EMSC at Executive Park
- August 18 - Mohawk-Hudson SCCA at Executive Park
- August 25 - AMEC at Malta Speedway
- Sept 7 +8 - AMEC Hillclimb at Mt. Cathalia, Ellenville NY

RACING SCHEDULE

- Aug. 3 - Mohawk-Hudson Race at Lime Rock NARRC+NYSRRC
- Aug 11 - SCCA National, Watkins Glen
- August 25 - NARRC at Lime Rock, Northern New Jersey
- August 31, Sept 1+2 - SCCA Regional/National, Thompson New England Region

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MOSPORT Can-Am to Oliver/Shadow

There were few surprises on the track for the first Can-Am of 1974, but George Follmer, with a little help from the Marquis of Queensbury made sure that there was something for everyone to talk about. It seems that Follmer's teammate Jackie Oliver felt that Gorgeous George had held him up in the qualifying sprint. When this was intimated to George he became rather physical about the whole business, and took a jab or two, and Oliver retreated. Though Follmer won the battle the war went to Oliver by 1.9 seconds. Warren Agor's bad luck continued as he shunted into an embankment in practice, and was a non-starter in his McLaren.

Qualifying: one lap, 2.459 miles

1. Jackie Oliver	UOP Shadow RN4	1:14.5	30 lap sprint
2. George Follmer	UOP Shadow RN4	1:15.1	1. Follmer
3. Scooter Patrick	McLaren M20	1:17.8	2. Patrick
4. John Cordts	McLaren M8F	1:18.6	3. Nagel
5. L. Motschenbacher	McLaren M8F	1:20.0	4. Motschenbacher
6. Bob Nagel	Lola T260M	1:20.8	5. Wietzes
7. Eppie Wietzes	Ferrari 512M	1:21.2	6. Gunn
8. Bob Lazier	McLaren	1:21.3	7. Fisher
9. John Gunn	Lola T260	1:25.4	8. Durant
10. Dick Durant	McLaren M8R	1:27.2	9. Klempel
11. Gene Fisher	Lola T222	1:28.2	10. Overhauser
12. Jim Butcher	McLaren M8C	1:28.4	did not finish
13. Harry Bytzek	Porsche 908	1:29.5	11. Forbes-Robinson
14. Bill Overhauser	M8D McLaren	1:29.5	12. Butcher
15. Bob Klempel	Lola T163	1:29.8	13. Bytzek
16. David Saville-Peck	Costello SP8	1:31.3	14. Butz
17. Tom Butz	McLaren M8F	1:32.9	15. Oliver
18. Roman Pechman	Porsche 910	NT	16. Cordts
19. Seig Glage	Lola T310	NT	17. Saville-Peck
20. Leonard Janke	McLaren M8D	NT	18. Lazier
21. E. Forbes-Robinson	McLaren M8C	NT	

Final: 1, Oliver ; 2, Follmer ; 3, Patrick ; 4, Nagel ; 5, Motschenbacher ; 6, Fisher ; 7, Durant ; 8, Bytzek ; 9, Saville-Peck ; 10, Butz ; 11, Wietzes ; 12, Overhauser ; 13, Klempel ; 14, Butcher ; 15, Gunn ; 16, Lazier ; 17, Forbes-Robinson ; 18, Cordts ; 13 finishers. average speed 112.00 mph

IN PLACE OF ARMCO : THE TIREWALL BARRIER
reprinted from TRACK, official publication of Mahoning Valley Region

During the 1973 season at the Nelson Ledges road racing course in Ohio, three variations of scrap tire safety barriers were considered and tried. Comparisons were based on building difficulty, stability and density of the barrier. Impact situations are of course not predictable enough to provide clear comparisons, but the several impacts which occurred in 1973 involved no personal injuries and minimal damage to the vehicles and the barrier itself.

All freestanding TIREWALLS used at Nelson are three tire rows across and five or six layers high. In all cases rows are offset from one another. For stability of the wall it is essential that it be located in level ground, since any tendency to lean is increased in a stack of tires due to the uneven forces of deflection in each tire stack.

The concentric method is easy to stack, but has no structural connection between stacks unless they are banded together with steel or nylon rope or strap. Banded stacks become much more difficult to assemble and require additional time

and strapping material as compared to interlocking stack patterns. Each tire in this variation has a circular band contact pattern with other tires, sidewall to sidewall.

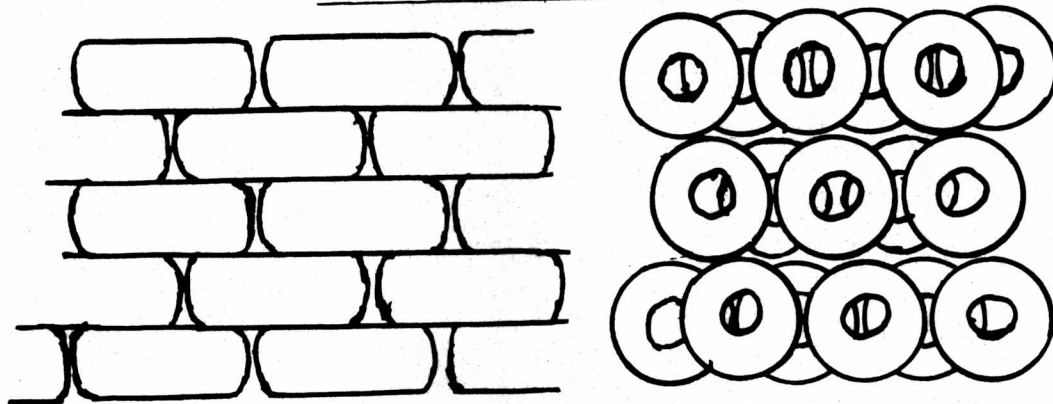
With the overlapping pattern of Variation #2, the wall has greater stability than the (unbanded) concentric pattern, but has no more contact area between tires. This method is quite easy to build and permits some mixing of tire sizes without significant detriment to the wall structure.

The chosen method at Nelson Ledges, the herringbone pattern, is the one typically used by tire manufacturers for shipping a maximum number of tires in a railroad box car. It features excellent stability due to the interlocking of a tire's tread surface into the rim opening of an adjacent tire. In addition it provides the possibility, in most climates, of holding considerable rain water which adds mass to the barrier without increasing its stiffness. An impact at a small angle may involve only scratched paint on a vehicle, and the extra density of the herringbone offers more tire treads on the barrier surface to increase its penetration resistance.

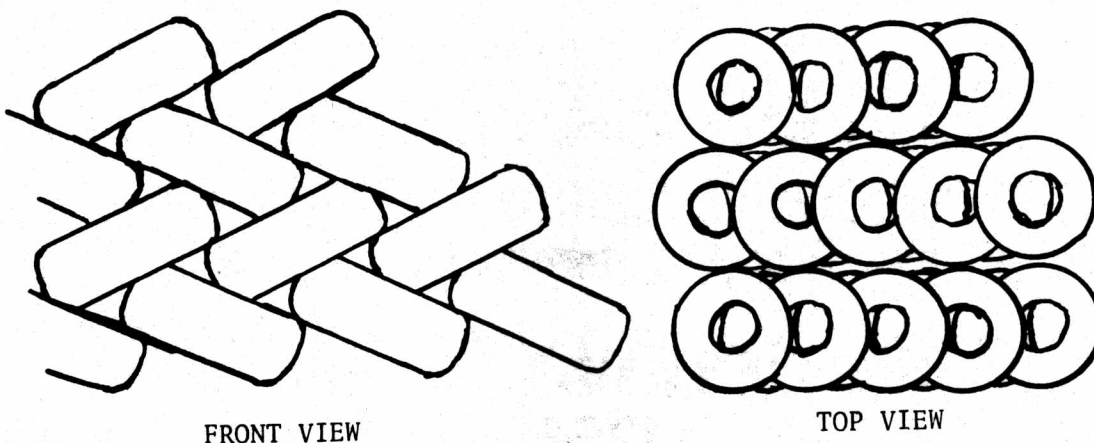
Building this TIREWALL is not difficult, but requires some foresight and judgement in mixing tire sizes and in laying out the bottom layer of each row in order to optimize the angle of tires in the succeeding layers. It is most easily built one row at a time to full height. Once a pattern is established tires can be tossed into location, centered by the beads of the tires into which they will rest, and rarely require further adjustment.

The advantage of stability and density of the "herringbone" variation overcome the drawback of a slightly more difficult building technique. The requirement of repair (restacking) after a major impact is not much different from one variation to another. Under impact, the TIREWALL deflects, but is not damaged, where under the same circumstance steel guardrail is permanently distorted.

Variation #2: "Brickwall"



Variation #3: "Herringbone"



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To drivers of TR-6, GT-6 Mk 3, Spitfire Mk 4/1500, British Leyland will pay: First place - \$200; Second place - \$100; Third place - \$50.

To drivers of TR-250/TR-5, GT-6, GT-6+, TR-4, TR-2, TR-3, Spitfire Mk 3, British Leyland will pay: First place - \$100; Second place - \$50.

To drivers of Spitfire Mk 1 and Mk 2, British Leyland will pay: First place - \$50.

Contacts: East of the Mississippi - Mike Barratt, 600 Willow Tree Road, Leonia, N.J. 07605
West of the Mississippi - Jim Coan, British Leyland Competition Department, 422 Valley Drive, Brisbane, Calif. 94005

Corvair Society of America (CORSA)

To drivers of Yenko Stingers in SCCA D Production National Championship races, CORSA will pay: First place - \$100; Second place - \$50; Third place - \$25.

Contact: Dave Newell, 1481 Hamrick Lane, Hayward, Calif. 94544

Nissan Motor Corporation in USA

For drivers of Datsun automobiles in C, D and F Production and B and C classes at SCCA National and Regional events. Awards are limited to one National or one Regional race per weekend per car.

To class winners in National events, Nissan will pay: First place - \$200; Second place - \$150; Third place - \$75.

To class winners in Regional events, Nissan will pay: First place - \$75; Second place - \$50; Third place - \$25.

To winners of Divisional Championships, Nissan will pay season-end awards of \$250.

To Datsun drivers qualifying for, attending and racing a Datsun at the Champion Spark Plug Road Racing Classic, Nissan will pay \$250.

To Datsun drivers winning first place in a Datsun in the SCCA Showroom Stock Sedan Class, Nissan will pay \$50. Award limited to one race per car per weekend.

All awards are subject to presentation of posted and confirmed official SCCA results or standings.

Contact: Dick Roberts, P.O. Box 191, Gardena, Calif. 90247.

Toyota Motor Sales USA, Inc.

To Toyota drivers winning SCCA B and C Sedan classes in SCCA National events, Toyota will pay: First place - \$200; Second place - \$150; Third place - \$75.

To Toyota drivers winning SCCA B and C Sedan classes in SCCA Regional events, Toyota will pay: First place - \$100; Second place - \$75; Third place - \$50.

To Toyota drivers entering the Champion Spark Plug Road Racing Classic, Toyota will pay \$250.

To Toyota drivers winning a CSPRRRC event, Toyota will pay \$250.

To Toyota drivers winning SCCA Showroom Stock and Showroom Sports Car events, Toyota will pay \$50.

Drivers must register in advance and advise Toyota of events they plan to enter. Results signed by Chief of Timing & Scoring must be submitted. Winners may be required to provide photos.

Contact: Don Nokes, National Merchandising Manager for Toyota, Toyota Technical Performance and Competition Information Center, Torrance, Calif. 90504

Road America Tire

To class winners at an SCCA National event, Road America Tire will pay \$50; and to class winners at an SCCA Regional event, Road America Tire will pay \$20, provided that:



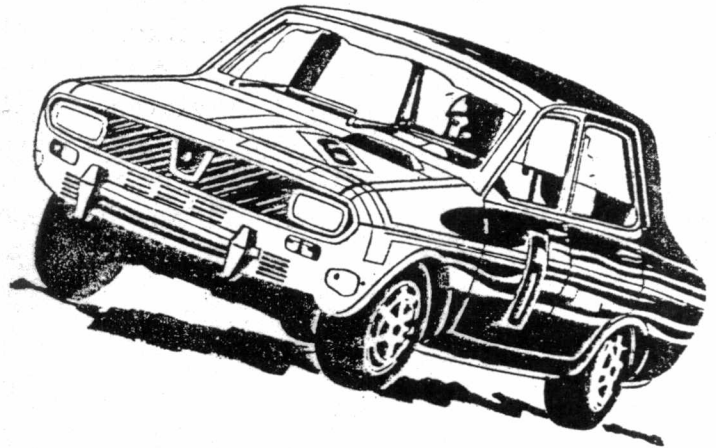
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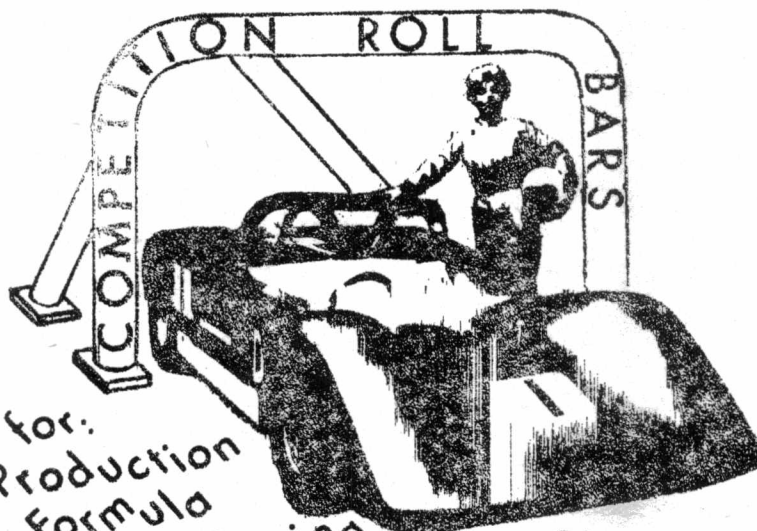
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Contact: Ronald Sorem, Road America Tire, 1417 NW 51st, Seattle, Wash. 98107.

Veloce Tire Corporation

To class winners in SCCA Showroom Stock and Showroom Sports Car races, Veloce Tire Corp. will pay \$50; Second place - \$30. Contingency awards apply only to SCCA National races. Drivers must compete for the duration of the event with four Veloce GT Radial ply tires or Gislaved Steel Radial Speed 116 tires which, upon presentation of the driver's valid SCCA license number, may be purchased at a forty percent discount.

Contact: Donald Heinze, Veloce Tire Corp., 14622 Southlawn Lane, Rockville, Md. 20850. (forward official SCCA results to Mr. Heinze)

Sterling Mag Wheels

To class winners in National events, Sterling Mag Wheels will pay \$50. To class winners of Champion Spark Plug Road Racing Classic events, Sterling Mags will pay: First place - \$100; Second place - \$50.

Payment will be subject to the following conditions: Sterling Mags decal must be prominently displayed on both sides of the race car. Photo of car showing decal and Sterling Mag wheels on the car must be submitted for first-time payment only--preferably action shot. Payments for National races will also require a copy of the Official Results signed by the chief steward. All wheels used during the event should be Sterling Mags.

Contact: Greg Sorrentino, Different Drummer Racing, P.O. Box 511, Warren, Mich. 48090

Going to Ohio: Two Mo-Hud members made the long trek to Nelson Ledges to take in some racing, and they had good showings. Bernie deGraf took his BP Corvette to two second in class and overall in a recent regional, and Karl Danneil took the Tiger Team's NTM D/SR to a 3rd place at the Cumberland Nationals.

RESULTS

AUTOSPRINT 1974

<u>Class 1</u>			<u>Best Time</u>	<u>Placed</u>
#53	G. Proft	Sprite	2:03.5x	3
#76	J.Peter Mann	F-Libre	1:49.35	1
#90	Melvin Hollander	Sprite	1:53.6	2
<u>Class 2</u>				
#3	Dennis Vallelunga	Meyer's Tow'd	1:48.9	5
#11	Joseph Erkes	Dune Buggy	1:57.9*	6
#15	Henry Chiera, Jr.	Opel-Ghost	2:13.9*	7
#16	Andrew Keller	Deserter GT	1:48.1	3
#83	Lee Beauregard	Lotus 7	1:45.8	2
#97	Art Frederick	Lotus Elan	1:45.2	1
#39	Bill Morris	Lotus Elan	1:48.8	4
<u>Class 3</u>				
#8	David Kidd	Corvette	1:44.7	1
#9	Wilson Wright	Corvette	1:48.2	3
#33	Walter Tracinski	Corvette	1:47.75	2
#35	Lloyd Shatkin	Italia	2:04.25*	4
<u>Class 4</u>				
#10	Peter Fullam	TR-4	2:01.35*	10
#14	Robert Mansbach	Datsun 240Z	2:19.4 x	13
#18	Henry Yaggi III	Datsun 240Z	1:56.9	9
#19	John Rautenstrauch	Datsun 240Z	1:53.1	5
#23	John Spadaro	TR GT-6	2:05.45	12
#27	Ted Sloper	Datsun 240Z	1:45.0	1
#29	John O'Connor	Porsche 914/6	1:56.8*	8
#31	Steve Hunting	Porsche 911	1:49.0	3
#34	John Loda	Porsche 914/6	1:48.0	2
#48	Russell Owens	Porsche 911T	1:55.15	6
#46	E. Bregman	TR-6	1:56.75	7
#51	B. Hasbrouck	Porsche 911	1:51.5	4
#62	T. Smith	E Jaguar	2:03.15	11
<u>Class 5</u>				
#4	Peter Brown	Porsche 914	2:03.55*	8
#22	Harry Mann	Opel GT	1:48.5	2
#25	Thomas O'connor	MGB	2:01.1	7
#47	Bob Farrell	Porsche 914	1:50.7	3
#55	Jack Hanifan	Fiat 124	1:57.0	5
#54	T. Beaudoin	Porsche 914	1:46.5	1
#57	R. Chinman	MGB	1:56.15	4
#59	C. Brown	Porsche 914	1:58.1	6

AUTOSPRINT RESULTS CONT.

Class 6

#6	Butch Sciarra	Saab 97	1:54.4	2
#13	Steve Scullen III	Datsun SPL-310	1:57.8	4
#41	Mike Fredericks	Mini Cooper	2:04.2	5
#49	Bob Bixler	MG Midget	1:56.8	3
#58	Ernie Dignan	MGA	2:16.2	6
#71	Gerald Morris	Datsun SPL-311	1:50.4	1

Class 7

#30	J. Bishop	Fiat 128	1:56.45	2
#73	Daniel Andrews	Saab 96	1:54.65	1
#82	Rich Welch	Honda 600	2:05.35	5
#93	Bill Andrews	Saab 96	2:01.15	4
#96	Richard Vedder	Saab 96	1:57.95	3

Class 8A

#2	David Riley	BMW 2002	1:56.85	7
#5	Tim Smith	BMW 2002	1:53.95	6
#7	Tony Hilferty	BMW 2002	1:51.6	5
#36	Tom Laponia	BMW 1600	2:05.55	8
#40	Nathan Danforth	BMW 2002	1:49.35	2
#44	Craig Robertson	BMW 2002	1:49.3	1
#67	Joseph Marko	BMW 2002 tii	1:49.8	3
#88	Craig Benson	BMW 2002	1:50.5	4
#101	K. Schnitzer	BMW 2002	2:15.45x	9

Class 8

#17	Clayton Sumner	Pinto	1:55.45	4
#20	Lester Morton, Jr.	Vega	2:06.08*	11
#24	Steve Sharp	Datsun 510	1:56.95	5
#26	Peter Keitel	Pinto	1:51.2	2
#61	Jeff Nudi	Pinto	1:49.65	1
#45	P. Vooris	Capri	2:02.3	10
#52	Jim Corbett	Capri	1:57.95	6
#77	Greg Rickes	Pinto	2:00.6	9
#80	Arie Bregman	Vega	1:59.15	8
#91	Jim Behan, Jr.	Pinto	1:55.45	3
#1	Thomas Campbell	Pinto	1:58.25	7

Class 9

#28	Bill Ruschetti	Duster	1:43.2	1
#32	Joh Griffin	Dodge Dart	1:51.4	3
#38	Pat Smullens	Firebird	1:52.75	4
#42	Sandy Fisher	Camaro	1:44.55	2
#60	Joel Bisemer	Mustang	1:53.05	5
#69	John Deans	Camaro	2:18.4*	7
#100	Donald Wemple	Camaro	2:00.3	6

AUTOSPRINT RESULTS CONT.

Class 10

#12	Carol Campbell	Pinto	(8)	2:02.05	3	110.93%
#37	Candy Schaf	Opel Rallye	(8)	2:03.0	4	111.38
#50	Donna Fisher	Camaro Z-28	(9)	1:49.9	1	105.77
#56	E. Loda	Porsche	(4)	1:57.45	2	110.28

* = Pylon

x = Off Course

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KENDALL CUP NATIONALS

Race day July 6 dawned bright and sunny, despite a soggy Friday practice and qualifying, for the Kendall Cup Nationals at Lime Rock Park.

Race one for SSS & SSSC saw 14 cars on the grid with Paul Hacker's Colt and Hoel Bradley's Pinto occupying their usual front row positions. Mo Huds Pete Hermance was starting third and Jim Behan seventh. Paul led lap one and never lost the lead although Bradley tried everything to get by. Pete had his Pinto a solid third while Jim moved up to sixth on lap four. Bradley slowed and brought his Pinto in on lap 13. This left Mo-Huders 1st, 2nd and 6th at the checker. One question came to my mind though. Why did the showroom stockers, who always put on a good close race, get only 15 laps instead of 25 like everyone else?

Fourteen C sedans and five D sports racers made up the field for race two. Mohawk Hudson Region was represented by the J&S Racing Datsun 1200's of Doug Jones and Paul Hacker (who had just finished one race), Karl Danneil's NTM, and the Mini-Marcos being driven by Bill Morris. Gary Rutherford took solid command of the race in his Alfa. A swarm of Minis were contesting second with Doug Jones following. Paul Hacker and Area 11 governor, Roger Clouser (Alfa GTA) were having their own private duel over sixth spot. Jim Boffo, Peter Dodge and Gareth Nagy were throwing their Minis into every possible line to find a way to get a hold on second place. Dodge eventually dropped out and Nagy edged out Boffo (who still managed a new lap record). Doug Jones finished fourth with Paul Hacker ninth after a pit stop. Paul was closely followed by Roger Clouser who had also made a stop. DSR was resolved with Karl Danneil first and Bill Morris second. Another one-two for Mo-Hud drivers.

G&H productions turned into a runaway for Joseph Hauser in his GP Sprite. Bob Criss was second OA and 1st in H, ahead of National Champion Mike Dale who overcame a bad starting spot to finish third. The only surprize was that former National Champion Randy Canfield could finish no higher than 9th in HP. Hauser lowered his own GP lap record.

FV gave the crowd its best race of the day. Ray Dona, Kip Laughlin and John Helming put on a real show. They were three wide in the big bend and tight slipstreaming down the front straight every lap. There were twelve lead changes in the twenty-five laps. Dona put his Caldwell in first at the finish but until the flag was out it was anybody's race.

Race 5 was for formula fords. Buzz Marcus was first at the end of every lap but had to withstand still challenges from Fred Stevenson and Bruce Feldman. Fred's car quit early and Bruce was occupied trying to stay ahead of Lakeville's Rick Bell and John Snyder, teammate of Mo-Hud's Mike Field. Peter Kapcio from

Schenectady drove his Checkered Cab Co. Crossle to a good ninth after also qualifying ninth. Mike Field was forced to pull his Stimola Racing Merlyn in after only one lap and DNFed.

Eight cars composed the field for the ABC-SR race. Jeff Jones couldn't get his big McLaren running for the start so Ed Givler had the pole in his Edge. However, at the tail end of the pack was BSR lap record holder Bill Mitchell, who had refused to qualify in the rain. Mitchell broke his own lap record, led every lap and lapped every other car at least once. Givler took CSR easily. Jones eventually got his McLaren running, came within 0.4 sec. of the ASR lap record and won ASR by default. Eno de Pasquale was there for qualifying but didn't show on race day.

A big F-SCCA & SV collection took the green for race seven. There were eleven FB, fourteen FC, and two SV. Ken Duclos had the pole with perennial foe Mike Rand alongside. But Duclos couldn't get the car to fire and ended up starting fifty yards behind the entire field. Rand was never headed although Eric Kerman stayed close. Duclos meanwhile slashed his way through the field to gain second on lap nineteen, turning the fastest lap in the process. Formula C saw the top machines and drivers in the East going for national points. Phil Raeder had some problems with his car however. He had never run Lime Rock with his new slicks and didn't have enough ground clearance to keep from bottoming. He decided to run on intermediates to keep the car in one piece. He still finished eighth OA and third in FC behind Bob Kime and Dirk Wrightson. Reeves Callaway won Super-Vee and finished eleventh after running as high as fourth. He also spread a smoke screen over the track for most of the race.

B sedans and D production went off with thirty-one cars. Bob Sharp was starting his 610 from the unaccustomed position of seventh. Harvey Thompson had the pole in a GT6 with Dave Ammen alongside in a fast Alfa Spyder. At the end of one lap Lou Gigliotti from Geneva, driving the ex-Pacesetter Datsun 510, had the lead and kept it till lap ten despite the best efforts of Mr. Sharp. However the 510's engine went sour and the car ended up seventh. Sharp wasn't passed after that. A duel for second developed between two Toyotas, John Stevens' Celica and Marv Thompson's Corolla. Stevens finally lost a last lap shoving match, in the esses, to finish fourth. DP honors went to Dave Manzolini's Datsun. Harvey Thompson had dropped out and Dave Ammen finished second.

The lineup for E production looked like a who's who, with the Porsches of Bill Schmid and George Frey and the Group 44 MGB of Brian Fuerstenau. F prod. included the likes of Ken Slagle, Pete Van der Vate, John Kelly, and Bob Spreen. Schmid held the early advantage being hotly pursued by the white MGB. Fuerstenau took over on lap five and left Schmid and Frey to contest second. The best racing was between V^An der Vate and Kelly. The lead changed hands often, sometimes several times a lap. The Group 44 Spitfire got the nod at the finish but

Van der Vate had set a new lap record.

The final race of the day was for the big bore stuff(ABC-SR, ABC prod, and A sedan). Four cars really stood out. The two CP duelists, Sharp and Tullius, Sam Feinstien's Cobra and Jocko Maggiacomo's Javelin. Any one of these cars had the potential for the overall win and they were all eager to go. Sharp led the first three laps but then Jocko came down the hill just behind him and soundly outaccelerated him down the straight to lead lap four. For the next twelve laps Sharp couldn't get by the Javelin. In fact, Jocko had pulled out five or six car lengths on him. Meanwhile Sam had put the Cobra between Sharp and Tullius. On lap sixteen, while lapping slower traffic, Jocko was bumped and spun-out in the esses, letting the Datsun by. Tullius also passed the Cobra on this lap. The order was now 240Z, Javelin, TR6, and Cobra. Jocko lost it again on lap twenty-one which made the finish Sharp, Tullius, Jocko and Sam. Further back in the pack, John Orr had driven his Corvette to a clean B prod. win. Bernie DeGraff, of Ballston Lake, brought the Yankee Racing Stingray coupe home fifth in BP. It was overall a most exciting and close race.

Craig Robertson

LATE RESULTS OF THE POCONO JULY 20-21 NATIONALS

Paul Hacker, Dodge Colt, second SSS; Jim Behan, Pinto, third SSS
Mike Field, eighth FF; Phil Raeder, PRD, third FC; Karl Danneil,
NTM-Honda, second DSR; Al Anderson, Corvette, fourth BP; Bernie
DeGraff, Corvette, seventh BP.

This added to the Lime Rock results means several Mohawk Hudson drivers are in good position to get a berth at Atlanta.

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

World Manufacturers Championship
round # 3, Nurburgring 1000kms.
1. J-P Beltoise/J-P Jarier Matra
2. Stommelen/Reutiman Alfa 33TT12
3. Facetti/deAdamich Alfa 33TT12
4. Bell/Hunt/Schuppan Gulf-Ford GR7
5. Pescarolo/Larousse Matra 670
6. Muller/vanLennep TurboCarrera

Wella for Men Formula Ford Series
round #5, Oulton Park
1. Stephen South Ray 74F
2. Roger Bruce-White Dulon LD9
3. Peter White Palliser WDF2
4. Gordon Smiley Merlyn Mk. 25
5. Barry Hopwood Royale RP16
6. Jose Ferreira Elden PH8

BOC Formula Ford Championship
round #7, Mallory Park
1. Stephen South Ray 74F
2. Richard Hawkins Dulon MP15
3. Syd Fox Hawke DL11
4. Mike Young VanDiemen RF74
5. Bernhard Vermillio VanDiemen RF74
6. Peter White Palliser WDF2

World's Driving Championship
round #8, Zandvoort, Holland
1. Niki Lauda Ferrari
2. Clay Reggazoni Ferrari
3. Emerson Fittipaldi McLaren
4. Mike Hailwood Yardley-McLaren
5. Jody Scheckter ELF-Tyrell
6. Patrick Depailler ELF-Tyrell
7. John Watson Brabham
8. Ronnie Peterson JPS
9. Rikki vonOpel Brabham
10. Vittorio Brambilla March

Rothmans F5000 Championship
round #7 Thruxton
1. Ian Ashley Lola T330
2. Peter Gethin Chevron B28
3. Bob Evans Lola T332
4. Derek Bell Lola T332
5. Tom Belso Lola T330
6. Keith Holland Trojan T102

Rothmans F5000 Championship
round #6, Zolder
1. Peter Gethin Chevron B28
2. Bob Evans Lola T332
3. Chris Craft Chevron B28
4. Mike Wilds March 74A
5. Clive Santo Lola T330
6. Patrick Sumner Trojan T101

MCD Formula Atlantic Championship
round #2, Oulton Park
1. Jim Crawford March 73B
2. Geoff Friswell March 73B
3. Matt Spitzley March 713M
4. Bev Bond March 74B
5. Steve Chourlaton March 73B
6. Hector Rebaque Chevron B27

Lombard Formula 3 Championship
round #4, Mallory Park
1. Tony Rouff GRD 373
2. Derek Lawrence Ehrlich ES2
3. Jose Chateaubriand March 743
4. Nick vonPreusen March 733
5. Jose Santo March 743
6. Alex Ribiero GRD 374

World Manufacturers Championship
round #4, LeMans 24 hour
1. Pescarolo/Larousse Matra 670
2. vanLennep/Muller TurboCarrera
3. Migault/Jabouille Matra 670
4. Bell/Hailwood Gulf GR7
5. Grandet/Bardini Ferrari 365GT
6. Heinz/Cufini Ferrari 365 GT
7. Zbinden/Cheneviere Carrera
8. Lafitte/Serpaggi Ligier
9. Andruet/Zeccoli Ferrari 312
10. Rua/Cachia/Touroul Carrera

Forward Trust F3 Championship
round #2 Silverstone
1. Brian Henton March-Holbay 743
2. Tony Rouff GRD-Vegatune 373
3. Alex Ribeiro GRD 374
4. Jose Chateaubriand March 743
5. Derek Lawrence Ehrlich ES2
6. Nicholas vonPreusen March 733

There is a new Ferrari F1 car under construction. Dubbed the T5, the design will feature inboard front brakes, and a transversly mounted V8. The car's first appearance is expected to be at the Italian GP, at Monza in September.

European Touring Car Championship
round #2 , Salzburg 4 hour

- 1.Hans Stuck/Jacky Ickx BMW CSL
- 2.Finotto/Mohr BMW CSL
- 3.Peltier/DeFierlandt BMW CSL
- 4.Heyer/Krebs Escort RS

Wella for Men Formula Ford Series
round #6, Silverstone

- 1.Geoff Lees Royale RP16
- 2.Jim Walsh Merlyn Mk.20
- 3.Terry Richards Merlyn Mk.11
- 4.Roger Bruce-White Dulon MP15
- 5.Tiff Needell Elden Mk.10C
- 6.Peter Orlando Merlyn Mk.20

BOC Formula Ford Championship
round #7, Oulton Park

- 1.Mike Young VanDiemen RF74
- 2.Patrick Neve Lola T340
- 3.Peter White Palliser WDF2
- 4.Mathew Argenti Merlyn Mk.25
- 5.Stuart Baird Merlyn Mk.24
- 6.Richard Hawkins Dulon MP15

Wella for Men Formula Ford Series
round # 7, Snetterton

- 1.Richard Morgan Royale RP16
- 2.Rupert Keegan Hawke DL11
- 3.Syd Fox Hawke DL11
- 4.Peter White Palliser WDF2
- 5.Tiff Needell Elden Mk.10C
- 6.Jorge Koechlin Elden Mk.10C

John Player Formula Atlantic Series
round #6 Silverstone

- 1.Alan Jones March 732/722
- 2.Matt Spitzley March 74B
- 3.Jim Crawford March 74B
- 4.Bev Bond March 74B
- 5.Peter Wardle Surtees TS15
- 6.Dave Walker GRD 374

European Touring Car Championship
round #3 Vallenlunga

- 1.Lafosse/Peltier BMW CSL
- 2.Mohr/Finotto BMW CSL
- 3.Heyer/Krebs Escort RS
- 4.Ludwig/Odenthall Capri RS
- 5.Turzio/Alvai Escort RS
- 6.Rossi/Chidini Alfa GTA

Forward Trust F3 Championship
round 4, Brands Hatch

- 1.Brian Henton March-Holbay 743
- 2.Jose Esperito Santo March 743
- 3.Tony Rouff GRD 373
- 4.Prince Nicholas vonPreusen March 373

John Player Formula Atlantic Series
round #5 Oulton Park

- 1.Jim Crawford March 73B
- 2.Tom Walkinshaw Modus M3
- 3.Cyd Williams Brabham BT40
- 4.Tony Brise Modus M3
- 5.Bobby Brown March 74B
- 6.John Nicholson Lyncar

Forward Trust F3 Championship
round #5 Snetterton

- 1.Alex Ribeiro GRD 374
- 2.Tony Rouff GRD 373
- 3.Jose Chateaubriand March 743
- 4.Nicholas vonPreusen March 733
- 5.Luis Moraes GRD 374
- 6.Peter Dugdale March 733

Castrol Touring Car Series -- Group 1
round #6 Silverstone

- 1.Vince Woodman Camaro Z28
- 2.Stuart Graham Camaro Z28
- 3.Peter Hanson Opel Commodore
- 4.Tony Lanfranchi BMW Si
- 5.Malcolm Kay Camaro Z28
- 6.Barrie Williams Mazda RX3

STP Formula Ford Championship
round #4 Silverstone

- 1.Patrick Neve Lola T340
- 2.Geoff Lees Royale RP16
- 3.Bernard Vermillio VanDiemen RF74
- 4.Chris Barnett Royale RP16
- 5.Richard Hawkins Dulon MP15
- 6.Ian Beresford Palliser WDF2

Wella for Men Formula Ford Series
round #8, Brands Hatch

- 1.Peter White Palliser WDF2
- 2.Richard Morgan Royale RP16
- 3.Rob Wicken Merlyn Mk.17
- 4.Will Arif Crossle' 16F
- 5.Rupert Keegan Hawke DL11
- 6.Barry Hopwood Royale RP16

Reports from Italy suggest that TECNO are about to reappear in Formula 1. Luciano Pedrazini stated recently that he intends to run a completely revised flat 12 engine, which according to some reports last year was only good for 350 bhp. Signor Pedrazini says that Nanni Galli will come out of retirement to rejoin the team (not very likely), and he will be joined by Rikki vonOpel (now with Brabham). Signor Pedrazini has a reliability record comparable to his previous F 1 efforts.

World Manufacturers Championship
round #4, Imola 1000 kms.

1. Pescarolo/Larousse Matra 670C
2. Stommelen/Reutimann Alfa 33TT12
3. deAdamich/Facetti Alfa 33TT12
4. Beltoise/Jarier Matra 670C
5. Keller/Heyer Carrera
6. Schon/Borri Carrera

BOC Formula Ford Championship
round #8 Brands Hatch

1. Richard Morgan Crossle' 25F
2. Syd Fox Hawke DL11
3. Rob Wicken Merlyn Mk.17
4. Mike Young VanDiemen RF74
5. Bernard Vermillio VanDiemen RF74
6. Stephen South Ray 74F

Prix de Monaco for F3
Monte Carlo

1. Tom Pryce March 743
2. Tony Brise Modus M1
3. Sandro Cinotti March 743
4. Giorgio Francia March-Toyota 743
5. Renzo Zorzi March 743
6. Alex Ribeiro GRD 374

BOC Formula Ford Championship
round #9, Snetterton

1. Richard Morgan Crossle' 25F
2. Syd Fox Hawke DL11
3. Ken Gray VanDiemen RF74
4. Bernard Vermillio VanDiemen RF74
5. Richard Hawkins Dulon MP15B
6. Tiff Needell Elden mk.10

World's Driving Championship
round #9, Dijon France

1. Ronnie Peterson JPS Lotus 72
2. Niki Lauda Ferrari
3. Clay Reggazoni Ferrari
4. Jody Scheckter ELF-Tyrell
5. Jacky Ickx JPS Lotus
6. Denis Hulme McLaren

European Formula 2 Championship
round #4 Salzburgring

1. Jacques Lafitte March 742-BMW
2. David Purley Chevron B27
3. Jose Dolhem Surtees TS15
4. Patrick Tambay ELF 2 742
5. Mauro Flammini March 742
6. Torsten Palm GRD 273

STP Formula Ford Championship
round #5 Silverstone

1. Mike King Lola T340
2. Geoff Lees Royale RP16
3. Jeremy Rossiter Reynrad 74F
4. Kim Walsh VanDiemen RF74
5. Peter Orlando Merlyn Mk, 20
6. Graham Elkington Royale RP16

John Player Formula Atlantic Series
round #7, Oulton Park

1. John Nicholson Lyncar
2. Jim Crawford March 73B
3. Ray Mallock Brabham BT40
4. Tony Brise Modus M3
5. Geoff Friswell March 73B
6. Peter Wardel Surtees TS15

Castrol Touring Car Championship
round #7 Thruxton

1. Richard Lloyd Camaro Z28
2. Tom Walkinshaw Capri
3. Andy Rouse Triumph Dolomite
4. Barrie Williams Mazda RX3
5. Tony Dron Triumph Dolomite
6. John Handley Triumph Dolomite

World's Driving Championship
point standings after 9 of 15 races

- | | |
|-----------------------|----|
| 1. Niki Lauda | 36 |
| 2. Clay Reggazoni | 32 |
| 3. Emerson Fittipaldi | 31 |
| 4. Jody Scheckter | 26 |
| 5. Ronnie Peterson | 18 |
| 6. Denis Hulme | 12 |

The recent passing of Silvio Moser went largely unnoticed in the U.S. AUTOSPORT had a nice eulogy for the Swiss sports car driver - "The pleasant diminutive man was always smiling and helpful whenever he could be". Though an over-used cliché the sport will be poorer without him.

The recent World Cup Rally was dominated by French cars: a Citroen won, followed by three Peugeots. A Jeep was fifth. An all-female team finished second. Nineteen cars managed to finish.

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