



NOV. 1974



on the front . . .

on the rear . . .

*on the **GO!***

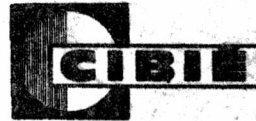
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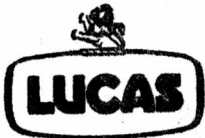
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Craig Robertson

Monday afternoon, as I drove over the mountains towards Concord, N.H., I wondered what I was going to find out. Ever since Autosprint I had been tossing the idea around and finally I had signed up for the School of High Performance Driving Course at Bryar. I had more than a little apprehension about the change from the BMW to a Formula car and about the course itself. I wondered about myself, would I be able to learn anything in two days?

Tuesday morning was extremely cold and I had to scrape a lot of frost off the car. I got to the track a little early. I guess I was a little anxious. An Alexis Formula Ford and an older Autodynamics F-Vee were outside, with the bodywork off, being worked on by Ed Givler, one of the instructors. Inside the trailer, where it was warm, were Tony Scotti and one of the other students. As soon as the other two students showed up and found helmets and nomex that fit, we went outside. Tony, ed and George Vrid, the head instructor, helped check us for fit in the cars. The Vee made me feel as if my knees were bent up under my chin but the FF was O.K. Off to one side was a Caldwell D-13 FV. being worked on by another crew for some testing. We went over the controls, pedals, switches and normal instrument readings.

Next we drove the cars over to the pits. A slalom of five pylons was set up on the track between the pit entrance and turn eight, the hairpin just before the pits. We were to drive through them at a steady speed trying to be as smooth as possible. The FF I was driving was a problem because; the rear track was approx. 4in. wider on each side than the front. This was not at all similar to the parking lot situations I had run into. We started at 2000 rpm in first gear and worked up to 3000 in second. By the end we were hitting two or three pylons. This was the point at which I had my only spin of the school. I tried to turn through the last pylon when I should have gone straight. I was surprised however when, upon reorienting myself, I found the engine was still running. I had remembered to put in the clutch. We learned how each car reacted to weight transfer and changes of direction. The FF understeered relative to the old Vee. However I think the Vee could have been faster with careful driving. At this point the Autodynamics was replaced by the D-13 because of problems with the clutch and accelerator linkage.

We moved to the asphalt oval, of which turn 10, between the pits and start finish is a part. Here we practiced heel

and toe first with the instructor in the showroom stock Colt and then with the Formula cars. From fourth gear you brake, push in the clutch, roll your foot sideways onto the gas pedal (while still braking) to bring the revs up, and shift down to third. Then you release the brake and clutch together. We downshifted twice a lap while also practicing driving turn ten correctly.

After a short lunch break we had a track walk. Jim Ainess was in charge with Ed Givler helping out while George, who had hurt his foot, drove the Colt around to illustrate points. Lines and apexes for the various turns were discussed. The reasons for taking a particular line were mentioned as well as the consequences.

After the walk the full course driving began. One student would be in each of the formula cars and two students would go out with the instructor in the Colt to watch the other cars. Another instructor would move around the course watching. When it was time to switch, the observer would talk to the two drivers about their session. Most of my driving time was in the D-13. We started with a red line of 2500 rpms and worked up. The last run of the day was at 3200 rpms. The corners seemed to be coming up very quickly.

After we finished Tuesday some of the students and instructors had dinner together and generally shot the bull about the course and racing in general. I hit the sack early to be well rested for Wednesday.

Early next morning it was back to the track. Before we went out on the course we learned some general maintenance. We brought the tires back to the correct pressures, loosened and retorqued the wheel lugs and fueled both cars. Ed and Tony talked about suspension differences of the D-13, FF and FV. As we had noticed on the track, the D-13 with its zero roll stiffness chassis didn't tend to large amounts of oversteer in hard cornering like the old Autod, with its Z bars. Tony discussed suspension tuning you could do at race weekends and which was better done during longer testing sessions.

On the track we took the course apart into its components and talked about the generalities that apply to any course. We worked on turn two first. The turn is a right hander similar but smoother than the Big Bend at Lime Rock. We had already run it as a two apex turn. Now we were modifying our line as if we wanted to pass a car in the corner or found a spun car on the track in the turn. A pylon representing another car was placed in either the inside or outside line and we had to avoid it. We never knew where the pylon was until we had come through the first apex. Next we worked on turn 4, the uphill turn, particular attention was paid to exiting

correctly to lose the least amount of speed. Number six in the highly banked right at the bottom of the hill. An alternate line was developed to simulate out braking a car into the corner while still hitting the apex and not running out of road at the exit. This was my first chance to try out the Colt. After formula cars it seemed isolated but you could still do the job with it.

Turn eight, the left hand hairpin leading back to the pits, was the last section to be worked on. Braking and downshifting and the importance of getting the apex correct all came together here. If you took the corner right you could begin accelerating earlier. However, if you apex early you had to let off to keep out of the weeds. The rough made the formula cars feel like they were in an off road race, and it was quicker to stay outside it. However with the Colt you could get it all the way inside without being bounced around much. After lunch we went back to the whole course to reintergrate what we had learned. At the same speeds as yesterday the corners now came up much more slowly. Time had slowed down because now we were not so busy thinking out every move as we did it. Now if you did something wrong you felt foolish because you knew what it was you had done and what you should have done. You could analyze your mistakes instead of wondering what was wrong.

Gradually we kept increasing the speeds. I reached 4000 rpm with the Caldwell. On Tuesday this would have scared me silly but now, although I was concentrating, I was comfortable. The emphasis was always on smoothness. Speed would always develop but you could only take advantage of it if you were smooth.

While two drivers were in the formula cars, two drivers would be in the Colt. Drivers switched every five laps and critiqued each other during the run. After ten or twelve laps everybody would come in, switch cars and go right back out. We kept it up for about four and a half hours. At the end of the final session I was tired but not so I could feel it. It showed up in my driving. I was a little off on an apex that I had done perfectly before or a little sloppy on a downshift. But I definitely was a better driver then I had been Tuesday morning when I arrived.

After we put the cars away we all went into the trailer for a talk. Tony told us what he thought of our driving and we commented on the course. Also he told us he would help us if we wanted to buy a car either in finding one or in evaluating one we had found. We discussed budgets and sponers a little also.

I started back to Concord from the track and the good weather came to an end. It was raining from Concord all the way to the N.Y. line. On my way home I mulled over what I had gained. I was certainly better prepared for an SCCA school. Now when I got to the school I could concentrate on driving in traffic and not worry about what I should do. You could watch the other guy and have some confidence you were not giving someone else a problem. You could worry about the racing not about the driving.

Also the school is a good place to find out if you really want to race a car. It costs far less than buying a car, the associated driver equipment, paying your entry fee and living expenses at an SCCA school and then discovering that you don't really like it after all. The extra attention possible by the low student to instructor ratio makes much more concentrated learning possible. I got a lot out of it and I think anybody interested in getting an SCCA license should seriously consider it.

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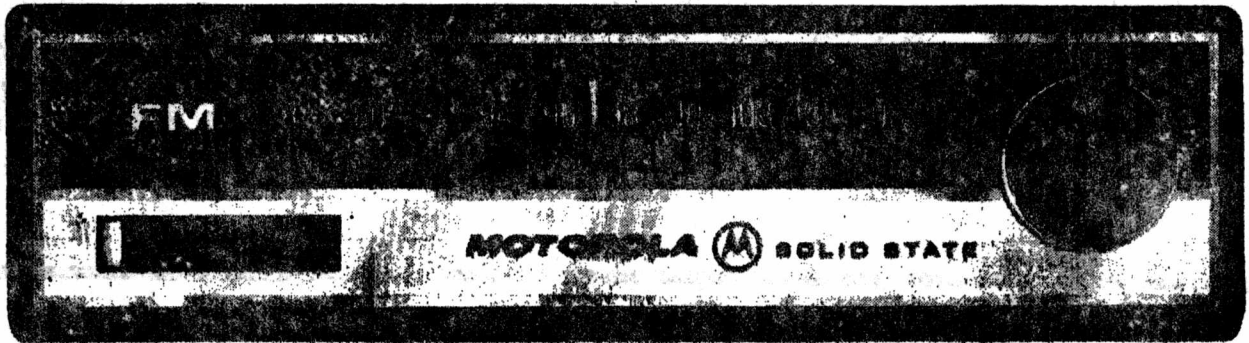
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.....HAP FARNSWORTH

Do you remember Watkins Glen on those hot, simmering days of summer when you couldn't wait for the last race to end and break out the cold beer? When you prayed the car wouldn't overheat going up the front straight? Well, forget it for the "Fun One" 1974! That windswept hill overlooking beautiful Seneca Lake can, in Mid October, take on the brutal aspects of the Dakota Badlands in mid winter! We awoke Saturday Morning and barely dared poke our noses out of the sleeping bags in the 25° cold. But, finally, the frost was scraped clear of the windscreens and practice started almost an hour late. (It seemed the local fire brigade couldn't bear to leave the warm haven of the diner and hot coffee mugs.)

Undaunted, many Mo-Hud gladiators showed up to do battle. If many of them had but known what lay in store for them....And, alas, disaster struck early. RE Carl Corrin's #27 Aqua Blue H-Prod Sprite, starved itself of oil in the early going and appeared to spin bearings. Oh well, we'll get 'em next year, won't we Carl? Our Area 11 gubernatorial candidate, Bill Morris, showed some ominous smoke during practice, but was still running by the time the series of 8 lap races started in the afternoon.

Now you may be expecting another ho-hum account of races at the Glen, but read on! The temperature has now skyrocketed to at least 30° and the wind is blowing out of the Northwest at 15-18 knots. You realize that there is no way that Goodyear's new supergums are ever going to warm up and stick and keep you from splattering yourself all over Jackie Stewart's fence. Any moisture that may be on the track is not going to blow away because it is ICE! Thank goodness you put all that summer coolant in the radiator because that's what kept the thing from freezing last night. It sure makes you wish you hadn't laughed at those guys in Show Room Stock who are now snuggled into their closed sedans with the heater on full and the radio playing "Moon over Miami". If this wasn't enough, when you finally got out into practice, you barrelled up the front straight, tip-toed through the loop, and then blasted down the chute as you always had at the Glen. But, suddenly, "Oh my God! I forgot. We're on the full 3.37 miles of Grand Prix Circuit! The course doesn't go straight any more. No! It suddenly disappears out of sight to the left with another sharp blind left-hander at the bottom. Ooops! The turn gets tighter and tighter and Oh please? Can't I go back and start this turn all over again? And look at all those ugly black marks

along the barrier? Please tires, bite do something!" Somehow you make it through and you're too busy with the next climbing right-hander to notice where the Armcoco recently claimed another young driver's life.

Practice finally ended and the Formula Vees went out in race #1. Alan Peck in his Kellison picked up a creditable 10th in a field of 32 starters - a showing which he improved upon Sunday with an 8th in the 10-lapper. At that rate maybe all he needed was another eight laps and who knows.....? Poor Ken Buzzard couldn't get his D-13 Caldwell into the race. In race #2 for F, G, H Prod and D/SR they threw in the SSS cars as time was running short. What a flock of cars! It has to be the most traffic the SSS guys have seen, with the possible exception of Paul Hacker on his way to work each day. Hal Cameron blasted his Sprite around in his usual nonchalant fashion and took 3rd overall and second in class in the 8-lap event. The next day he had the course wired, and in a beautiful drive, took 1st overall and all the marbles in F-Prod. Not far back in the pack of Sprites, Connie McIntyre drove an outstanding pair of races to 6th and 7th finishes, blowing the doors off six or seven other classmates.

As we said, the SSS and SSSC were mixed in with this mess and during the 8-lapper, as usual, Paul Hacker's Colt ran away and hid, setting the Watkins Glen lap record for the class with a tire-screeching 2:27:1. We hope it stands until you break it yourself Paul. (And by-the-way-that's two Glen lap records held by Mo-Hud drivers. Phil Raeder owns it in Formula C.) In race #3 for BS, CS, EP and C/SR Doug Jones and John Stim of J+S Racing put on their usual Bobsy Twins act and took 1st and 2nd in CS with Doug taking 2nd overall! What a pair of Datsun 1200's Doug repeated his act the next day but John's luck ran out.

Due to long delays, and the late start, darkness closed down the action on Saturday before the big bore stuff got out to do their thing. But early Sunday morning they started out with their 8-lap event. Again, the temperature was 32°, but what's this? Where did Seneca Lake disappear to? My God! It's SNOW!! And not your everyday snow flurry. This is a full blown snow storm. Turn #2 disappears from view of the start-finish line. The Stewards in the tower pace in nervous anticipation. But away goes the big angry sounding iron. Feature, if you will, tip-toeing through the 90° with a Corvette in a snow storm! But press on they did, and "Doctor Bill" in the Zonker took a 2nd to a Mallock MK2. (Put that in your trivia!) In the same race, Ron Polimeni fought his way to 5th in his D.Prod. TR GT 6. After a day of sunshine between

races, and snow showers during them, it was time for the heavies to go out again and have a go at ten laps. Sadly, our heroes of the morning expired. Ron with unknown bothers and Bill with great gaping hdes in the cast iron caused by a couple of errant connecting rods. Better luck in Atlanta with the Marcos, Bill.

As the day ended, we packed up our gear and left that wind and snow swept hill to the ravages of winter. Some of us to toast our trophies and explain to all who would listen how we took so-and-so in the loop - others to put our machines back in the garage and try to console our wives or mechanics about next year's racing budget. But we'll be back. You Hear? We will be back'.

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RESULTS
Mohawk-Hudson - SCCA
October 13, 1974-Autoslalom

Chairman:
Bill Ruschetti

Car #	Name	1st Run	2nd Run	3rd Run	Place
Class 1 & 2					
4	R. Olsen	72.61oc	65.25	64.45	1
34	Thiem	85.48oc	70.84**	67.57oc**	2
Class 3					
12	W. Tracinski	68.04	66.58	65.97	3
22	D. Kidd	65.56	65.43**	66.08	2
31	S. Hunting	65.03*	64.93	63.87	1
Class 4					
1	T. Beaudoin	67.71	67.64	66.49*	3
8	A. Larrivee	71.65*	71.45	69.25*	5
16	T. Pelkey	68.26	66.91	65.46	1
17	T. Sloper	66.30	67.06	66.30	2
19	D. Roberto	73.27*	70.80	70.38	4
Class 5					
2	P. Fullam	73.16oc*	69.29	71.43	3
6	T. LaPonia	73.24	72.13	71.05	4
20	C. Benson	71.18oc	67.77	67.83	2
26	D. Ward	DNF	77.54	75.54	6
30	T. Hilferty	67.90	67.62	67.63	1
33	C. Robertson	70.96oc*	68.24*	68.60*	5
Class 6					
5	J. Hanifan	71.92	73.15**	71.93	4
7	B. Sciarra	68.35oc	70.33	66.01oc****	2
13	J. Wilson	70.81	72.74	73.00	3
18	J. Nolan	72.22oc	71.30	70.04	1
Class 7					
3	G. Palmer	74.32	72.12	69.73	2
9	D. Moran	78.63	76.70*	76.59**	5
11	J. Bishop	72.02oc	70.64	69.75	3
14	J. Nudi	66.86	68.94	DNF	1
25	C. Sumner	72.84	70.74	66.64oc	4
Class 8					
15	P. Lombardi	78.99*	76.84	73.23*	5
21	D. Fisher	70.15	70.04*	69.29**	4
24	S. Fisher	68.95	68.59	68.59	2
27	J. Deans	79.45****	68.95	DNF	3
28	B. Ruschetti	68.34	66.43***	66.78	1
Class 9					
23	C. Schaf (7)	77.97	77.12	75.49 1.05	2
29	D. Fisher (8)	70.66	72.70	71.43 1.04	1
32	H. MacDuff(8)	118.13oc	90.68*	83.24 1.23	3

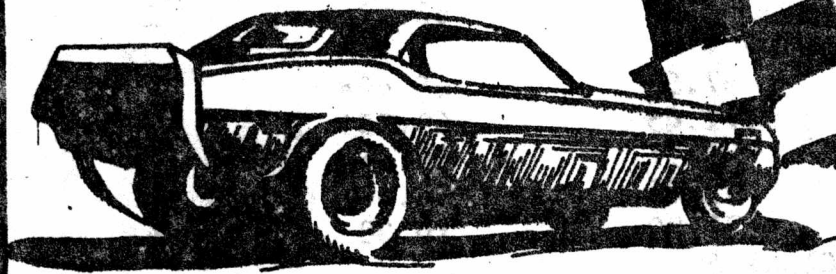
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RESULTS
Mohawk-Hudson SCCA **Chairman:**
October 27, 1974 Autoslalom **Steve Hunting**

Car #	Name	1st Run	2nd Run	Place
Class 2				
2	Vallelunga	120.93***	106.97***	3
30	Frederick	DNF	101.96	1
40	Beauregard	102.22	99.72*	2
Class 3				
1	Loda	104.34	104.26*	4
5	Tracinski	106.60	103.85	3
25	Kidd	103.60	100.48	1
31	Hunting	101.80**	103.00	2
Class 4				
13	Geer	112.62	111.94	5
15	Pelkey	107.51	DNF	4
17	Sloper	101.04	101.04	2
21	August	DNF	118.95oc	7
24	Beaudoin	104.38	104.58	3
26	Leary	100.31*	99.60	1 FTD
39	Paolina	113.16oc	DNR	6
Class 5				
3	Cornell	106.79**	104.75	1
7	Fullam	115.22	108.88	3
12	Beaudoin	110.41	108.03*	5
19	Benson	114.41	109.76	4
34	Hinterberger	118.41	116.86	6
44	Robertson	DNF	107.54	2
Class 6				
9	Hanifan	112.29	112.23**	3
10	J. Leonard	116.86	113.14	4
16	M. Leonard	119.91	116.84	5
33	Wilson	109.04	109.11*	1
46	Bishop	110.80	109.92	2
Class 7				
4	Sumner	110.05*	107.83	2
8	Palmer	110.94	111.38	3
22	Murdock	115.47	118.60	6
23	Morgan	117.46	114.06	5
35	Bishop	121.30	121.61	7
37		136.40	129.40	9
38	Nudi	106.75oc	104.46	1
45	Hanifan	119.93	113.11	4
48	Stegel	DNF	128.25	8

October 27, 1974 Autoslalom

Car #	Name	1st Run	2nd Run	Place
Class 8				
6	Wright	135.66oc	121.29	7
14	Fisher	104.90	106.60	2
18	Lombardi	118.83*	117.05	6
28	Ruschetti	102.68*	104.02	1
29	Deans	109.73	109.50	3
32	D. Fisher	111.16*	112.58*	5
47	Beardsley	123.09**	115.06	4
Class 9				
11	D. Fisher (8)	118.38	115.67	2 1.107
20	MacDuff (8)	130.30	119.35	4 1.13
27	N. Geer (4)	120.51	120.10	5 1.20
36	C. Schaf (7)	126.96	117.62	3 1.108
41	J. Beauregard	108.43	109.50	1 1.06

Thus ends another Autoslalom Season. We'd like to thank all the participants, the workers and the Chairmen for putting on the events and making them successful. Also to Judy Beauregard for finding us places to "run around pylons."

Congratulations to all the winners. There were some heated contests right down to the "finish line." To the inbetweens and losers- better luck next year.

We hope to be able to use the same lot next year. Of course the energy crises and other factors will decide that. Look to future issues for updates.

Till then Happy Winter!

+++++ More Result

THE MIDSUMMER'S NIGHTMARE RALLY

<u>Position Overall</u>	<u>Position in Class</u>	<u>Class</u>	<u>Points</u>	<u>Driver/Navigator</u>
1	1	C	229	Farnsworth/Farnsworth
2	2	C	403	Sandke/Sandke
3	3	C	598	Steller/Steller
4	1	B	960	Grillo/Grillo
5	4	C	1038	Johnson/Johnson
6	5	C	3000	Wilson/Holis
6	2	B	3000	Forbes/Forbes
8	6	C	3900	Plumb/Peterson
8	6	C	3900	Flebbe/Glidden
10	3	B	4800	Orefice/Davis
10	8	C	4800	Walker/Ouellette
10	8	C	4800	Piscitelli/Buchanan
10	8	C	4800	Campbell/Campbell

Northeast Division Final Standings - 1974
 Monahwk-Hudson Region SCCA - Knock-Off

A Production

- 1. Sam Feinstein Cobra
- 2. Joe Searles Corvette
- 3. Mike Oleyar Corvette
- 4. Nick Engels Corvette
- John Fuller Corvette

B Production

- 1. Bob Tullius Jaguar V12
- 2. Ray Anton Corvette
- 3. Chuck Callis Corvette
- 4. AL ANDERSON Corvette
- 11. PETE CALLAGHAN Porsche
- 12. BERNIE DeGRAF Corvette

C Production

- 1. Bob Sharp Datsun 260Z
- 2. Bob Tullius TR-6
- 3. John McComb TR-6
- 4. Bob Speakman Datsun 240Z

D Production

- 1. Harvey Thompson GT-6
- 2. Dave Ammen Alfa Spider
- 3. John Maffucci Datsun 2000
- 4. Austin Britton Lotus 7

E Production

- 1. Brian Fuerstenau MGB
- 2. Bill Schmid Porsche
- 3. George Frey Porsche
- 4. Alan Howes Porsche

F Production

- 1. John Kelly Spitfire
- 2. Pete VanderVate Spitfire
- 3. Ken Slagle Spitfire
- 4. Bob Spreen MG Midget
- 5. BOB CLAFFIE Spitfire

G Production

- 1. Joe Hauser AH Sprite
- 2. Haskell Royer Spitfire
- 3. Ken McNichol Spitfire
- 4. John Huber Spitfire
- 8. DAVE HATHAWAY Spitfire

H Production

- 1. Randy Canfield Sprite
- 2. Mike Dale Sprite
- 3. Jim Miller Sprite
- 4. Bob Criss Sprite

A Sedan

- 1. Doug Mills Camaro
- 2. Jim Crittenden Camaro
- 3. Jocko Maggiacomo Javelin
- 4. Dave Weinroth Camaro

B Sedan

- 1. Bob Sharp Datsun 610
- 2. Lou Gigliotti Datsun 510
- 3. John Stevens Celica
- 4. Bob Leitzinger Datsun 510

C Sedan

- 1. Gary Rutherford Alfa GTZ
- 2. Jim Boffo Mini
- 3. Jerry Wannarka Alga GTZ
- 4. Peter Dodge Mini
- 8. DOUG JONES Datsun 1200

A Sports Racer

- 1. Bob Nagel Lola T260
- 2. John Barber Chevy-Jag
- 3. Jeff Jones McLaren

B Sports Racing

- 1. Bill Mitchell Lola T212
- 2. Tony Cicale Chevron
- 3. Don Chab Lola
- 4. Bill Rousch NTM-FVC

C Sports Racing

- 1. Ed Givler SHPD Edge
- 2. Bill Brill Sprite
- 3. Sam Gilliland Arachnid
- 4. Ken Butler Lola
- 9. TED WENZ Elva

D Sports Racing

- 1. Jerry Bergman LeGrand-Honda
- 2. KARL DANNEIL NTM-Honda
- 3. Frank Brock Fiat Abarth
- 4. BILL MORRIS MiniMarcos

Formula A

- 1. Bryant Ingalls McLaren M10

Formula B

- 1. Ken Duclos Brabham BT40
- 2. Mike Rand Rondel M1
- 3. Eric Kerman Brabham
- 4. Joe Freeman Brabham

Formula C

- 1. Carl Whitney Brabham BT29
- 2. Harry Reynolds Brabham
- 3. Dirk Wrightson Brabham
- 4. Bob Kime Brabham
- 5. PHIL RAEDER PRD

Formula Ford

- 1. Dan Torpy Lola T202
- 2. Rick Bell Crossle' 25F
- 3. Bruce Feldman Lola T340
- 4. Buzz Marcus Titan Mk. 6

Formula SuperVee

1. Reeves Callaway
2. Ed Impink
3. Peter Moody
4. Domenick Billera

Mohawk-Hudson Region SCCA - Knockout

- Lola
- Royale
- Tui
- Lola

Showroom Stock Sedan

1. PAUL HACKER Colt
2. Steve Smith Opel
3. Joel Bradley Pinto
4. Ross Harris Opel
6. JIM BEHAN Pinto
11. DON COOKE Opel
- PETE HERMANCENCE Pinto

Formula Vee

1. John Helming Caldwell
2. Ray Dona Caldwell
3. Joe Marm Zink
4. Mike Lurie Caldwell

Showroom Stock Sports Car

1. Dave Roethel Opel GT
2. Jerry Lustig FIAT
3. PETER CALLAGHAN Porsche 914

SSS and SSSC compete for Divisional awards only. Mohawk-Hudson drivers, in case you haven't figured it out, are in CAPITALS.

Final 1974 Formula 5000 Championship Point Standings

<u>DRIVER</u>	<u>SPONSOR/CAR</u>	<u>AWARDS</u>	<u>PTS.</u>
1. Brian Redman	Research Fuels/Steed Lola T332-Chevy	\$81,150	105
2. Mario Andretti	Jones/Viceroy Lola T332-Chevy	70,000	97
3. David Hobbs	Hogan Racing Ltd. Lola T332-Chevy	32,050	55
4. Eppie Wietzes	Formula Racing Lola T332-Chevy	25,350	49
5. Brett Lunger	Jorgensen Eagle-Chevy	21,350	33
6. John Gunn	Marchal America Lola T332-Chevy	10,250	27
7. Warwick Brown	Pat Burke Racing Lola T332-Chevy	10,500	20
8. Graham McRae	McRae McRae GM2-Chevy	9,350	19
9. Evan Noyes	Eagle Creek Aviation Lola T332-Chevy	8,700	18
10. Tuck Thomas	Lancer Stores Lola T332-Chevy	4,400	16
11. Jon Woodner	Norris Industries Talon MRI-Chevy	8,550	15
12. James Hunt	Jorgensen Eagle-Chevy	9,850	15
13. Mike Mosley	Lodestar Lola T332-Chevy	5,350	11
14. Horst Kroll	Bosch Lola T300-Chevy	6,100	10
Al Unser	Chuck Jones Surtees-Chevy	3,500	10
16. Sam Posey	Norris Industries Talon MRI-Chevy	7,700	9
Tony Settember	Hone Overdrive Lola T330-Chevy	5,650	9
18. Roger Bighouse	Engine Shop Chevron B24-Chevy	6,000	8
19. Nestor Garcia Veiga	GTI Racing Lola T330-Chevy	3,000	6
Jerry Grant	Lewis/Arciero Lola T332-Chevy	3,400	6
21. Jim Hawes	Air Flow Research Lola T330-Chevy	4,050	5
22. Bill Tempero	Cloverleaf Texaco March 73A-Chevy	3,800	4
John Morton	Francisco Mir Racing Lola T332	2,900	4
Johnny Rutherford	Hogan Racing Ltd. Lola T330-Chevy	2,600	4
Gus Hutchison	HRE 74A-Chevy	2,600	4
26. Tom Jones	Dunhill Personnel Sys. McLaren M22-Chevy	3,250	3
27. James Dunkel	Rosecrance Mem. Chevron B24-Chevy	2,500	2
Lella Lombardi	Mr. Marty Eagle-Chevy	2,100	2
29. Dan Furey	Devonshire Ltd. Lola T330-AMC	3,850	1

CHARITY IS TO BIENICE

There was a dandy long editorial piece that was going to go in this space, but with the end of my editorial tenure in sight it's really impossible to get serious about laying down a heavy rap about where our sport is going, or what my editorial philosophy has been, or what it all means.

Instead let me take this brief opportunity to thank everyone who made it possible to put the Knock-Off together over the last two years: without Dave, Phil Gail, my brother Mike, Jimmy, the two Craigs, PKR, h.manley IV, Diane MacClumpha, and everyone else who contributed to the regional publication you the membership would not have had the pleasure of a regular, high-quality publication.

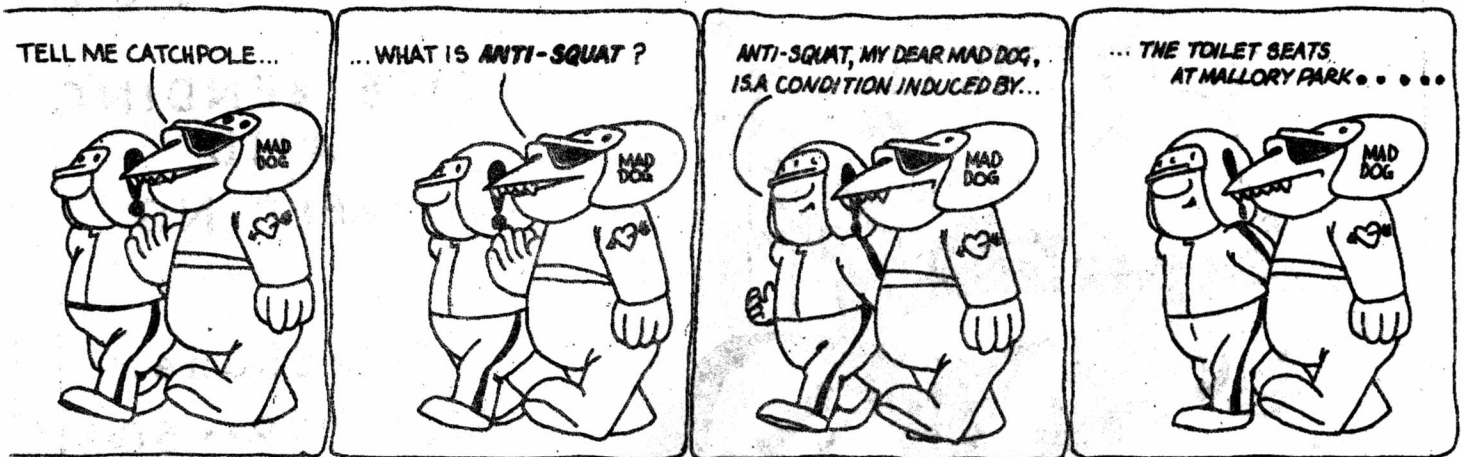
Right now my overriding desire is just to be done with it.....

As a final bit of philosophy, for your edification I herein present my all-time favorite "Catchpole".

peace,

CATCHPOLE

By Barry Foley



utosport 1974

AUTOSPORT, MARCH 7, 1974

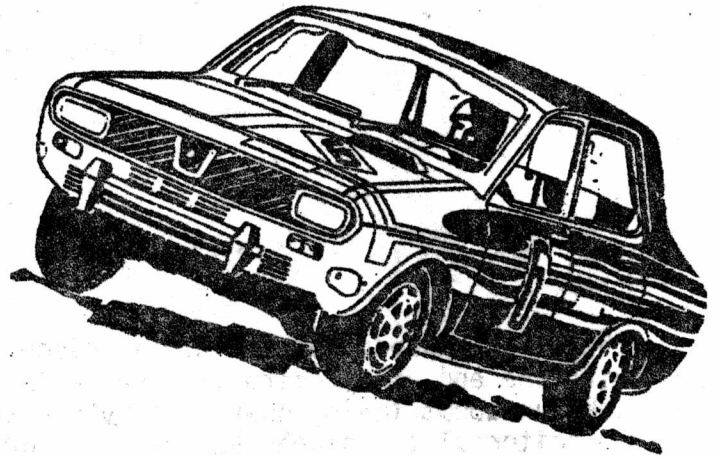
.... and Lime Rock, Watkins Glen, Nelson Ledges, Summit Point.....



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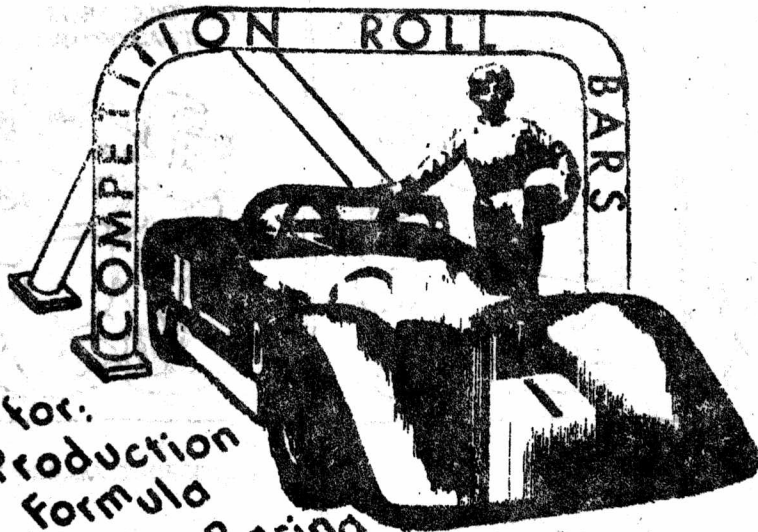
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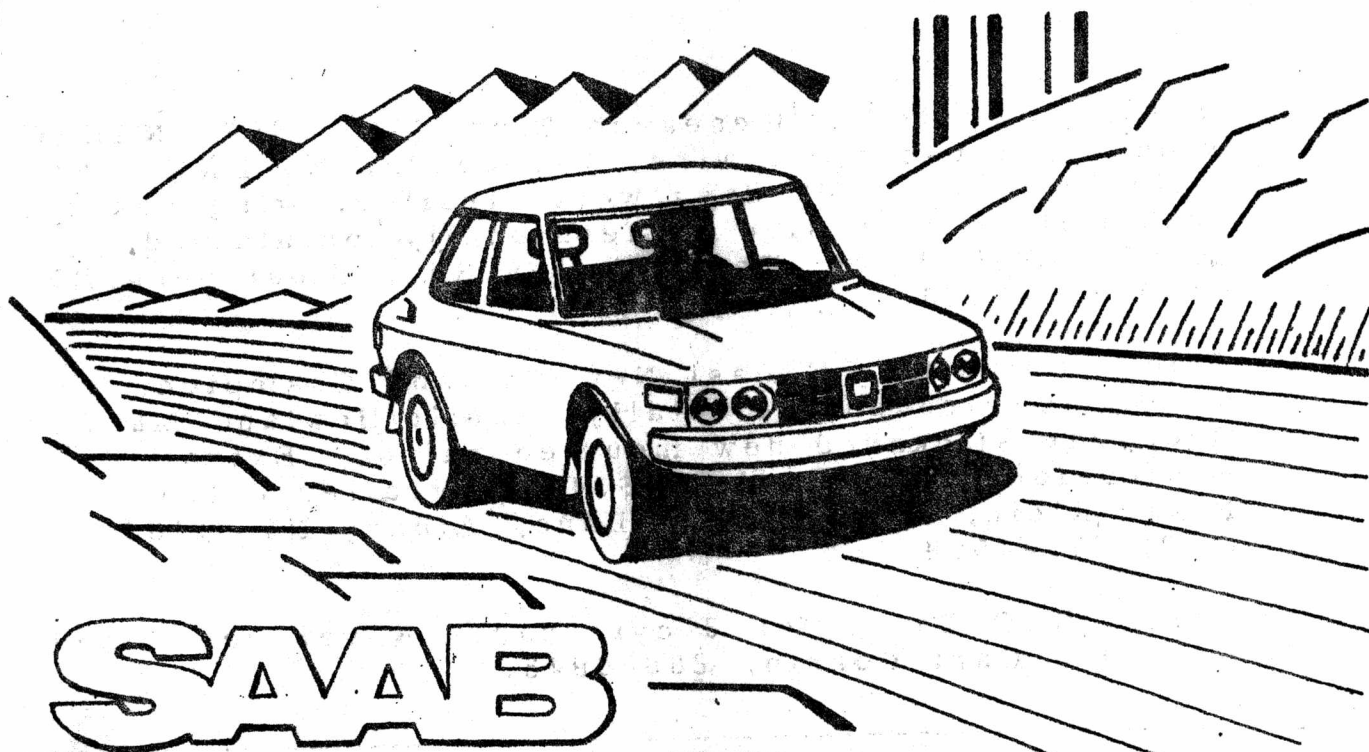
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The annual Banquet is December 7, 1974 at the Center Inn. Look for a future letter and along with that will be the ballots for the Election of the Regional Officers. Return ballots before Dec 7, 1974.

P.S. Hope you returned the Ballot for the Area 11 Governor's Election by Nov. 15, 1974 to Denver.
Every vote counts.

NEW MEMBERS:

Jay A. Barbas of Delmar.

WELCOME TO MO-HUD!

Here it is November and the first issue put out by us three - Jean Hacker, Judy Beauregard and Marie Corrin. (I thought we had until the first of the year) That's all women. So if you men want more to say about your sport be sure to send in articles. We promise we won't turn "Knock Off" into another "Better Homes and Gardens".

We want to thank our predecessors for any help and hope to equal other issues.

Bear with us while we get started.

For Sale: Competition Research Elva CSR. 1974 NARRC Winner. 13 races, 11 wins, 2 seconds. No DNF's Fast reliable. 8" - 10" drys, wets, trailer, wing, spares. Nationally competitive professionally maintained, \$4500. Ted Wenz, Eagle Valley Rd., Sloatsburg, NY (914) 358-0636.

For Sale: Lotus 69 FF Past New England Champion. Strong uprated engine-totally rebuilt Hewland Mk 8. Goodyear slicks and new mounted rains. Extras. Professionally maintained \$3400. trailer extra Peter Klein, High Meadow Lane, Albany NY 12186 (518) 765-4508.

For Sale: RAC Tach. for 8 cyl. car. Never been used \$25.00. Carl Corrin, 869-6948.

LEFT at an Executive Park Autoslalom one large water jug. Owners (Pub Racing?) may claim said jug from K/O Editor.

A WOMAN FOR ASST. R.E. ??
WHY NOT !!

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IN RALLIES + AUTOSLALOMS + OTHER CLUB
ACTIVITIES - WORKING TECH AT RACES.

NOTE FOR - CANDY SCHAF -

CSPRRC - 1974

. Bill Morris

Road Atlanta. Monday Morning 8:30. First practice session, CSR and DSR of the 1974 CSPRRC. One slow warmup lap, oil pressure seems to be dropping more than usual. Take the second lap equally slow, no doubt about it, 20 psi is much too low. Seven days of racing ahead of us and we blow an engine in the first five minutes. Karl Danneil (2nd DSR - NEDiv) was there in Eleanor's NTM, and complaining that the paving wasn't in the right place (you could tell from the red Georgia clay clinging to various parts of the NTM chassis). Anyway, if you're going to have problems, best in the first session because that gives you four days to get them fixed, which we did. But that assumes you don't have any more problems, which we did.

The weather was beautiful, sunny and 70's everyday; our prayers for rain went unanswered. Qualifying on Wed. and Thurs. held some interesting results. BP was rapidly building as the race of the week between the two Jag V-12's of Bob Tullius and Lee Mueller (San Francisco Reg.). The end of the first qualifying saw Lee slightly ahead by a small fraction of a second, then in the second session they seemed to be taking turns. Watch the other guy, and if he betters your time, than go back out and try to beat it. With about 5 minutes left, both cars were out on the track because neither was confident he had it locked up. Nose to tail, swapping the lead for a couple of laps, but it looks like the fast track has disappeared as the yellow flag comes out at turn 1. Next time around Lee is in front, but gets the Black Flag (for passing under the Yellow?). While he's in chatting with the Steward, Bob turns in his best laps, and now the checkered flag is out. Pretty cool!!

We had to leave before the BP race so you as well I will have to get the results from C P + A or Sports Car. Other qualifying notes: The fastest ASR and BSR cars were separated by .06 seconds. If you average the top five times in each of AP, BP, and CP, there are indistinguishable differences between the classes. Huffaker's Jensen-Healey held the pole in DP, with the almost antique Yenko Stinger Corvaire next to him. Bob Sharp was up against some formidable competition, and failed to get the pole in CP or BS.

Some results.....FV was won by Harry MacDonald, Cen.Div., in a Lynx. Don Maguire, with some crew help from Jon and Linda Van de Car, finished 16th. Col. Joe Hauser won GP in his Sprite. FA had an incredible field of 7 cars, with Ongais getting ahold of Rufus PJ's Viceroy

car to challenge Jerry Hansen, but Hansen went on to win yet another. Randy Canfield put in a very good showing in HP, but was unable to stay ahead of John McCue (Cen.Div). CSR saw the pole sitter, Jim Trueman, pit after a few laps, leaving Sam Gilliland to lead for the rest of the race. It was Eric Kerman's old car, making two consecutive National Championships for that car, Ed Givler in his Edge (formerly the Cookie Sheet Racer) qualified well, but DNF'd. For Sale \$1850.00.

Formula F was very neat and tidy, with many swaps back and forth in the first three places. An alloy hub Lola T 340 finished first; Rick Bell managed only a 14th. DS/R had several races within the race, with the Suzuki engines taking the first three places. Karl had some engine problems, perhaps a holed piston, but managed a 10th place finish. No. 88 DSR Mini Marcos (known affectionately as Harry) flipped a top off a piston in the morning warm up session, and thus observed the race from the paddock.

FC has always had a good showing from the Northeast. This year it was Bob Kime (SNY) who took 2nd behind Bill Anspach. Harry Reynolds 3rd, defending champion Mike Gilbert 4th and Carl Whitney 5th. FB crowned Kenny Duclo champion once again; Mike Rand 3rd, Eric Kerman 4th most of the time, but ending up 13th with mechanical problems.

A Sedan was led by Doug Mills, but turned over 1st place to Joe Chamberlain. Jocko Maggiacomo was 3rd in his Javelin. B Sedan was dominated by the Datsuns once again, Dave Frellson 710 first, Bob Sharp 610 second. Lou Gigliotti had engine problems again, putting him in 16th. Would you believe a Triumph Vitesse in 4th? C Sedan was Datsun also, won by Don Devendorf in a new B-210. Reportedly, it was a \$40,000 car, and judging from his margin of victory, they considerably overspent. It was a good day for Gary Rutherford with a 2nd but a bad day for the Mini's. Both Buffo and Dodge were not running at the finish.

E Prod started out as a repeat performance of the Schmid-Fuersteneau battle last year. This time Schmid held on at the last turn of the last lap and won. Loud cheers from the pits, and Brian deserves a lot of credit too....never more than a car length behind, and no marks on either car. Definitely an EP un-bash. As I said before we didn't stay for Sunday's races, so you'll have to get those results from someone else.

Ed.Note: Bill Jobe in his Corvette from Texas won the BP race from Tullius' and Mueller's Jags.

PURELY PERSONAL is a weekly column run by AUTOSPORT. It reflects the opinion of one regular staff member each week. Their Canadian and American correspondent Gordon Kirby wrote one recently which bears repeating.....

The day after the Elkhart Can-Am we learned that Riverside's Les Richter had decided to cancel his CanAm. The Riverside race would have been the sixth and final CanAm round but with the final F5000 and the second IROC races set for the same meeting, Richter decided that paying out prize money for the CanAm just wouldn't be worth it. So the 1974 CanAm Championship has trailed to an end after just five races.

Surely the time has now come to bring a final end to the CanAm. I'm well aware that such a move will damage a few people - UOP in particular - but if the SCCA don't go out on a limb for once and make a clear decision the whole sport in the United States is going to find itself on an ever more shaky footing.

It seems thoroughly perverse to me that some gentleman from Oshkosh Wisconsin can dust off his McLaren (ancient), tow it to Watkins Glen, play racer for a weekend and win enough to pay his expenses. On the other hand there are numerous struggling young drivers who just can't find a worthwhile place to race in the United States. If the SCCA would allow it, many of these young aces could put fenders on even a Formula Ford and blow the doors off the gentleman from Oshkosh in his CanAm car. The stopwatch proves it.

For my part I've had enough of watching these wealthy amateurs pretending to be CanAm racers. They get in the way of the few decent cars, they cause shunts and most of all they plod around and take prize money that should be available for some other series that would attract deserving young drivers. Everybody in America scratches their heads over the apparent lack of young talent, yet in the next breath they'll say "Oh we must save the CanAm. It's so much part of things". I suppose that's why they let Richard Nixon hang on for so long too.

Before I tear my hair out in frustration let me digress for a few paragraphs. Before I fall into a thorough diatribe about the CanAm let me give you a sketch of the other things that are happening in North American road racing. And thank heaven there are some very good things happening.

In Canada there's a Formula Atlantic series sponsored by Players cigarettes. There's very decent prize money (going up substantially next year), every race is televised and the TV audience figures have set a record for Saturday afternoon sports programming in Canada. The quality of the racing is steadily improving - the race at Trois Rivieres proved that quite graphically - and all of the young aces from the United States are turning their attentions toward Canada.

While all of this is going on there's no Formula Atlantic in the United States. Oh, there is one professional race (a supporter to the USGP) and there is a SuperVee championship. But the latter is extremely expensive for cars that are little more than Formula Fords and the jump to F5000 is too great. The few SV drivers who have done some Atlantic this year have found a new love -- the cars have real, useable horsepower, they have a full compliment of wings and the series is an important promotionally-oriented National Championship.

While chatting with some of the SCCA brass at a recent CanAm I discovered to my dismay that they knew virtually nothing about Formula Atlantic or the Canadian Championship. Birdie Martin the CanAm's Chief Steward was very surprised to learn that the Canadian Championship had a full series sponsor, a National TV slot and a full-time, salaried, series coordinator working out of CASC's Toronto office. As Martin and his cohorts have been telling us for years it's impossible to sell something like FAtlantic to a sponsor, all of this made him look a bit silly. Particularly when the Big Power CanAm series hasn't earned a hint of sponsorship or TV exposure since Johnson Wax went away.

It seems to me that the whole reason for the ridiculous situation in American road racing is precisely because the SCCA don't know anything about other types of motor racing. Their knowledge stops at the back of a CanAm grid.

Simply stated they should do away with the Group 7 series. While CanAm attendance figures slip the USAC/SCCA F5000 series grows, picking up the "big names" along the way.

My own vision of American racing goes something like this. First of all call the F5000 the CanAm Championship. Expand the series to 12 races, and in concert with USAC go after a sponsor. Secondly devise a Formula Atlantic series. Sit down with CASC and make an American schedule which would dovetail with the Canadian series. Maybe some of the races could be run with F5000 rounds. There's already the Watkins Glen round, and Clif Tuft at Road America is very much a FA supporter, and with three or four more races you'd have a fine North American FA championship.

Now if the SCCA can't deal with those ideas, if they continue with their ridiculous deferences to the CanAm it's time they were each given a tight budget and thrown into the first corner of a full season of Formula Ford racing. Maybe then they'd learn how absurd this After-You-Claude business of the CanAm is.

Motor racing is after all, racing. It's essence is people having a go. It's high time the SCCA learned that. Otherwise they are going to be swallowed up by USAC and NASCAR and if that happens it'll be a deserving end.

Riverside F5000 Championship final round of seven

1. Mario Andretti Viceroy Lola T332
2. Brian Redman Steed/Hall Lola T332
3. Warwick Brown Kenaloy Lola T332
4. Al Unser Eisert Lola T330
5. Graham McRae McRae GM2
6. Brett Lunger Jorgensen Eagle
7. John Morton Mister Marty Eagle
8. David Hobbs Hogan Racing Lola T332
9. Lella Lombardi Mister Marty Lola
10. Gus Hutchinson HRE March 74A
11. John Cannon Hudelson March 73A
12. Vern Schuppan Taylor-Entin Lola
13. Mickey Fowler Lodestar Lola T332
14. James Hunt Jorgensen Eagle
15. Roger Bighouse Ember Chevron B24
16. John Benton Formula Mag. Lola T330
17. John Gunn Marchal Lola T332
18. Eppie Wietzes CFR Lola T332
19. Nestor Garcia-Viega Lola T330
20. Bobby Unser Olsonite Offy Eagle
21. Jon Woodner Norris Talon MR1
22. Sam Posey Norris Talon MR1
23. Tony Settember Hone O'Drive Lola
24. Jerry Grant Arciero Lola T332

Laguna Seca F5000 Championship round #6

1. Brian Redman Steed/Hall Lola T332
2. James Hunt Jorgensen Eagle
3. Mario Andretti Viceroy Lola T332
4. Eppie Wietzes CFR Lola T332
5. Warwick Brown Burke Lola T332
6. Jon Woodner Norris Talon MR1
7. John Gunn Marchal Lola T332
8. Gus Hutchinson HRE March 74A
9. Johnny Rutherford Hogan Lola T330
10. Graham McRae McRae GM2
11. Jerry Grant Arciero Lola T332
12. Merle Brennan Matich-Ford
13. John Morton F. Mir Lola T332
14. Dan Furey Devonshire Lola T330
15. John Cannon March 73A
16. Evan Noyes Eagle Creek Av. Lola T332
17. Al Unser Jones-Lola T330
18. N. Garcia-Viega GT1 Racing Lola
19. David Hobbs Hogan Lola T332
20. Brett Lunger Jorgensen Eagle
21. Ron Dykes Justice Bros. Lola T192
22. Sam Posey Norris Talon MR1
23. Mike Mosely Lodestar Lola T332
24. E. Forbes-Robinson Mr. Marty Eagle

R/Egional Ramblings

.....Carl Corrin

By the time you read this, our region will have had it's last competition event and all that will be left for 1974 is the election of our '75 officers and the annual Banquet on December 7, 1974. The annual banquet will be held at the Center Inn with cocktails at 7 p.m. and dinner at 8 p.m. I hope to see you all there.

For a season that started out looking very bleak, it turned out quite well. When 1974 started we had no meeting place, no place for Solo II events, we didn't know if we would even have a race because of the energy crisis, and I decided to try and earn a competition license besides. Looking back at 1974; we have a nice home for our meetings at the Center Inn, we ran a full schedule of Solo II events, including Autosprint, we had a few rallies, our race at Lime Rock was a success again, but I still don't have a competition license. Thank you, members, for making the 1974 season more successful for our region than my effort to obtain a license was. Our success this year came about only because of those devoted, hard working members of our region that make it "click".

1975 promises to be another big year. Members have already been suggesting some sound ideas to work on and develop for next year.

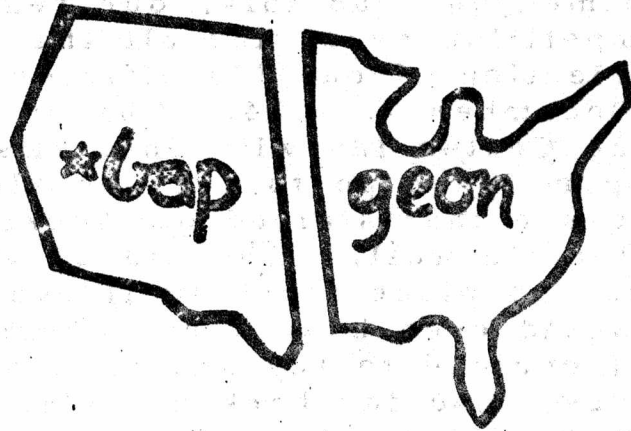
As for me? I'll still be around and staying active in the club. I hope to be able to spend more time on my racing effort, of course, that's contingent on my finding more money!

There aren't enough words available to thank everyone who has helped me and the club this year, so I'll just give a big, warm, heart felt, THANK YOU!

See you around and hang in there!

Carl Corrin

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