INTERNATIONAL
MOTOR SPORTS
ASSOCIATION, Inc.
P.O. Box 805
Fairfield, Conn. 06430
(203) 259-5233

January 4, 1973

NEWS

Dear IMSA Member:

HAPPY NEW YEAR to you. The IMSA staff hopes you have a fully satisfying season in 1973. The holidays provide a brief respite from the immediate press of business - - matter of fact, it's near impossible to get much done. We appreciate very much the many kind notes and cards received here; We've even framed some.

CITRUS 200 - DAYTONA, Friday, February 16 will be the lead off event in 1973 GOODRICH RADIAL CHALLENGE SERIES for 'Baby Grands'. $12,000 purse; 200 miles (or 53 laps) in prime time of Daytona's speed week. Entry forms and Supplementary Regulations enclosed to Competition License holders.

FORMULA SUPER VEE RACE - DAYTONA, February 11, 100 Km., $10,000 purse. Final details in the works. Entry forms out soon. This race will be staged right after the ARCA 300 stock car race . . . approximately 3:30PM Sunday. Qualifying via two 5-lap heats Saturday afternoon.

'BABY GRAND' SPECS for 1973 are enclosed to regular BG competitors, and will of course be sent to others on request.

Note that the official weights given are the actual manufacturers' weights advertised for each model, rounded off to the nearest 50 lb., to which we've added 145 lbs representing 22 gallons of fuel. Easier for us to weigh full than empty.

We feel this is the fairest and most consistent method of determining the range of minimum weights permitted, keeping preparation costs and policibility in mind. Some cars may end up a few pounds short of the official weight, in which case ballast must be added anywhere that's safe to bring it up.

Roll cages are in for 1973. Use diagram in IMSA CODE, p. 35 for guidance, plus add 2-3 side bars of 1¼ x .090 seamless mild steel tubing (minimum) to protect driver. Door windows and regulators may be removed if necessary when fitting cage and side bars.

We don't think roll cage installation should pose any great mysteries in this day and age, even to those who do their own work. The extra degree of protection afforded by a full cage over a simple roll bar is also obvious. We became convinced at Daytona in November after inspecting the pushed-in windshield pillars and frame of an Opel which had taken a roll-over.

Other than that, get a set of radial street tires (since that's the only kind you can use in 1973). Take advantage of the long range 22 gallon fuel capacity available in a safety fuel cell. Here's where you can get one:

FIRESTONE 22 gal. cells: $295 complete with inverted valve

Gene White Co.
1586 Howell Mill Rd N.W.
Atlanta, GA 30325
(404) 351-3920

Gene White Co.
3451 West 16th St
Indianapolis, IN 46224
(317) 636-4588

Gene White Co.
95 Eads Street
W. Babylon, NY 11704
(516) 249-2332

Mr. Carl Schafel
FIRESTONE COATED FABRICS
Magnolia, ARK 71753
(501) 234-3381

AERO TECH LABS: 22 gal. cells:
Mr. Pete Regna
1100 Blanch Ave
Norwood, NJ 07648
(201) 767-0666
Price Unknown

RACER WALSH CO.
124 Orange Ave
Suffern, NY 10901
(914) 357-6406
$305.00 to IMSA Competitors

DONN ALLEN 22 gal. cell: $275

DONN ALLEN, INC.
2157 Williams Hwy
Grants Pass, OR 97526
(503) 479-2949

Or, see the classified pages of AUTOWEEK and NATIONAL SPEED SPORT NEWS. Prices quoted are latest info given to us but are subject to adjustment by suppliers.

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NEWS

Following are some tire tips for IMSA Baby Grand competitors compliments of Walt Young at B. F. Goodrich. This information arrived today with an announcement that BFG will have a service truck, tires, tire engineers at all IMSA Goodrich Radial Challenge Series races. Special prices for IMSA competitors will be in the $25 per tire range depending on size.

Inflation - In order to improve stability of street tires in racing, higher than normal inflations are required. Depending on whether the car is front or rear engine will determine whether front or rear tires have a four psi increment. For example on a Pinto, a good place to start would be 32 psi rear and 36 psi front. Depending on the resultant oversteer or ploughing, the pressures would be adjusted accordingly.

Tread Depth - To be competitive you must have stability, both on straightaway and on curves. The last half of tread life is where the stability is. Any tire will have improved stability if the tread pattern depth is reduced. We recommend reducing the tread pattern to approximately 3/16" (0.1875") on a truer, on your wheel. We do furnish tires trued on a true wheel for racing, for your convenience. Better make arrangements in advance by calling Mike Leonard or Gary Pace. (379-2431 AC-216)

Alignment - The severe cornering experienced in road course racing calls for special alignments. Where possible, the wheels should be decambered (negative camber). The amount will depend on how much roll is experienced by the car. The banking and curvature of each track would require tuning the camber settings for maximum performances.

For safety and rapid recovery from turns, the caster should be as far positive as practical. This will maximize self aligning torque and give excellent road feel. Most street versions of American cars tend to be near neutral caster. They depend on the high drag of conventional street tires at low pressures to give the caster effect.

Toe-in should be as near zero in action as possible. Depending on the play in the steering arms and linkage, there should be a very small amount of toe-in.

Tread Wear - B. F. Goodrich and some competitors use a dual tread on new tires. The cap tread is designed for abrasion resistance, and is comprised between wet traction - dry traction, cutting resistance, and noise generation. The base tread is designed for adhesion of the carcass to the cap tread and to cushion the carcass from the worst of road impacts. When this base tread begins to show through, the tire tread life in about gone.

1-12-73 H

Pinto		3.19 x 3.06"	97.6	731F-BDA			
Ford Pinto	"B"	90.8 x 76.9mm 3.58 x 3.03"	1992cc 122"	1 Weber 2V 32/36 DFAV	5 x 13	55/55	7.0 2150
Mazda RX2	"B"		1146cc 69.8"	1 Hitachi 4V HJM 42	4½ x 13	50.6/50.3	7.5 2350
Mercury Capri	"A"	80.9 x 77.6mm 3.19 x 3.06"	1598cc 97.6	1 Autolite 1V 731F-BDA	5 x 13	53/52	7.5 2250

1973 BABY GRAND SPECIFICATIONS

CAR & CLASS	BORExSTROKE	SIZE	CARBURETION	WHEEL SIZE	TRACK	HGT	WEIGHT
Alfa 1750 "B" Berlina (1-2)	80 x 88.5 mm 3.15"x 3.48"	1779cc 108.5"	Spica FI	5½ x 14	52.1/50.1"	7.5"	2600
Alfa 2000 "B" Berlina (1-2)	84 x 88.5 mm 3.31 x 3.48"	1962cc 120"	Spica FI	5½ x 14	52.1/50.1	7.5"	2600
AMC "B" Gremlin (3)	95.2 x 88.9mm 3.75 x 3.50"	3805cc 232"	1 CarterYF 1V6 6093S/6095S	x 14	57.5/57.0	7.0"	2600
AMC "B" Hornet (3)	95.2 x 88.9mm 3.75 x 3.50"	3805cc 232"	1 Carter YF1V6 6093S/6095S	x 14	57.5/57.0	7.5	2750
AUDI 100 LS "A"	84 x 84.4mm 3.31 x 3.32"	1875 114"	1 Solex 2V 32/35 TDID	4½ x 14	56.0/56.1	7.5	2550
BMW 1600 "A"	84 x 71mm 3.31 x 2.80"	1573cc 96	1 Solex 1V 38 PDSI	4½ x 13	52.8/52.8	7.0	2200
BMW 2002 "B"	89 x 80mm 3.51 x 3.15"	1990cc 121.4	1 Solex 1V or 2V 32/32	5 x 13	52.8/52.8	7.0	2200
Chevrolet "B" Vega	89 x 92mm 3.50 x 3.63"	2287cc 140"	1 Rochester 7041181 or 7041023	6 x 13	55.1/54.1	7.0	2300
Datsun "A" 510	83 x 73.7mm 3.26 x 2.90"	1595cc 97.3	1 Hitachi 2V DAF 328	4½ x 13	50.4/50.4	7.0	2150
Datsun "B" 610	85 x 78mm 3.35 x 3.07"	1770cc 108"	1 Hitachi 2V DCH 340 30/34	4½ x 13	51.6/52.0	7.0	2300
Dodge "A" Colt	76.9 x 86mm 3.03 x 3.39"	1597cc 97.5"	1 Mikuni 2V DIDSA 28/32	4½ x 13	50.6/50.6	7.5	2150
Fiat 124 "A" Spt.Cpe (2)	80 x 71.5mm 3.15 x 2.82"	1438cc 87.8	1 Weber 2V 340HS	5 x 13	53.0/51.8	7.5	2200
Fiat 124 "A" Spt.Cpe. (1-2)	80 x 80mm 3.15 x 3.15"	1608cc 98.1	1 Weber 2V 28/36 DHSA 2	5 x 13	53.0/51.8	7.5	2300
Fiat 128 "A" Spt. Cpe	86.1 x 55.4mm 3.39 x 2.18"	1290cc 78.7"	1 Weber 32 I CA1	4½ x 13	52.2/52.5	7.0	2000
Ford "A" Cortina	81 x 77.6mm 3.19 x 3.06"	1599cc 97.8"	1 Weber 2V 32 DFM	5½ x 13	54.8/53.3	7.5	2100
Ford "B" Maverick (3-4)	93.5 x 79.4mm 3.68 x 3.13"	3280cc 200	1 Carter 1V DIDF-GA or HA	6 x 14	56.5/56.5	7.5	2650
Ford "A" Pinto	80.9 x 77.6mm 3.19 x 3.06"	1598cc 97.6	1 Autolite 1V 731F-BDA	5 x 13	55/55	7.0	2100
Ford "B" Pinto	90.8 x 76.9mm 3.58 x 3.03"	1992cc 122"	1 Weber 2V 32/36 DFAV	5 x 13	55/55	7.0	2150
Mazda "B" RX2		1146cc 69.8"	1 Hitachi 4V HJN 42	4½ x 13	50.6/50.3	7.5	2350
Mercury "A" Capri	80.9 x 77.6mm 3.19 x 3.06"	1598cc 97.6	1 Autolite 1V 731F-BDA	5 x 13	53/52	7.5	2250
Mercury "B" Capri	90.8 x 76.9mm 3.58 x 3.03"	1992cc 122"	1 Weber 2V 32/36 DFAV	5 x 13	53/52	7.5	2300
Opel "A" 1900	93 x 69.8mm 3.66 x 2.75"	1897cc 116 "	1 Solex 2V 32 DIDTA4	5 x 13	49.3/50.5	7.5	2250
Opel "A" Manta	93 x 69.8mm 3.66 x 2.75"	1897cc 116 "	1 Solex 2V 32 DIDTA4	5 x 13	52.4/52.0	7.5	2350
Renault 15 "A" Coupe	77.0 x 84.0mm 3.03 x 3.31"	1565cc 95.5"	1 Solex 2V 32/32	5 x 13	51.5/51.5	7.0	2300
Saab "A" 96	90.0 x 66.8mm 3.54 x 2.63"	1698cc 103.5"	1 Autolite1V 7ITW9510-LA	4 x 15	48/48	7.5	2100
Saab "B" 99E (2)	90 x 78 mm 3.54 x 3.00"	1985cc 121"	1 Zenith 1V 175CD2 or Bosch Elect F.I.	4½ x 15	54.7/55.1	7.5	2500
Toyota "A" Carina	85 x 70mm 3.35 x 2.76"	1588cc 97"	1 AISAN 2V 2T-C 34/30	4 x 13	50.4/50.6	7.0	2100
Toyota "B" Celica	88.5 x 80mm 3.48 x 3.15"	1968cc 120"	1 AISAN 2V 8R or 18R34/34	4½ x 13	50.4/50.6	7.5	2400
Toyota "A" Corolla	75 x 66mm 2.95 x 2.60"	1166cc 71.1"	1 AISAN 2V 3K 28/28	4 x 13	48.7/48.1	7.0	1900
Toyota "A" Corolla	85 x 70mm 3.35 x 2.76"	1588cc 97"	1 AISAN 2V 2T-C 34/30	4 x 13	49.6/49.0	7.0	2100
VW Super "A" Beetle	85.5 x 69mm 3.37 x 2.72"	1584cc 96.9'	1 Solex 1V 34 PCIT-3	4 x 15	54.3/53.3	7.0	2100
Volvo "A" 122/124	88.9 x 80.0mm 3.50 x 3.15"	1986cc 121.2"	2SU 1V HS-6 (1.75)	4½ x 15	51.8/51.8	7.5	2450
Volvo "A" 142/144 (2)	88.9 x 80.0mm 3.50 x 3.15"	1986cc 121.2"	2SU-1V HS-6 (1.75) or Bosch Elect. F.I.	5 x 15	53.2/53.2	7.5	2750

Notes: production steel wheels from model manufacturer only. 1" tolerance permitted from specified height. All transmissions are 4 speed and brakes are disc front/drum rear unless noted otherwise. No overdrive.

(1) 5 spd. trans. (2) Rear Disc Brakes (3) 3 spd. trans. (4) No Disc Brakes