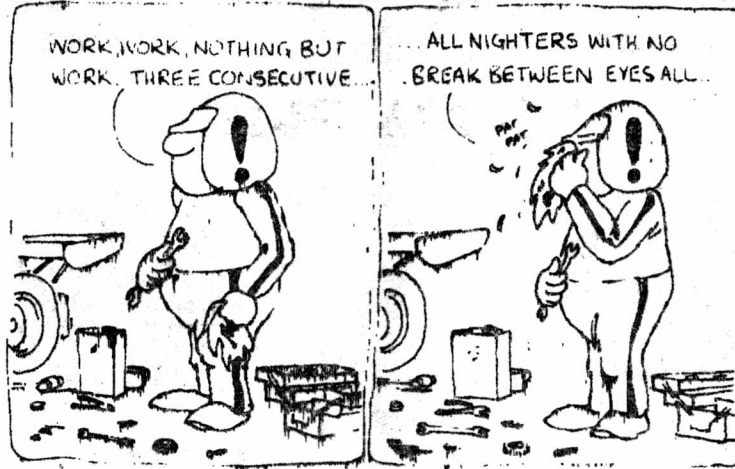


# the knock-off

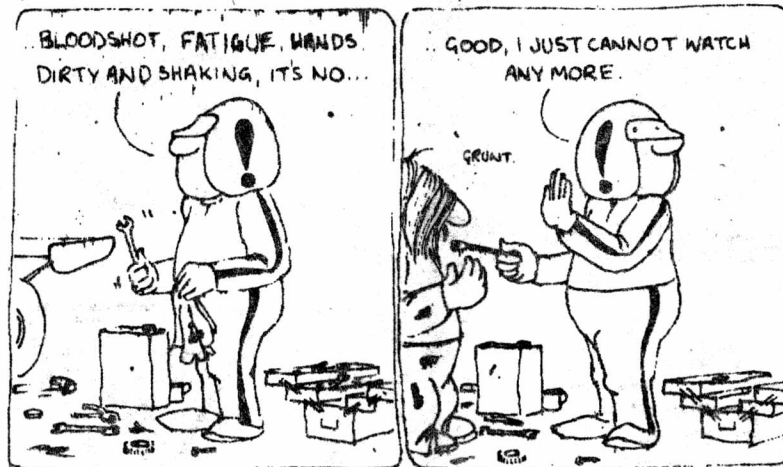
October 1974

## CATCHPOLE



© Autosport 1974

By Barry Foley



AUTOSPORT, JUNE 27, 1974

THIRD CLASS MAIL  
 29 VAN BUREN AVE.  
 RAUENA, NEW YORK  
 12143

Mohawk-Hudson Region SCCA - Knock-Off

# NORTHEAST

## FOREIGN CAR ACCESSORIES, INC.

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

1854 STATE STREET  
SCHENECTADY, NEW YORK 12304  
370-2225

*"Call Us First"*



**BOSCH**  
GERMANY



**Continental** *Radial*



**ABARTH**

**AMCO**

**VDO**  
INSTRUMENTS

FULL LINE OF FOREIGN CAR  
PARTS & ACCESSORIES

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

Regional Executive

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

Director

Howard Geer  
6 Jones Ave.  
Chatham, NY 12307  
392-3498

Treasurer

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

Activities Director

Walt Tracinski  
40 Hillside Park  
Stillwater, NY 12170

Competition Chairman

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

Solo Chairman

Bill Ruschetti  
Rt. 20, Box 344  
New Lebanon, NY 12125

Rally Chairman

Bill Hoffert  
231 Green St.  
Schenectady, NY  
346-5491

KNOCK-OFF Editor

Greg Rickes  
15 Marie Hwy  
Colonie, NY 12011

Assistant Regional Executive

Craig Robertson  
1067 Palmer Ave.  
Schenectady, NY 12309  
372-3737

Director

Phil Raeder  
Onesquethaw Creek Rd.  
Feura Bush, NY 12067  
768-2486

Secretary

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

Membership Chairperson

Jean Fantelli  
Damask Dr.  
Elnora, NY 12065

Publicity Committee

Racing & Solo Events  
Craig Robertson  
1067 Palmer Ave.  
Schenectady, NY 12309  
372-3737

Rally Events

Craig Robertson

KNOCK-OFF Circulation

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

KNOCK-OFF Advertising

Phil Panos  
463-9077 or 462-1689

The Mohawk-Hudson Region of the SCCA meets 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 ID

TO

BLENCH

### ARMCO AGAIN

The unfortunate accident which claimed Helmut Konnigg's life at Watkins Glen is the latest in a tragic series in which steel retaining barriers have been the culprit. Far from making racing safer, they seem to have increased the hazard. And lining the Armco with catch fences does not do much to reduce the lethal power to destroy that these barriers hold. And amidst all the verbiage about the need to make motor racing safer, etc.etc.etc. none of the high-rollers from FIA, CSI, CPDA, and the rest of the alphabet have seemingly taken the time to study the quick, cheap, and easy solution which the TIREWALL, as developed at Nelson Ledges, seems to offer. Sometimes you wonder if these people cannot see the forest because of the trees.

Mr. Dave

This is the last month that Dave MacClumpha is publishing the K-O, so it's very important that I take this opportunity to thank him for service above and beyond the call of duty. The fact that you will read about the sss Challenge before it appears in any other publication is just the latest example of Dave's willingness to print material right up until the minute we begin collating. In order that this publication might serve the members better Dave has, over the last two years, conveniently forgotten, on numerous occasions, the meaning of the word "deadline". Without Dave I wouldn't be editor.....

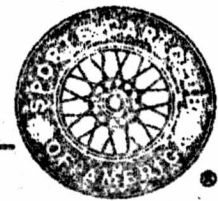
Which conveniently leads into the joyous announcement that we'll be having some new names on the masthead soon. Judy Beauregard, Jean Hacker and Marie Corrin are going to direct-operations beginning next month, and taking over fully by December. And even if no one else really cared, I am ecstatic.

And now since the typewriter has broken, I hereby declare this editorial closed.

greg

P.S.: Craig Benson also leaves our staff this month to join the Navy. Our thanks for his diligent service as circulation director, and best wishes to Ensign Benson

# Governor's Memo



**From**

ROGER CLOUSER  
GOVERNOR, AREA ELEVEN, SPORTS CAR CLUB OF AMERICA, INC.

**TO:** REGIONAL EXECUTIVES  
NEWSLETTER EDITORS

AREA ELEVEN.

**RE:** BOARD OF GOVERNORS MEETING  
DENVER, COLORADO  
SEPTEMBER 13, 14, 15 1974

The normal June and November Board of Governors meetings were combined into a single three day meeting in September. This memo and attached releases will attempt to highlight the important items covered during the meeting --- if you have questions or would like further information, please call or write.

**SCCA FINANCIAL SITUATION.** This was the biggest single problem faced by the Club in 1974 and the positive steps taken by Executive Director Cameron Argetsinger and his staff have been rewarding. We entered 1974 in a less than healthy position, facing a year in which income would be reduced because of a cutback in professional racing. The economy methods introduced by the staff have been successful in meeting the problem and at this point, it appears we may end the year slightly in the black. Again, Argetsinger and his staff deserve a great amount of credit for maintaining a high level of operating efficiency and membership services on a drastically reduced budget.

Even though we're operating on a much more solid financial basis our financial problems are not over. Professional racing, hopefully a major source of income to the Club, will probably not show much improvement in 1975. In addition, the staff will probably have to cope with another 10% inflationary increase. The tight money policy will continue.

In an action related to the current economic situation, the Board raised dues, effective for the 1975 membership year, to \$25 for each regular member. Spouse and junior dues remain unchanged. The Board did not want to follow last year's dues increase with another --- but realizes that the Club was unable to anticipate the 25% increase in our cost of doing business which has affected us so much during the past two years,

I don't feel that \$25 is a particularly expensive membership fee when one considers the variety of programs and membership services available. Nor do I feel it should have a negative affect on membership if the regions continue to do a good job. Despite the unsettled conditions of the past two years, many regions in the country (including Area 11's Glen Region) have made major increases in membership simply by continuing to do a solid job.

**CLUB RACING.** Financially and activity-wise, this has been the strongest area of SCCA operation in 1974. You'll see many changes in the Club program for '75 --- but most are minor. Basically we have a stable situation:

1. The class combinations previously approved as well as the class combinations recommended have been deferred indefinitely. This means our Club class structure for '75 will be identical to '74's. Formula A, Formula B, A Sedan, A Production, B Production, A Sports Racing and B Sports Racing will all remain as separate classes. There will be no immediate combination of Production and Sedan classes.
2. SCCA continues to work with sanctioning bodies in Canada and Great Britain for common rules and a stabilization of policy on those classes which run in all three countries. In one action aimed at common rules, minimum weight for Formula Ford has been lowered to 881.6 lbs.
3. The "Supernational" series will continue in 1975 with plans for expansion to be announced after meetings with manufacturers and promoters.
4. A proposal to allow "clutches with two discs as a means of reducing the cost of replacement for expensive, custom-made single disc clutches" was referred back to the Competition Board for clarification. Hopefully, this item will be approved at the February Board meeting since it is aimed at reducing the cost of racing.
5. A proposal to allow dry sumps for all production and sedan classes was disapproved. Here again, the Competition Board's intent was to reduce the cost of racing for the Club competitor. All of you who are interested are familiar with the engineering arguments of supposed performance advantages vs. reliability and lower cost racing. If you have comments, I'd appreciate them.
6. A proposal to combine certain categories in one race --- particularly Formula classes with Sports Racing classes --- is being considered. The advantages, obviously, are to provide more practice time and track time for everyone. Comments from the membership are being invited by the Competition Board.

- 7. A proposal which would have required twice-a-year weighing and certification of Halon fire extinguisher containers was disapproved.
- 8. A new roll bar padding rule was approved. Basically, it requires that any portion of the roll bar or bracing which might be contacted by the helmet be covered by styrofoam or other energy-absorbing material to a minimum thickness of 1". This padding shall not restrict front or side vision.
- 9. There's a new definition for the type of gasoline we can use in 1975. GCR 2.11 will read. "Fuel --- any grade of gasoline. Gasolines consist entirely of hydrocarbon compounds. The gasoline may contain anti-oxidants, metal de-activators, corrosion inhibitors and lead alkyl compounds such as tetra-ethyl lead. Oxygen and nitrogen bearing additives are prohibited. Regions will be equipped to check for oxygen and nitrogen bearing additives. NOTE: A specific checking kit will be required which will be available at reasonable cost (\$50-\$60)."
- 10. A new Appendix M (Medical-Safety Requirements) was approved as mandatory by the Board of Governors. It will require a little extra effort and a small cash expenditure by some regions --- however, it significantly upgrades our medical-safety standards.
- 11. In a clarification of Court of Appeal procedures, the Board rules that the decision on whether or not an appeal is to be heard would be made by the Chairman, Standing Court of Appeals, Divisional Appeal Court Representative, and the Director of Club Racing. Further, a decision as to whether an appeal court decision is to be final and published is to be made by the Chairman, Standing Court of Appeals and two Divisional Appeal Court Representatives who have not participated in the matter in any way.
- 12. Eligibility of SSS and SSC cars has been extended to three years effective 1975.

SPORTS CAR. The Executive Director is negotiating a one-year continuation of the contract with our present publisher.

MMI. Our relationship with MMI (who represented us mainly in the area of sponsorship promotion in professional racing) has been terminated by mutual agreement.

INSURANCE. The Club has appointed K&K Insurance of Fort Wayne, Indiana as the Club's Insurance Broker. This is a long established agency with many years experience in the racing business.

APPOINTMENTS. Appointments of National Directors and Administrators were deferred until the February Board meeting. Appointments to National Boards and Committees are outlined in the attached release. There were few changes in the Northeast Division appointments. They were:

- SCHEDULING. Ms. Judy Tessemer (Steel Cities)
- NEDIV SOLO STEWARD. Art Trier (New York)
- DRIVER LICENSING. Tom Flaherty (NNJ)

### Final Round: John Player Formula Atlantic Championship -- Halifax, Nova Scotia

The new 1.6 mile Atlantic MotorSport Park hosted the finale to the JPFA Series in Canada. Bill Brack, the series leader switched from his usual Lotus 59/69 which with ~~its~~ home-brewed mods is called a Crosty, to an Open Chevron B27. SuperVee driver Howdy Holmes also had an Atlantic ride. Among the other U.S. drivers present were Tom Klausler and Bill O'Connor (Lola T360s) Jim King and Chip Meade (Chevron B27) and Charlie Gibson, who crashed his March in practice, and points contenders Wink Bancroft and Bobby Brown. Considerable rain upset the form of the race, but Brack emerged victorious for the race, and thus the series. Order of finish at AMP was :

- |                 |             |                      |             |
|-----------------|-------------|----------------------|-------------|
| 1. Bill Brack   | Chevron B27 | 6. Syd Demovsky      | March 74B   |
| 2. Bobby Brown  | March 74B   | 7. Chip Mead         | Chevron B27 |
| 3. Tom Klausler | Lola T360   | 8. Peter Broeker     | Chevron B9  |
| 4. Howdy Holmes | Chevron     | 9. Gilles Villeneuve | March 74B   |
| 5. Bruce Jensen | March 73B   |                      |             |

### Troie Rivieres Gran Prix for Formula Atlantic

The annual through the streets race for FA cars featured a true international gathering of talent once again as the Atlantic regulars were joined by George Follmer, Tom Pryce, J-P Jassaud and Patrick Depailler. Bob Brown was injured slightly in a practice crash. Though not counting for the FA championship, a very good field of cars turned out. Tom Klausler took advantage of a dislodged wing on Depailler's car to earn victory. Pryce had a locking wheel give him problems, and Follmer suffered severe engine problems.

- |                      |             |                    |              |
|----------------------|-------------|--------------------|--------------|
| 1. Tom Klausler      | Lola T360   | 13. Wink Bancroft  | Chevron B27  |
| 2. J-P Jassaud       | Chevron B27 | 14. Bob Beyea      | Brabham      |
| 3. Patrick Depailler | March 742   | 15. Rick Forest    | March 723    |
| 4. Jim King          | Chevron B27 | 16. Peter Broeker  | Chevron      |
| 5. Bruce Jensen      | March 742   | 17. Mike Hall      | Brabham BT40 |
| 6. Reg Scullion      | March 742   | 18. Chris o'Brien  | Rondel M1    |
| 7. Chip Mead         | Chevron B27 | 19. Craig Hill     | Brabham BT40 |
| 8. Bill O'Connor     | Lola T360   | 20. Roger Secrist  | Rondel M1    |
| 9. Price Cobb        | Chevron B20 | 21. George Follmer | March 742    |
| 10. Al Justason      | Rondel M1   | 22. Seb Barone     | March 732    |
| 11. Ron Cohn         | March 73B   | 23. Rich Doran     | GRD          |
| 12. Dave Westgate    | March       |                    |              |

A professional Formula Atlantic race dubbed the Bahamas Grand Prix was run by the Waterford Hills Road Racing Club at their Waterford Hills Michigan road course in September. 18 cars started in this professional FA contest. Tom Klausler scored another impressive victory in his Lola T360 over Vince Muzzin who was in Chip Mead's Chevron for the occasion. Mead had a new Chevron which he drove to third place ahead of Don Breidenbach (March) and Bruce Jensen (another March 74B). The victory in the forty lap race over the mile and a half circuit was worth \$2000 to Klausler.

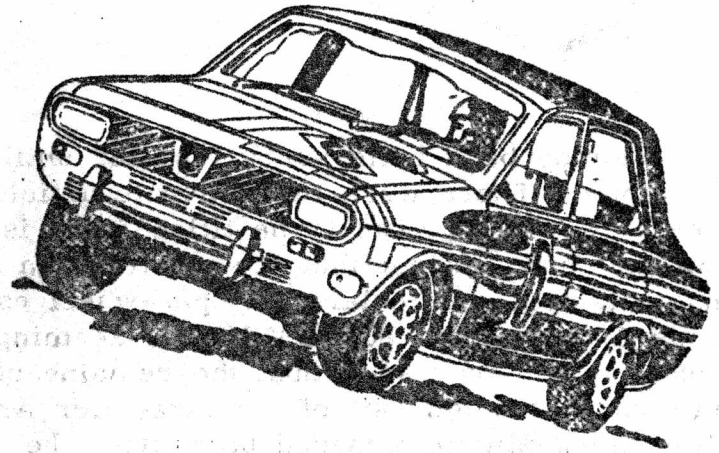




# le succès

question de préparation

SALES  
SERVICE  
PARTS



## MOHAWK RENAULT

756 STATE STREET  
SCHENECTADY, N. Y.  
372 - 6429

PARTS DISCOUNTS - SCCA MEMBERS

PANASONIC RADIOS AVAILABLE

# Rexford Mfg & Welding Co Inc

D. L. GEBERT

## CUSTOM STEEL FABRICATION

PIPE BENDING  
AND  
WELDING

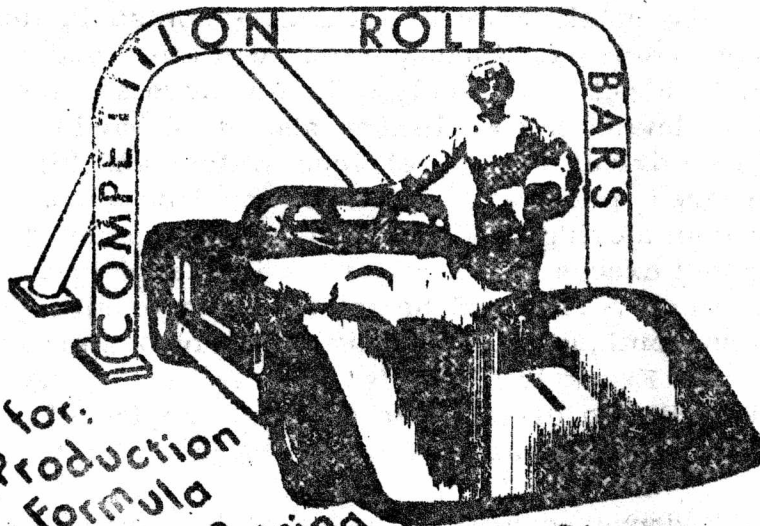
Telephone:

(518) 399-5021

Rustic Bridge Road

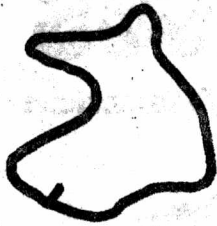
Route 2

Rexford, NY 12148

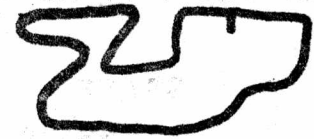


for:  
Production  
Formula  
Sport Racing  
Cars

also:  
Trailers



The North American  
Formula One  
Grand Prix



I may be a little sorry I waited until after the U.S. Grand Prix to write this report. There were two separate articles originally planned. The first was to be a "scoop": it was to be titled "Who is Helmut Konnigg?". I guess we all know that now, except that the question can no longer be asked in the present tense. Racing, particularly in open-wheel cars, is dangerous and the great Jackie Stewart-inspired ARMCO has seemingly made it more so; but a grimmer scene I have never seen than the remains of the young Austrian's Surtees-Ford stuck under the top rail of the three tier Armco barriers, and the removal of his black-plastic wrapped body after the conclusion of the U.S. Grand Prix. Just two weeks earlier Bobby Schweikert and myself had commented on how smoothly he had driven to take a relatively uncompetitive car into tenth place in the Canadian Grand Prix. And so it goes in racing.

There were some major differences between the Canadian and U.S. races this year -- first of all the weather. It was cold, damp, and windy up north; in Schuylar County it couldn't have been nicer, real Indian summer weather. The anticipation of the new American entries in Canada was great -- Mario Andretti in the new Parnelli and the return of Mark Donohue in the Penske PC-1. Both showed some promise, and as you know Andretti showed best finishing seventh in Canada to Mark's twelfth. In the U.S. Mario improved on this in practice, astounding everyone by being fastest in early Friday qualifying and eventually ending up third on the grid. Mark stayed the same, towards the back. But their home GP did not bode well for either. Mario's electrical problem in warm-up and subsequent late start, a push start at that, rendered him an official non-starter. Mark just drove around in a pack toward the rear and DNF'd with suspension problems.

Other impressions of the two races....the Ferraris were by far the fastest cars in Canada, particularly on the uphill Andretti straight - not so in the U.S. where their horsepower advantage seemed to disappear on the flatter and smoother track. The Brabhams seem to handle extremely well anywhere and the Carlos boys are just fantastic (I still maintain that Reutimann should be world champion -- to me at least he's the best driver out there). John Watson and his Hexagon Racing Brabham are another great pair, and I feel he would be much better off staying where he is rather than moving to BRM as has been rumored. The BRM's have to be about the sorriest excuse for a major racing team that can exist -- but at least they gave Chris Amon a ride and he soldiered on to give them a ninth in the U.S. Another driver who continues to look good is Arturo Merzario in a car that is not quite there, yet, the Frank Williams Iso-Ford. "Art" is very impressive but then Ferrari never holds on to drivers for a proper period of time anyhow. The JPS Lotuses -Type 72s may finally be too old - just didn't have it in North America.

The Races - Emerson Fittipaldi drove as well as he could in Canada, and won. No one was going to catch Lauda, and that's all there was to it. Nor was anyone else going to catch Emerson. The U.S.G.P. - no one was going to catch Reutimann. He led every lap from his pole position, and as close as Hunto got (sometimes only ten yards behind) Carlos never seemed to be in danger and he drove brilliantly.

Pace followed about ten to fifteen seconds behind these two until Hunt's fuel pressure dropped in the last ten laps and he wound up third. Everybody else trailed. Emerson was content with his fourth place, and why not, it won him his second world championship. Watson's fifth was another good finish but the retirements of Scheckter and Merzario is what really made it possible. Ditto Depailler's sixth, but by the same ~~luck~~ token (which was actually left in England) both Watson and Depailler drove well enough to deserve points.

Both events had little real car-to-car dicing, everybody driving around in tightly bunched groups going as fast as they could. I have never seen such uniformly excellent driving by all the contestants. Truly marvelous road racing. One couldn't have asked for more. Except for seeing John Surtees discussing the events of the day with the Schuyler County Sheriff and Coroner in the Tech Center after the U.S.G.P. Sometimes post-race arrangement making is not that pleasant. Maybe knowing where to find drivers and teams at the end of the day is not that good after all. I should have gone home earlier.

h. manley iv

World's Driving Championship  
round # 14, Mosport Canada

1. Emerson Fittipaldi McLaren
2. Clay Reggazoni Ferrari
3. Ronnie Peterson JPS16/Lotus 76
4. James Hunt Hesketh
5. Patrick Depailler ELF-Tyrell
6. Denis Hulme McLaren
7. Mario Andretti Parnelli
8. Carlos Pace Brabham
9. Carlos Reutemann Brabham
10. Helmut Konnig Surtees

World's Driving Championship  
round #15 Watkins Glen

1. Carlos Reutemann Brabham
2. Carlos Pace Brabham
3. James Hunt Hesketh
4. Emerson Fittipaldi McLaren
5. John Watson Brabham
6. Patrick Depailler ELF-Tyrell
7. Jochen Mass McLaren
8. Graham Hill Embassy@Lola
9. Chris Amon ~~XXXXX~~ BRM
10. J-P Jarier UOP-Shadow

Watkins Glen VW Gold Cup for SuperVee

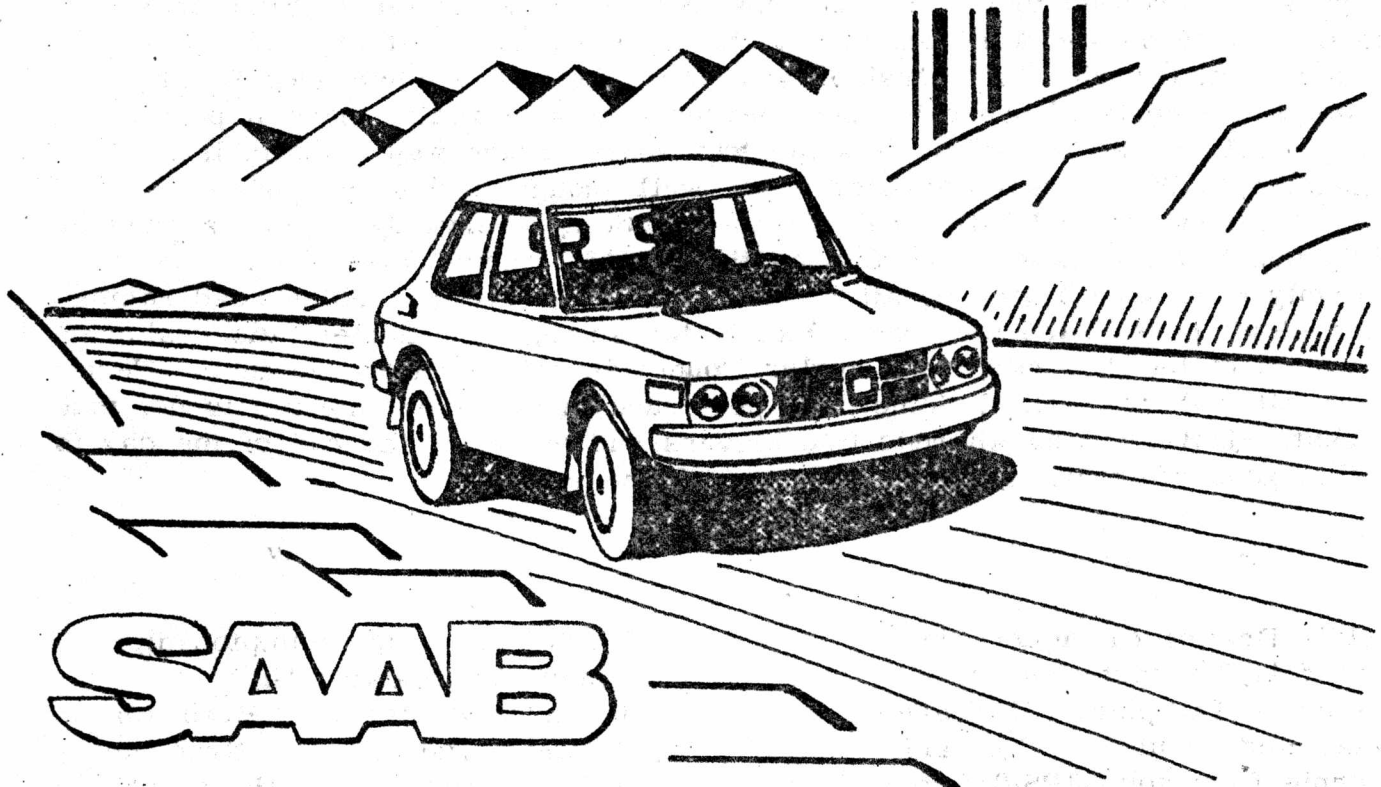
1. Elliot Forbes-Robinson
2. Harry Ingle
3. Tom Bagley
4. Rich Melville
5. Fred Phillips
6. Howdy Holmes
7. Bror Jaktlund
8. Hurley Haywood
9. Bob Lazier
10. Fred Kottulinsky

Watkins Glen Formula Atlantic

1. Bill O'Connor Lola T360
2. Fred Phillips March 733
3. Howdy Holmes Chevron B27
4. Bruce MacInnes March 73B
5. Reg Scullion March 742
6. Hector Rebaque Chevron B27
7. Gilles Villeneuve March 74B
8. Gary Magwood Lola T360
9. Rich Melville Chevron B27
10. Ken Duclos Brabham BT40

The Can-Am Shadow match race was won by George Follmer, over UOP teammate Jackie Oliver

The vintage car race which had eighty entrants, was won by John Mastrianni, in Joel Finn's two liter Birdcage Maserati.



# NEW SALEM GARAGE

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

## lotus racing east

**AEROQUIP**

**Graviner Fire Systems**

**Hewland**

**Brian Hart**

**Holbay**

**VARLEY**

**Supertanium Hardware**

**Cosworth**

**Vegantune**

**BRM**



### GO-POWER ENGINE DYNO

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

## LOTUS RACE CARS

**CROSSLE DISTRIBUTOR - EAST COAST**

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

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

**12546**

## IMSA at Lime Rock: BF Goodrich RS Sedans, Camel GT, and SuperVee

One of the prime contenders for the GT race started the days activities off by flipping at the entry to the first turn, and so Al Holbert and Carrera were out, setting the tone for the day.

Forty RS sedans started the days first race, and from the start it was a three car race between the Gremlins of Amos Johnson and George Alderman and the BMW of Nick Craw. Pat Bedard's Pinto started from the pole, but a cracked oil pan put the Car and Driver entry out early. Though the Gremlins were quite surprising by their agility and power in spite of considerable bulk, mass, and six cylinder push rod engines matched with three speed transmissions, it was Craw's BMW which was in control of the race. Behind the top three there was good dicing for the top 15 places; Jerry Walsh brought a street-legal RS Pinto in fourth, followed by BMWs of Jerry Cohen and Ray Kormann, Pintos driven by Larry Campbell and Ralph Kemmerer, Mo-Hud's Bruce Cargill having his only 1974 RS outing in his Colt, and tenth was Bob Gardner in another big car, a Maverick.

There was just about no American car challenge in the first 100 miler for the GT cars. Warren Tope had a new car that looked as much like a Pantera as it did a Mustang which it was alleged to be. Maurice Carter had a Camaro but was likewise out of the hunt. The All-Porsche battle was upset only by Bob Sharp's Datsun 260Z, and a lesser threat from H. Theodoracopalous Capri RS. Peter Gregg dominated the first GT race, but there was an excellent and close contest behind which eventually ordered itself Keyser, Behr, Sharp, Minter, Bergstrom, Dyer, Heimrath (all carreras except B. Sharp) Miller Brothers Camaro and Bergstorm in a Carrera to round out the top 10. A most serious incident saw Tony Rolfe (Datsun 240Z) hit a deer, after which John Bisignano was unable to avoid the carcass and had his Opel Manta launched into the trees between stations 10 and 11 (the downhill). The impact was so severe that it collapsed the right front corner of the roll cage. Bisignano, who has run F3 cars in Europe, was lucky enough to get off with only a broken collarbone.

The SV race was without Elliot Forbes-Robinson who was Eagle-ing at Ontario so Harry Ingle finally got the victory he's been after all season. Bill Scott came out of retirement to finish second, ahead of Fred Phillips. Local boy made good was the story of Rick Bell's fourth place. Tom Bagley, Ed Wachs Fred vanBuren, Benny Scott, Bill Robinson and Bror Kaktlund rounded out the top 10. Tom Reddy got the unkindest cut when a Mexican cut him off on the start-finish line and his SuperVee tried to go under the Armco. That's not the way it's supposed to be! the whole barrier question needs a rethink.

The second GT heat looked to be a Peter Gregg benefit until a broken throttle cable sent to Brumos Carrera in for an unexpected pit visit. Mike Keyser held off the surprising 260Z of Sharp for the win. Minter Dyer and Heywood were next home, all in Carrera, then John Morton in a Datsun 240Z, Gregg, Hagstead, Theodoracopalous and Charlie Kemp in 10th in another Carrera.

As a general overview the short heat format produced good close racing, and the car to car competition was intense, as demonstrated by the fact that most of the front runners were wearing silver tape and somebody else's paint as they came out for the second round. The American car challenge simply did not exist at this round, and one can only speculate what effect the newly-devised All-American GT cars will be like on the shorter tracks. Meanwhile it remains pretty much a Porsche Parade.

Castrol Touring Car Series  
round #8 Brands Hatch

1. Stuart Graham Camaro Z28
2. Richard Lloyd Camaro Z28
3. Tom Walkinshaw Capri V6
4. Andy Rouse Triumph Dolomite
5. Jon Fletcher Camaro Z28
6. Barrie Williams Mazda RX3

John Player Formula Atlantic Series  
round # 9 Brands Hatch

1. Alan Jones March 74B
2. David Morgan Chevron B25
3. Jim Crawford March 73B
4. Ted Wentz March 74B
5. Tony Brise Modus M1
6. Cyd Williams Brabham BT40

Forward Trust F3 Championship  
round #9 Cadwell Park

1. Jose Santo March 743
2. Tony Rouff GRD 373
3. Jose Chateaubriand March 743
4. Danny Sullivan March 723/733
5. Barrie Maskell Dastle Mk.10
6. Marcos Moraes GRD 374

STP Formula Ford Championship  
round #9 Silverstone

1. Mike Young VanDiemen RF74
2. Stephen South Ray 74F
3. Mathew Argenti VanDiemen RF74
4. Richard Hawkins Dulon MP15B
5. Roberth Joubert Lola T340
6. Gordon Smiley Royale RP16

MCD Formula Atlantic Championship  
round #5 Silverstone

1. Ray Mallock Brabham BT40
2. David Morgan Chevron B25
3. Geoff Friswell March 73B
4. Alan Jones March 74B
5. Hector Rebarque Chevron B25
6. Peter Vincent Brabham BT36

Wella for Men Formula Ford Series  
round #11 Mallory Park

1. Syd Fox Hawke DL11
2. Roger Orgee Dulon MP15
3. Richard Eyre Dulon MP15
4. David McCallum VanDiemen RF73
5. Tiff Needell Elden PH10C
6. David Heale Dulen LD9/15

BOC Formula Ford Championship  
round #11 Oulton Park

1. Mike Young VanDiemen RF74
2. Richard Morgan Crossle' 25F
3. Stephen South Ray 74F
4. Mathew Argenti VanDiemen RF74
5. John Crowe Merlyn Mk.25
6. Mike Taylor VanDiemen RF74

European 2liter Sports Car Series  
round #4 Enna Italy

1. Gereard Larousse Alpine A441
2. Alain Serpaggi Alpine A441
3. J-P Jabouille Alpine A441
4. Chris Craft Osella-Abarth PA2
5. Jorg deBagratiion Osella=Abarth
6. Jean Ragnotti March-Ford 74S

European Touring Car Championship  
round #5 Zandvoort

1. Mass/Stomellen Capri RS3100
2. Vermuelen/Slotmaker BMW CSL
3. Arm/Cocher BMW CSL
4. Akersloot/Fitzpatrick Capri V6
5. Henzeman/Glemser Capri RS3100
6. Heyer/Ludwig escort RS

European Formula 2 Championship  
round #7 Karlskoga Sweden

1. Ronnie Peterson March 742-BMW
2. Patrick Depailler March 742BMW
3. Jacques Lafitte March 742-BMW
4. M. Kuwashima March 742-BMW
5. Gabriel Serblin March 742-BMW
6. Alain Cudini ELF 2-BMW

MCD Formula Atlantic Championship  
round #6 Mallory Park

1. John Nicholson Lyncar
2. Jim Crawford March 73B
3. Dave Morgan Chevron B25/27
4. Ted Wentz March 74B
5. Ray Mallock Brabham BT40
6. Alan Jones March 74B

BOC Formula Ford Championship  
round #12 Mallory Park

1. Petrick Neve Lola T340
2. Bernard Vermillio VanDiemen RF74
3. Stephen South Ray 74F
4. Richard Morgan Crossle'25F
5. Robert Joubert Lola T340
6. Syd Fox Hawke DL11

Lombard North Central F3 Series  
round #6 Oulton Park

1. Alex Ribeiro GRD 374
2. Nicholas VonPreussen March 374
3. Derek Lawrence Ehrlich ES2
4. Tony Rouff GRD 373
5. Marcos Moraes GRD 374
6. Brian Henton March 743

Lombrad North Central F3 Series  
round #7 Brands Hatch

1. Brain Henton March 743
2. Alex Ribeiro GRD 374
3. Danny Sullivan March 733
4. Nick vonPreussen March 743
5. Derek Lawrence Ehrlich ES2
6. Jose Chateaubriand March 743

# BARNEY'S SPEED SHOP

127 NORTH LAKE AVENUE ALBANY, N.Y.

phone (518) 463-3501

MACHINE SHOP SERVICE



electronic  
engine  
balancing  
parallel boring  
cylinders sleeved  
crankshafts ground

RACE CAR EQUIPMENT

*If everyone else fails you call . . .*

**TURN ONE**

Auto Accessories for Street & Competition

for those hard to find parts and save \$

WILLIAM HOFFERT, JR.  
(518) 348-5835

*We Race & Rallye What We Sell*

European 2liter Sports Car Series  
 round #5 Hockenheim  
 1. Alain Serpaggi Alpine Renault A441  
 2. John Lepp Chevron-Ford B26  
 3. Dave Walker TOJ-BMW  
 4. Fred Stadler Lola-Chrysler T294  
 5. J-P Jabouille Alpine Renault A441  
 6. Rafael Barrios Chevron-Ford B26

Rothmans F5000 Championship  
 round # 13 Thruxton  
 1. Bob Evans Lola T332  
 2. Peter Gethin Chevron B28  
 3. Tom Belso Lola T330  
 4. Chris Craft Chevron B28  
 5. Eddie Keizan Lola T332  
 6. Lella Lombardi Lola T332

European Formula 2 Championship  
 round # 8 Enna, Sicily  
 1. Hans Stuck March 742-BMW  
 2. David Purley Chevron B27-BMW  
 3. Gabriel Serblin March 742-BMW  
 4. Michel Leclere ELF 2-BMW  
 5. Duilio Truffo March 742-BMW  
 6. Cosimo Turizio March 742-BMW

Lombard North Central F3 Series  
 round #8 Snetterton  
 1. Brian Henton March 743  
 2. Alex Ribeiro GRD 374  
 3. Tony Rouff GRD 373  
 4. Barrie Maskell Dastle Mk.10  
 5. Nick vonPreussen March 733  
 6. Pedro Passadore GRD 374

Wella for Men Formula Ford Series  
 round #12 Brands Hatch  
 1. Rob Wicken Merlyn Mk.17  
 2. Tiff Needell Elden PH10  
 3. Barry Hopwood Royale RP16  
 4. Danny Burritt Dulon MP15  
 5. Pato Nunez Crossle 25F  
 6. Chris Pryer MRE 74F

24 Hour Touring Car Challenge for  
 Group 1 cars -- Spa, Belgium  
 1. Xhenceva/Peltier BMW CSL  
 2. Ballot-Lena/Beguina Alfa GTV  
 3. Zecolli/Dona Alfa GTV  
 4. Vermuelen/Frankenhouit Opel GSE  
 5. Rouse/Dron Triumph Dolomite  
 6. Chamliillard/Bytebbier Alfa GTV

Silverstone's SuperSaloon Spectacular

What portended to be a showdown amongst Britain's top Super'Loon drivers was put awry by inclement weather which upset qualifying, and a drying track which made proper tyre selection a "black art".

The "big inch" boys suffered through a wet qualifying session which found pole position falling to Peter Kitchen's 1.3 liter Mini. Frank Gardner returned to England's racing scene with his European Touring Car Challenge entry, a Group 2 seven-liter Camaro to post second fastest time.

From the start Gardner was at the front, withstanding challenges from Gerry Marshall's Holden F5000 engined Vauxhall Ventora and Mick Hill's Ford Boss 302 Capri. Marshall shunted after a brake problem and Hill fell victim to a charging David Howes (Group 2 Javelin) before the finish. John Turner drove his Chevy engined Skoda to fourth, followed by Tony Hazelwood's Daf-Chevy and pole starter Kitchen. Gardner's average was 88 mph

World's Driving Championship ---- Final Points Standings			
1. Emerson Fittipaldi (Brazil)	55	10. Mike Hailwood (GB)	12
2. Clay Reggazoni (Switzerland)	52	10. Jacky Ickx (Belgium)	12
3. Jody Scheckter (South Africa)	45	12. Carlos Pace (Brazil)	11
4. Niki Lauda (Austria)	38	13. J-P Jarier (France)	10
5. Ronnie Peterson (Sweden)	35	14. J-P Beltoise (France)	6
6. Carlos Reutemann (Argentina)	32	14. John Watson (N. Ireland)	6
7. Denis Hulme (New Zealand)	20	16. Hans Stuck (Germany)	5
8. James Hunt (Great Britain)	15	17. Arturo Merzario (Italy)	4
9. Patrick Depailler (France)	14	18. Graham Hill (England)	1
		18. Tom Pryce (Wales)	1
		18. Vittorio Brambilla (Italy)	1

WANTED: MGA 1600 or 1622 for parts

Gene Birdsey 674-3022



Slippery Rock might have been more appropriate for the final Lime Rock Park NARRC race of the season. Intermittent showers during practice made the track slippery for the early races, and an absolute deluge finished the day off. Owing to the conditions which made it fit for neither man nor beast this writer got only occasional glimpses of the racing, and hence the low level of "who finished where" information contained herein.

Race #1 was for G&H Prod. and C Sedan. Mo-Hud's Doug Jones moved his J&S Racing Datsun 1200 CS from the fourth row into first place at the green flag and proceeded to show the field the difference between a regional car and a national car. At the end of fifteen laps the second place car was nowhere in sight when Doug took the checker. Mo-Hud's Dave Hathaway added another GP victory to his NARRC score in the GProd. Parsimonious Spitfire and the other J&S car driven by John Stim also earned a parking spot in the impound area in CS. Dick Johnson, in what lookslike a SAAB Sonnett roadster won D/SR over the OTAS/FIAT of Giovanni DiStasio.

Race #2 was for FVEE and featured five M-H drivers, the fastest of whom was Jon vandeCar's Caldwell. Jon ran up front until a multiple car mix-up at the downhill found him stalled in the middle of the track, a precarious position from which he recovered to move strongly through the pack. Alan Peck also put in a good performance in his Kellison: he ran as high as fifth or sixth until he got outhorsepowered in the late stages. Ken Buz-zard was another driver who put in a good demonstration of his potential: starting near the tail of the thirty car field he was up into the top ten until a plug lead came adrift halting further progress. Paul Greigger and Walt Thomas were also in the field for Mo-Hud and both finished mid-field.

Formula Fords were the next to take to the damp track. Joe Sposato, in a Titan this time, was the winner. That's about all we remember, but M-H's two entries fell afoul of track conditions. Pete Klein spun at station five and got the nose clipped off his Lotus 69, and Jeff vanPatten ran off the outside of the Big Bend, and his Macon sank.

Formula S66A cars were on the line for race four. Main contenders were Gerry Lieberg (March FB) and Pete Symonds (Cheetah nee' Rondel-Motul MIFB) Lieberg tried several passing maneuvers on Symonds, including driving up over his right rear tire, which spun them both out and gave the lead to a very surprisingly quick old Brabham FC car driven by Peter Brower. The C car was unable to fend off the quicker B cars, and Lieberg eventually won from Symonds, and then Brower.

Race Five was the DEF Prod. and B Sedan race. Ken Wasil was the early race leader in his DP Europa, but Don Valenti was the shocker as he spun from his front row starting position in the first turn of the first lap. It was good fortune which sent the EP Porsche spinning to the inside of the Big Bend without further contact, and Don resumed his race, albeit well behind. Wasil was hauled in by Ken Fullerton's BMW and Janet Guthrie's Toyota Celica (both BS), and then the rains came, and many cars went off in many different directions. Bob Claffie and Harold Cameron had a good go in FP until Bob's Spitfire blew an engine. Harold finished second in FP (I think) behind Gerry Plante's MGA.

With the deluge well and truly in full force, the ABC Prod. A Sedan and A&C SRs came out. Pete Callaghan and the Red Dog BP Carrera was one of the star attractions. Pete's rain driving ability, and the Carrera's reputation made them favorites, but water in der electriwerkkes made Pete's efforts an exercise in futility. He started the race a lap and a half behind, and looked like he would be able to makeup the distance when he unexpectedly and silently shot down the escape road. Several laps later he was back again, charging past cars in spectacular fashion, until he again headed up

the escape route, followed by a long silence. Each time he reappeared the car seemed to be running on fewer cylinders. Ray Anton was the race leader until the later stages when a good steady progression by Larry Mattera put his AS Camaro ahead of the BP "Vette. Behind them it was a scorers' nightmare. Strangest sight of the day occurred when a Camaro got sideways on the main straight, nose pointing toward the Armco and the stream beyond. The big Chev continued in this fashion from the start-finish line well into the braking zone for the Big Bend. In this fashion it was actually gaining distance on a Corvette just in front of him. And, believe it or not, he got the thing rotated 180° degrees 'round, to make it through the Big Bend.

The rain let up, replaced by a cold front moving through, for the final race of the day for SSS and SSSC. Wayne Keene motored away from the field for overall and SSSC honors in his Porsche 914, but there was considerable action behind. Mike Folsom in a Colt was the early leader, but a bit of an "off" gave the lead to M-H's Pete Hermance in the Spirit of 76 Pinto. His challengers were Don Sherman (a new Car&Driver Opel) and Jon McKnight in a Toyota. Where was Paul Hacker? Sitting on the hill, while his Colt is in the shop for a new head. Paul predicted that Folsom would come back to win: many were frankly skeptical. But with just two laps to go Folsom Sherman and McKnight all swooped by Hermance, who seemed to be having a problem with the drying track, as they entered the Big Bend, and when it was ended Folsom and Colt had indeed emerged victorious. Jim Behan was another who had several "moments" with the changing track conditions and finished his Pinto several positions behind what must have been a very disappointed Pete Hermance.

## the best in competition engine building

PORTING

COMPETITION VALVE JOBS

CYLINDER HEAD C.C.ing

HEAD MILLING and SURFACING

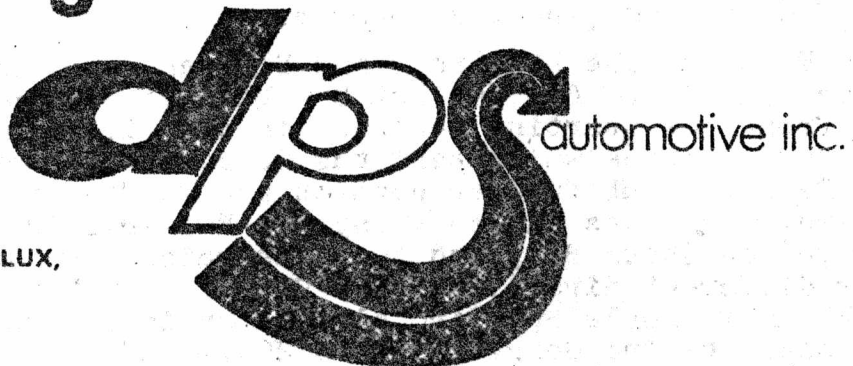
GRIND, INDEX, CROSS DRILL, MAGNAFLUX,  
and SHOTPEEN CRANKSHAFTS

COMPETITION BORING and HONING  
with HEAD PLATES

BLOCK ALIGN BORING

COMPLETE ENGINE BLUEPRINTING

SHOTPEEN, POLISH, MAGNAFLUX,  
and RESIZE RODS



# KAYE'S IMPORTED CARS

· MG  
· TVR

· TRIUMPH  
· FIAT

· JAGUAR  
· AUSTIN MARINA

FACTORY AUTHORIZED SALES-SERVICE-PARTS...

COMPLETE COLLISION SERVICE

HEADQUARTERS FOR SEMPERIT TIRES

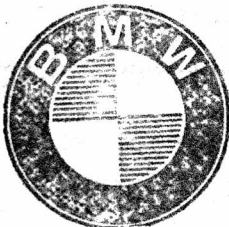
DOMESTIC & IMPORTED CARS -- BOUGHT & SOLD

OFFICE SALES **482-4413**

PARTS DEPT. **482-1380**

949 CENTRAL AVE. ALBANY N.Y.

SPECIAL DISCOUNT TO SCCA MEMBERS SEE Roly Hecox Parts manag



"BAVARIAN MOTOR WORKS"

*Alfa Romeo*



*BMW*



*The Unbeatable Team*

KLAMM'S BMW LTD.

SALES & SERVICE

MAIN ST., ALTAMONT, N. Y. 12009

Phone 861-8561 Area Code 518

Bryar Regional/Nationals -- Aug. 30&amp;31

Better late than never. Mo-Hud drivers had a fair amount of success as the New England Region combined event. The Dalton Kid, Bob Claffie, got his first ever career victory in the National F Prod. race in his Spitfire. Bob also ran the regional and finished second. Bill Morris drove the MiniMarcos to a second in D/SR in the National in spite of a split oil line. Al Anderson had his Corvette involved in a shunt which also claimed Sam Feinstein's AP Cobra and Bob Tullius BP Jag; but Al moved into teammate Bernie deGraf's BP "Vette and finished fifth in the National. Doug Jones and Phil Raeder both got third place finishes to their credit in CS (Datsun 1200) and FC (PRD/Matra). Pete Callaghan finished 7th in BP in the Red Dog Carrerra. In SSS Paul Hacker and Jim Behan ran both the National and the Regional. Paul and his Colt won the regional and finished 3rd in the National, while Jim and Pinto finished 3rd and 4th in the same races. Jon vandeCar ran both FV events and came in 10th and 11th. Karl Danneil ended up being disqualified for a push start in the National.

Of the drivers who only ran the regional portion of the program John Stim won CS in his Datsun 1200; Jack Fantelli took Harry the MiniMarcos to a 2nd Eleanor Morris was third in the NTM D/SR and Alan Peck unfortunately DNF'd his Kellison FV,

#### (Another) NEW LOOK FOR THE TRANS-AM

The SCCA Board of Governors has announced a newly-constituted Trans-American Championship for 1975.

Eligible cars will be SCCA A B & C Production and A Sedan automobiles. Preparation rules will be identical with current SCCA club racing rules. The list of eligible cars includes: AMC Javelin and AMX, deTomaso Pantera, Ford and Shelby Mustangs, Jaguar V-12, Jaguar XK-E, Datsun 240Z/260, Chevy's Corvette, Porsche Carrera (B Production version) and Shelby Cobra. In addition new cars such as Chevrolet Monza, Ford Mustang II and certain other cars will become eligible as they comply with SCCA recognition policy.

Events will carry a \$10,000 purse and will be run for a distance of approximately 100 miles. Most events will run as a compliment to other SCCA sanctioned professional series (Can-Am and F5000), and may also be the feature event of other SCCA programs (i.e. SCCA Nationals)

#### Other Happenings at the BoG meeting

SSS and SSSC cars have had eligibility extended from two to three years

Proposed consolidation of classes for 1975 were all defeated. SCCA's 21 classes (plus 2 "stock") will continue unchanged for 1975.

A "performance-rated" Ford BDA will be eligible for Formula B competition beginning in 1975

Full details of the meeting will be published as they become available.

Election Time for Regional Offices gets closer every day. If you'd like to run for a particular office, all you need is a petition signed by ten members in good standing. Petitions must be submitted at the November membership meeting.

Elective offices are: Regional Executive, Assistant R.E., Secretary, Treasurer, and Activities Director. To run for the Director at Large posts, you must have previously held an elected office in the region.

You also ought to think about volunteering for one of our many appointed posts.

presents

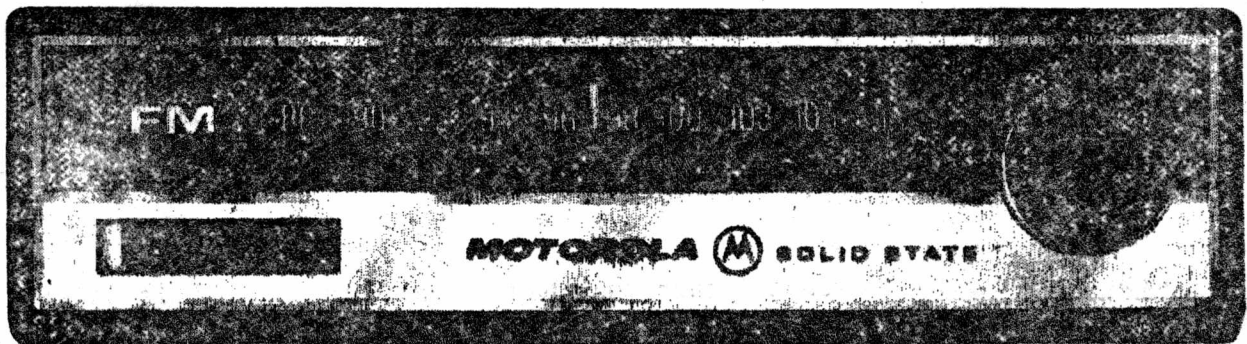
THE FIRST SARATOGA SAFARI

Sunday Afternoon

November 10, 1974

- A time-speed-distance rally of less than 100 miles lasting about three hours. Third in Mo-Hud's 1974 Championship Series.
- Start - Bill Cotrofeld's SUNOCO Station, corner of routes 146 and 146A in Clifton Park. (West from Northway Exit 9)
- Finish - Restaurant on Saratoga Lake, N. Y.
- Registration - Opens at 11:30 a. m. First car off at 1:01 p.m.
- Entry Fees - SCCA Members \$4.00      Members of other Sports Car Clubs \$4.50  
Non-members \$5.00
- Tech Inspection - Entrants' cars must have a valid motor vehicle safety inspection sticker from the state of registration.  
(ie. NY license plate = NY inspection sticker required)
- Classes:
  - Class C - (Seat of Pants) Open to anyone. This class, in which all odometers in the car are covered, is designed for those with no rally experience. It's an ideal opportunity to try out rallying and spend an enjoyable afternoon with your family or a friend.
  - Class B - (Unequipped) For those with some experience.
  - Class A - (Equipped) For the experienced rallyest. (Trophies awarded if there are three or more cars in class.)
- Trophies - Dash plaques to each car. Trophies to both driver and navigator of winning cars. Up to three awards per class, participation permitting.
- Equipment Prizes - Donated by FOREIGN AUTOPART, 352 Central Ave., Albany.  
465-1575
- Rallemaster - Harry Whitton (518) 371-4503/ Official Pre Check - Bill Hoffert

# Why settle for half a car radio?



Model FM72M shown actual size

## Turn your AM Car Radio into AM-FM with this Motorola FM Tuner

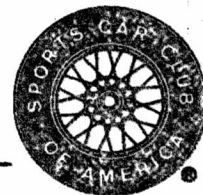
This Motorola FM Tuner can turn any 12 volt, negative ground AM car radio into an AM-FM car radio.

The Motorola FM Tuner uses the speaker and amplifier of your AM set. If you're at all handy with tools, you can install-it-yourself with just a screwdriver.

**BILL COTROFELD**  
AUTOMOTIVE ENTERPRISES, INC.  
BOX 6, ELNORA, NEW YORK 12065  
1-518-877-5690

 **MOTOROLA**<sup>®</sup>  
SOMETHING ELSE in sound on wheels

# SCCA NEWS



Sports Car Club of America, Inc. P.O. Box 22476, Denver, Colo. 80222 (303) 751-4900

## For Immediate Release

### SUCCESSFUL INAUGURAL YEAR FOR "SPECIAL" NATIONAL SERIES

DENVER, Sept. 4 -- The SCCA's series of "special" Nationals concluded over the Labor Day weekend with 25 drivers earning a new title for the record book and 12 manufacturers adding a new title to their list of credits.

The unofficial driver championships went to the top points earner in each of the 21 classes, with four two-way ties for the honor. An average of 285 National drivers competed in each of the six races, a total of 540 earning points in the "special" standings.

In the manufacturers championships, crowns went to the firms represented in the production and sedan classes with one crown being shared as a result of a class tie. British Leyland Motors Inc. won four lone crowns and shares one with Porsche. Chevrolet and Nissan Motor Corp. in U.S.A. (Datsun) each won three.

The series is part of a long-range plan to strengthen the SCCA's National Championship Road Racing program, this year comprised of 59 events. As part of the special promotional campaign, the Champion Spark Plug Co., sponsors of the year-end National Championship run-offs at Road Atlanta, provided assistance through posters and film clips for each race plus a special press kit for the mass communications media. British Leyland also supplied promotional film clips. SCCA's National Office prepared press releases before and after each of the six events and prepared press kit and race program material.

The series, attracting a total of 88,180 spectators, began with the June 13-14 Road America June Sprints, moved to Laguna Seca Raceway for the Laguna Sprints on June 29-30, followed by Lime Rock Park July 5-6; Road Atlanta, Aug. 10-11; Lake Afton Park near Wichita, Kan. Aug. 17-18 and concluded at Mid-Ohio Aug. 31-Sept. 1.

The six events selected for the inaugural series have traditionally been popular National races with both spectators and competitors. Plans are now under way for the "special" National program for 1975.

(over)

**FINAL POINT STANDINGS - Unofficial Special SCCA National Championships**

**Driver Championships - Four ties for first place:**

A Production:	J. Marshall Robbins, Birmingham, Mich. Dan Schott, Oshkosh, Wis.
B Production:	Kerry Hitt, Harrisburg, Pa. Vernon Brown, Milwaukee, Wis.
C Production:	Logan Blackburn, Indianapolis, Ind.
D Production:	Jim Schardt, Dayton, Ohio
E Production:	Bill Koch, Columbus, Ohio
F Production:	Peter van der Vate, Falls Church, Va.
G Production:	Rick Haynes, Columbus, Ohio
H Production:	Bob Criss, Bethel Park, Pa.
A Sedan:	Walter Parkins, Minneapolis, Minn.
B Sedan:	Marv Thompson, Haslett, Mich.
C Sedan:	Gareth Nagy, Duquesne, Pa.
A Sports Racing:	Don DeAtley, Kansas City, Mo.
B Sports Racing:	Bud Crout, Berwyn, Ill.
C Sports Racing:	James Trueman, Columbus, Ohio
D Sports Racing:	Ed Walsh, St. Louis, Mo.
Formula A:	Larry McNeil, Palos Park, Ill.
Formula B:	Bruce Cambern, Dearborn, Mich. Dan Carmichael, Columbus, Ohio
Formula C:	Robert Schmidt, Burnsville, Minn.
Formula F:	Bill McConnell, Ann Arbor, Mich.
Formula SV:	Fred Markoff, Rockford, Mich.
Formula V:	Harvey Templeton, Winchester, Tenn. Bill Noble, Manhattan, Kans.

**Manufacturer Championships - One tie for first place:**

A Production:	Chevrolet	F Production:	BLMI
B Production:	Chevrolet	G Production:	BLMI
C Production:	Datsun	H Production:	BLMI
D Production:	Datsun	A Sedan:	Chevrolet
E Production:	Porsche BLMI	B Sedan:	Datsun
		C Sedan:	BLMI



## BILL MORRIS *A Biographical Sketch*

- 1966: Joined SCCA after previous experience with sports cars. Competed regularly in the Mohawk-Hudson Region Solo II series in his Lotus Elan. Obtained a Flagging & Communications License.
- 1967: Elected Mohawk-Hudson Activities Director; maintained F&C License, ran in Solo II events while preparing Elan for CP racing.
- 1968: Elected Assistant R.E.; maintained F&C License; obtained Novice Permit and completed requirements therein for licensing; acted as regional delegate to NEDIV Convention in Washington, D.C., thus gaining experience in SCCA affairs beyond the regional level.
- 1969: Elected R.E.; chairman of Mo-Hud regional race, maintained F&C License; competed in regional races; began building his own B Sports Racer; delegate to NEDIV Roundtable and Convention.
- 1970: Re-elected R.E.; campaigned "Screaming Yellow Zonker" (his own design, by the way) in BSR regionally and nationally; delegate to NEDIV Roundtable and Convention.
- 1971: Re-elected R.E.; NEDIV Champion in BSR with Zonker; attended ARRC; delegate to NEDIV Roundtable and Convention.
- 1972: Chose not to run for re-election as R.E.; appointed regional Competition Director; second in NEDIV BSR; attended ARRC; attended NEDIV Roundtable and Convention.
- 1973: Competition Director; second in NEDIV DSR in a Mini Marcos; attended ARRC; attended NEDIV Roundtable and Convention.
- 1974: Competition Director; probably third in NEDIV DSR (not certain at this writing); will attend ARRC if invited.
- 1975: Logically, the Area 11 Governorship. In this capacity Bill can put his fund of knowledge and experience to work for us where it will do the most good.

**A FEW ASIDES:** Bill has also rallied extensively on the regional, divisional, and national levels and has competed in the Canadian Winter Rally on occasion. He sparked the region's entrance into racing and did more than almost any other two people to make it a success.

In addition, he knows or is acquainted with many SCCA members throughout Area 11 and on the national level (including divisional). So he won't be going in as a "new boy" if elected.

Besides, people like him.\*

\* Written by a third party, not by Bill himself!

## NOTE FOR BILL MORRIS

# COMMUNICATION FOR ACTION

Sounds like another Government program, doesn't it?

In this case it's not that at all; it's a simplified statement of the philosophy of Bill Morris, candidate for election as Area 11 Governor.

Slogans, cute or otherwise, aren't what Bill is all about, though. What he is all about is communication. If you have a minute or so and want to find out about the possibilities of a truly representative Board of Governors, then read on, by all means.

## VERTICAL COMMUNICATION

A FREEWAY, NOT A DRAG STRIP OR EVEN A RACE TRACK

On the drag strip, all of the action is in one direction - who watches the return lane?

On a road course, after the half-way point, you're returning to the start. And don't dare to go against traffic!

But on a freeway, traffic flows freely in both directions so that all the cars don't end up in the same place. That's analogous to Bill Morris' knowledge that it's essential for communication between members and regions and the National Headquarters and Board of Governors to flow freely, openly, and honestly at all times. In both directions. ALWAYS! Because that's what Governors are for.

## HORIZONTAL COMMUNICATION

WAS THAT A PASSING SIGNAL OR AN OBSCENE GESTURE?

Bill also knows that for communication to be successful it has to be all in the same language. His view is that the Governor can be a useful focal point for inter-regional communication by being familiar with each region in Area 11, by being available as an intermediary when the occasion demands, and by helping us to talk to each other.

## IN SUMMARY - - -

HOW DOES BILL EXPECT TO DO THIS?

He plans to attend all meetings of the Board of Governors, Northeast Division, and Area 11. You can't talk to people without seeing them.

He will visit each region officially at least once a year - or more if necessary. And this doesn't preclude unofficial visits, either.

Finally, he will let us know what's going on out there, and he'll let them know what's going on around here.

WANT A GOVERNOR WHO BOTH TALKS AND LISTENS? THEN....

**VOTE FOR MORRIS**

FROM

Bob Perry: Candidate for Area 11 Governor

Area 11 comprising the Regions of Western New York, Finger Lakes, Central New York, Mohawk-Hudson, Southern New York and Glen will elect a governor to the SCCA Board of Governors this month. I am a candidate for this office. You may ask "Why should I support Bob Perry for the office. Let me give some reasons by explaining my interests in the SCCA and my position on some of the issues that are part of this campaign.

I belong to the SCCA because of the deep personal enjoyment I get out of participating in all aspects of Motor Sports. Our club is unique in the breadth of its activities. I have participated in all of these activities during my 17 years as a member. I have participated in rallies, solos, and races as a competitor and worker. I enjoy them and support strong programs in all of these areas as a result.

Membership in SCCA is meaningful because of the opportunity we have to get involved in motor sports. We can all participate in our rally, solo and racing events. We can exercise our "say" in club affairs through our Regions, councils, committees, governors and votes.

Due to this involvement we have concerns about the direction the club is taking. Some of these are :

- An informed membership. Members of Area 11 must be informed of questions pending and decisions made by the Board of Governors. Through the Area 11 Council and a periodic newsletter to our regional publications I believe this is possible. Your area governor should be available to the Regions.
- A broader membership base is attainable through emphasis on those things SCCA can offer that are available through other clubs. Our Divisional and National Championships should be for the benefit of members only.
- Club Racing. Must be easier and more fun for competitor and worker alike. SSS and SSSC should have first class status. Costs must be kept down through careful scrutiny of insurance rates and other factors controlled by the national club.
- Professional racing. Must have as much autonomy as possible in order to broaden our financial base which can result in lower costs for the other programs.

If elected I promise to keep you informed, listen to your views, and represent you to the best of my ability. I would appreciate your vote

BOB PERRY

Bill Bell : Candidate for Area 11 Governor

Dear Area 11 Member ,

My name has been placed in nomination to be your Governor for Area 11 to serve on the SCCA National Board of Governors. You will have received your ballot some time this month. Please remember to vote by November 15th.

I have been an active member of SCCA for 17 years. In seeking election to the Board of Governors I have two goals. First is to serve as an active channel of communications between the 1100 members of Area 11 and the Board of Governors, both in relaying the interests and concerns of the members to the Board and National Staff and the decisions and areas of discussion of the Board back to the members. Second is to share in shaping the future of the Club. I believe the club must maintain a strong position as a sanctioning body for professional road racing and at the same time provide for the needs and interests of the members in amateur racing, rallying, solo events, and other related car activities.

The SCCA exists through the efforts of its members, and for their satisfaction. I hope my election to the Board will achieve the true purposes of the Club.

On the practical side, being self-employed I can allocate time and resources to meet the demands which come from being on the Board.

In casting your ballot please consider my experience, interest and philosophy about the club. Area 11 is a vital segment of SCCA and as your representative on the Board I hope to reflect your views and concern for our club and its future.

BILL BELL

SCCA experience: Member SCCA and Finger Lakes Region since 1957; active as race worker including pit steward, paddock marshall, flagging and communications, timing and scoring; public address announcer at Nelson Ledges, Lime Rock and Watkins Glen; formerly active national rallyist; three times entrant in POR rally; five times entrant in Canadian Winter Rally; formerly held competition license; co-chairman 1966 national rally; co-chairman 1969 regional race; chairman 1971 drivers school; past Secretary, Activities Director and Regional Executive of Finger Lakes Region; member Finger Lakes Board of Directors 1972 to date; regional publicity chairman; former chairman Interregional Northeast Council (Area 11); recipient regional sportsmanship award in 1970; recipient regional outstanding contribution award in 1972.

Motor sports reporter for WROC radio and TV for 11 years; wrote, produced and broadcast weekly radio program on motor sports; covered major races in Europe and North America for ABC and Mutual Radio networks; now affiliated with WHEC TV for motor sports; frequent master of ceremonies at banquets and club functions including 1970 Northeast Division convention; attended 1961, 1968, 1973, 1974 national conventions; organized sports car shows and displays; worked with Explorer Scouts on rally organization; monthly contributor to TOP END Finger Lakes regional publication; contributor to SPORTS CAR; member SCCA national public relations committee 1973, 1974; member American Federation of Television and Radio Artists and American Auto Racing Writers and Broadcasters Association; press and public relations officer for Team Pacesetter Datsun in 1972 POR international rally; press and public relations officer for Warren Agor Racing Enterprises, Inc., 1973, 1974; press and public relations officer for Budlong Team 3 Racing 1974.

## LUCK is an elusive element

The third installment of the continuing drama known as the Car+Driver SSS Challenge returned to Lime Rock on October 12. It was a day where some element originating far out in the cosmos was the deciding factor, for only in the positioning of the stars could one find an explanation for the wide divergence of fate which awaited those taking up the challenge.

Jim Behan was star-crossed in Tech, when the legality of his Pinto's front suspension was found to be on the far side of an irregular line of permissiveness.

Race #1 was a ten lap qualifier for Formula Fords. Though there were some cars in the field which represent strong Regional and National performance no one was prepared for the dominance which the Fred Opert Titan Mk. 8 #95 demonstrated. It didn't come as a surprise to anyone who bothers to read "This England" though, because Derek Lawrence has been a familiar name on the English FF scene whenever victory tallies are taken. Lawrence took the Opert entry from 25th to first by the halfway point, and then cruised away, ahead of Emil Assentato (Crossle') Myron Kaplan (Titan) Bill Sucher (Lola T202) Steve Zadig (Elden) Dave Hoover (Hawke) John Higgins (Winkleman) Holger Ahl (Palliser) Matt Cannizaro (March) and another six qualifiers.

FF heat #2 held more competitive promise with Fred Stevenson (Crossle') and CenDiv. threat Dave Weitzenhoff (Zink) up front, and Bruce Feldman (Lola T340) Tom Gaffney (new Titan) and 1973 National FF champion Bob Earl (Bondurant Royale) behind. At the pack's imminent arrival at the first turn Stevenson's luck turned bad as he got bumped, and the whole pack went by on the inside. Weitzenhoff handed the lead to Rich Messier (SHPD Caldwell) who surrendered to Feldman (coming from 8th) on lap 4, and from this point the red Lola held to the finish. Behind the drama was thicker, as Stevenson carved up backmarkers trying to break into the top 15. Earl was likewise confronting many situations which stood between him and qualifying. By the finish these two had climbed to ninth and tenth behind Feldman, Gaffney, Weitzenhoff, Ron Morse (Royale) Gordon Mendecina, Steve Lathrop (Zink) Messier, then Earl and Fast Fred ahead of Gordon Sager and M-H's Mike Field (new Merlyn?). Mo-Hud's Jeff vanPatten had car problems.

SSS qualifier #1 saw Paul Hacker's #9 Colt starting seventh, but by the end of lap one he was leading (but not by much) the Honda Civic of Martin Palmer. Don Knowles (Opel) and Don Sherman (also O) were making a steady rise from lowly starting positions while Hacker battled with the Honda. Pete Hermance got held up and had to extend the Spirit of 76 to earn a transfer spot. 1972 Challenge winner Bruce Cargill was neither happy or optimistic about the chances of his '74 Colt, and concentrated on finishing in a qualifying spot. The Civic was the equal of the Colt down the straightaway which surprised quite a few people, but in the end Hacker earned the victory, then Palmer, Knowles, Sherman, Steve Behr (in Don Cooke's Opel) Rice and Smith (Pinto and Opel) "Ziggy" in the BurgerKing Pinto Marvin Gray (Opel) Cargill, Hermance, Bob deGersdorff (Unstable Looking Subaru) Bob Gilchrist and Bill Bastow (new and old Colts) and Phil Pate (Opel). The Honda caught the attention of the scrutineers who discovered no spare tire or air filter element, which sent to Civic to the penalty box for the duration.

Joel Bradley started third in heat 2, and it didn't take long for the #25 BurgerKing car to prove its potential. It was a clear cut victory, but once again people coming from the back of the pack were the story of the race, notable Bedard in a Vega, who finished second (from 22nd) ahead of Steve Cairns Opel, Mark Wehrman ditto, Dick Herman, ditto, Jim Epting also ditto, Fearless Folsom's Colt, Jim Gandy in another Dodge, Jim Williams brave effort in a FIAT 124, Mike Luftman's Opel Joe Galdi, Mike Butler (both Pintos) Jim Shane (Opel) and Jon McKnight (Corolla).

In spite of the potential offered by Feldman, Stevenson, Weitzenhoff, et al, there was little doubt about the favorite in the 20 lap Ford Fianle. It was all Derek Lawrence, and no one was ever close. But behind the "take a Chance" cards were being dealt: Feldman ran second, spun, at the exit of the Big Bend. He made a quick recovery, but the car had to regain its momentum. While it was accelerating from a near standstill Gaffney, Kaplam, Weitzenhoff and friends arrived on the scene, and pretty soon there were cars all over (on and off) the track. Fred Stevenson, coming from a mid-field start arrived in the midst of the pandemonium, and by threading the needle through a rapidly deteriorating hole he was in second place. Mike Field, an innocent bystander in the original fray, got caught in the wrong place at the wrong time, and his rear suspension paid the price, hardly a fitting reward for what had been one of his better Lime Rock drives. Feldman recovered for third, ahead of Mendecina, Bob Earl, Weitzenhoff, Messier, Assentato and Hoover.

And then it was time for The Challenge. The front row certainly looked familiar with Bradley and Hacker leading the field. Though Bradley led the first two laps it was Bedard and Knowles, in a replay of last year, who were the obvious combatants for the victory. Hacker had fallen in with Sherman and Behr in a race for fourth. Pete Hermance was moving steadily through the field, until lap 5 when Fearless Folsom used him for a combination bank shot. The Pinto spun, and Pete had trouble restarting; he made another steady climb to finish mid-field. While Knowles and Bedard continued to trade the lead in what was an exciting contest, the intensity behind was equal to it. Hacker, Sherman and Behr went at it, and Behr in particular was driving as much off the road as on it. Cargill and Williams had a battle which pitted two evil-handling cars, and their gyrations occasionally defied principles of physics and reason. Bradley ran a lonely race in third. Knowles led laps 3-6, deferring to Bedard for 7-10, then regaining for 10-12. There was never more than a car length separating the Vega and Opel, and the crowd was vocal in their enthusiasm for the contest.

Lap 16 saw the "take a Chance" cards return. Bob Gilchrist, running down in the field took a gamble on passing out of the Big Bend and lost. His car ended wrong side up right of the outside verge of the track. With yellows flying the front runners arrived. Bedard and Knowles made it clean. Sherman, and Behr out of shape, and Hacker took a good shot which pushed him off the outside of the turn. He continued his off-road race around the bend, dodging (pun) between the corner crew and the over-turned car. He also had the valve torn from his right front tire. Continuing at a quick pace for the rest of the lap, he dove for the pits. What happened was a display of skill, dedication, and determination. Showing the value of their stock car heritage his crew had the car up, the flat off and replaced and Paul back on the track in sixty seconds. They used a regular old four-way speed wrench, not a pneumatic impact wrench. It was competence in the face of adversity. And the giver of said shot which started it all. No names please, but it was the same car that shoved Paul from 4th to 22nd last year.

While the corner crew was still attending to Gilchrist's car, a Pinto got up on to its side in the middle of the Big Bend. But this year they didn't stop the race. So with Gilchrist car adding a new hazard to those who ventured even a millimeter too wide exiting the Big Bend, the final laps unreel. Knowles drew alongside on several occasions, but Bedard took advantage of the heavy traffic to maintain the front spot. On the last lap Knowles was drawing nearly even as the disappeared from sight around Five. We waited. Down the hill the Vega led, with the white Opel outside, looking for racing room. Together they accelerated toward the checker. Knowles lost by a fender. An excellent drive by both drivers, and a spectacular demonstration of the excitement only a motor race can produce. Bradley was third followed by Sherman, Behr, Smith (Opel) Epting (Opel), Cairns (Opel) Ziggy, Cargill and the rest.

Bedard's Vega was just about used up: the aluminum block was tinkling and creaking like a farm field on a summer night. The last lucky card had been drawn.

## R.E.gional Ramblings

The 1974 season is coming to a close rapidly but there is still a lot to do. Our region still has two autoslalom coming up in October, a rally in November, election of regional officers, election of a new Area 11 Governor, NARRC Awards Banquet, our Annual Banquet and NEDiv. Mini-Convention.

Our nominating committee has provided a fine slate of officers for 1975. I assume that slate will appear elsewhere in this issue. Other members may be nominated for one of the positions by petition to our secretary, signed by ten members in good standing and the nominee. Such petitions must be submitted before the Nov. 6, 1974 membership meeting when the slate of officers becomes final.

As probably most of you know, Roger Clouser has indicated he will not run for re-election as Area 11 Governor. Roger served Area 11 members very well during his terms and I personally hate to see him leave.

There are three nominees competing for the Area 11 Governorship: Bill Bell of the Finger Lakes Region, Bob Perry of the Glen Region and our own Bill Morris. Those of you that were at our last meeting had an opportunity to hear some of their views. Ballots will be mailed out about the middle of October and will have to be returned to Denver by November 15.

I am sure our members know Bill Morris and what he has done for the club on the National & Regional level. There is not enough room here to list all of Bill's accomplishments but I know he is dedicated to the sport and has the initiative and know how to get the job done. I urge all Mo-Hud members to vote for Bill Morris as Area 11 Governor.

The NEDiv Mini Convention is being held Nov. 15, 16 & 17 in Painted Post, N.Y. Many of our board members are planning to attend. If anyone wishes to attend, please see me for further details. It's a good opportunity to see how SCCA works and meet with other regions.

We are still in need of a new Knock-Off staff! Greg Rickes is back in town and would be willing to break someone in for the job. There must be somebody in our region that feels they can take on the job so we can keep our club publication going.

Hang In There!

Carl

# BAP / GEON



YOUR CENTER FOR

## IMPORTED CAR PARTS

Full Warehouse Stock of Replacement Parts  
And Accessories for all Imported Cars...

amco

cibie

lucas

semperit tires

koni

interpart

stebro

repair manuals

bosch

and many more

OVER 200 PARTS CENTERS COAST TO COAST

at 61 fuller rd., albany

OPEN DAILY 8:30 TO 6, SAT. 9 TO 3

phone (518) 489-7441