

FORMULA

America's International Racing Magazine

Vol. 2 No. 8 September 1975 One Dollar

Pocono 500
★
Swedish Grand Prix
★
Lynx Formula Vee

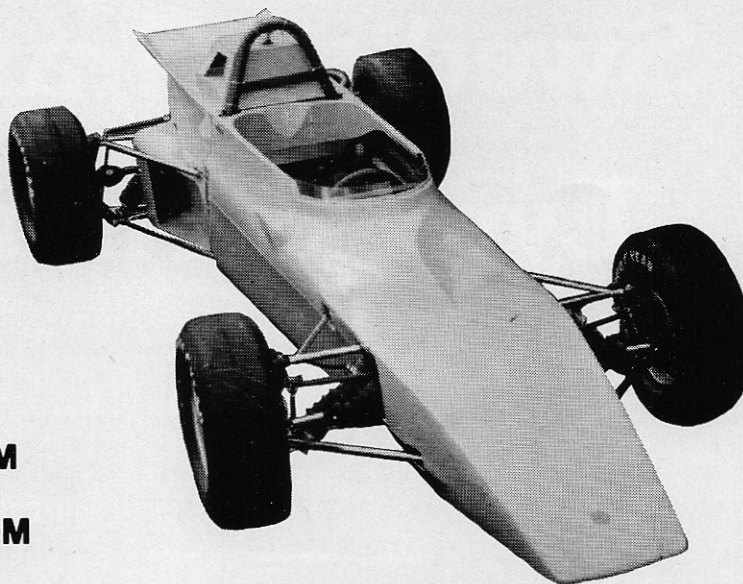


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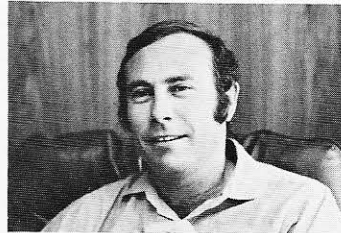
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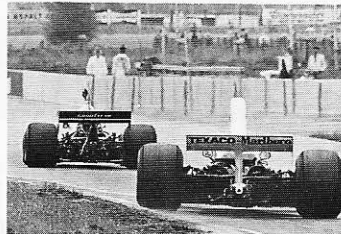
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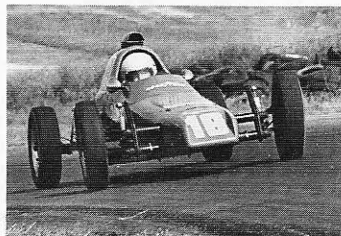
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Scott Leslie interviews racing promotion and marketing specialist Alan Bouverat and asks questions that should interest every racer...how do I find a sponsor & how do I keep him?



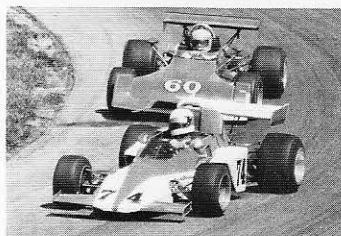
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Niki Lauda moved a little closer to his first World Championship with a win in Sweden, his third Grand Prix victory in a row. By Jeff Hutchinson.



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Gary Witzenburg tests the Lynx, the defending SCCA National Champion and one of the best selling Formula Vees around.



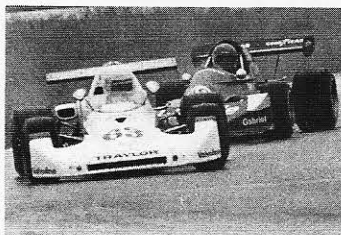
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B. J. Swanson, Chip Mead and Warren Mockler all came home winners at the June 7th & 8th Indianapolis Raceway Park Nationals; Randy Unsbee tells how they did it.



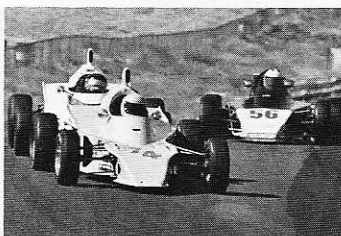
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A. J. Foyt won his second 500 of the season and virtually clinched his 5th USAC Championship. Gordon Kirby gives all the details of this year's rain-shortened Pocono 500.



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Young French-Canadian driver Gilles Villeneuve ended the Bertil Roos win-streak in impressive fashion at the very wet third round of the Player's Challenge Series held at Gimli Motorsport Park.



27

The July 5th & 6th R.I.R. Nationals marked the fifth time the Shirey-ADF combination have appeared at Riverside and the fifth time they've won. By Ed Pitz.

INTRODUCING THE FORMULA FORD DESIGNED TO BEAT THE LOLA T-340.

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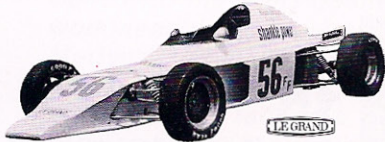
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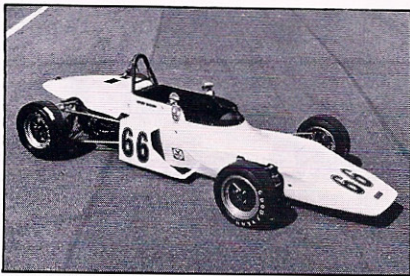
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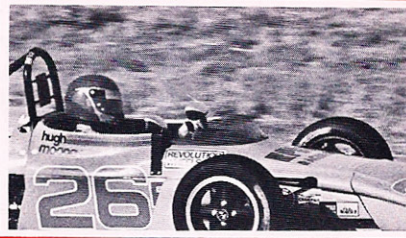
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FROM THE DRIVER'S SEAT

by Hugh Mooney

Atlantic Is It!

While some North American series are struggling with no sponsors, smaller crowds, and shrinking entries, the Player's Challenge Series for Formula Atlantic cars in Canada is going strong. With increased purses, larger entries, good spectator attendance and television coverage, the series is fast becoming "The" North American formula car series.

The Canadian series has become more competitive than Super Vee or F5000; in this respect it is now almost on a par with Formula Two. Qualifying has been extremely close, with less than four seconds covering the top 30 cars in most cases. Compare this to your normal time difference in a Super Vee race, which is usually about nine or ten seconds, and you begin to get some idea of what it's all about.

Formula Atlantic cars have a good balance of power-to-weight and the BDD (sometimes referred to as BDA) power unit has proven much more reliable than the old twin-cam. The BDD engine offers a wider RPM range

and develops a lot more torque. The cars have it all: swoopy looking bodies, wings, big tires, great power and good sounds.

The drivers are good and fast, and the series has a definite international flavor with at least six countries represented so far this season. The series has averaged 44 entries per race with a total of 177 entries for the first four races. These entries represent 72 different drivers of which 24 have finished in the top ten.

More races for '76?

Discussions are now taking place about expanding the series next year to include the United States. Most likely it would be comprised of 12 or 14 races starting on the Pacific coast and zig-zagging across the States and Canada. A 12 or 14 race series, as opposed to the seven events now scheduled, would make it the premier series in North America, bar none, assuming John Player or another company would sponsor it.

But Atlantic racing isn't cheap. It takes many dollars and an all out effort to be competitive. With only one or two exceptions the top ten or fifteen finishers are using new chassis so there's not much room for your four year old Brabham. However the good part is that in the Player's Challenge Series it is possible to get the bills paid with sponsorship money.

The TV does it

It's all because of the television coverage. The exposure the series receives on TV is excellent: five and a half hours of air time and a total viewing audience of three and a half million. The races are shown on a week delay basis, Saturday in English and on Sunday in French. It gives a team something to offer a potential sponsor, something more than just spectators at the track.

With exposure figures of three and a half million you can offer a sponsor a program that is more in line with other advertising media. The cost per thousand (amount of money it takes to reach each thousand people) figures are quite low by racing standards; in fact they more closely parallel figures usually associated with special interest magazines. For example a \$70,000 program would figure out to less than \$20 per thousand, and for a racing program that isn't bad at all.

If you're looking to do a professional series next year be sure and look into the Formula Atlantic program. You'll see good purses, unmatched competition, beautiful track settings and more exposure than you ever dreamed of. For more information on the Player's Challenge Series write Rob Tanner, Coordinator, Player's Challenge Series, P.O. Box 97, Willowdale, Ontario, Canada, M2N 5S7. ■

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matters of the moment...

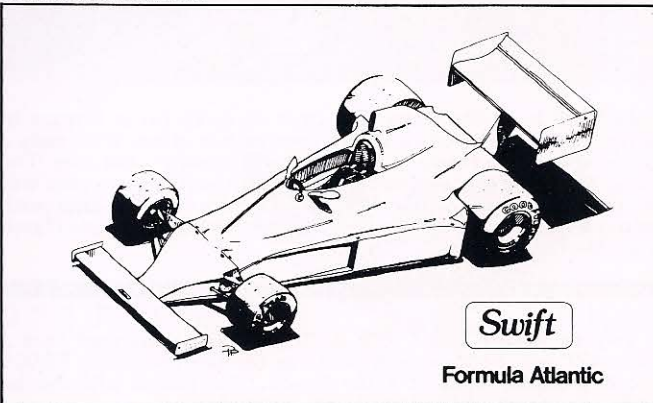
Jeff Hutchinson Photo



• The new Ensign Formula One car made its first public appearance at the Dutch Grand Prix June 22nd. Mo Nunn and Dave Baldwin have put together a very attractive car and have reportedly signed a major sponsor for the 1976 season and will field a two car team. No drivers have been mentioned.

• Fred Opert will enter three additional Chevron B29s for the Three Rivers Formula Atlantic race August 31st. The cars will be driven by Jaussaud, Jarier and a woman driver, Marie Claude Beaumont. Sponsorship is from Gitanes Cigarettes. Look for Depailler in a works backed March 75B at the same event.

Paul Pfanner Drawing



Swift
Formula Atlantic

Jeff Hutchinson Photo.



• We have associations for everything else . . . Why not? The Grand Prix Drivers' Wives Association pose for a photo at the Swedish Grand Prix. Will they be the next group to strike? Heaven forbid!

RPM Photo



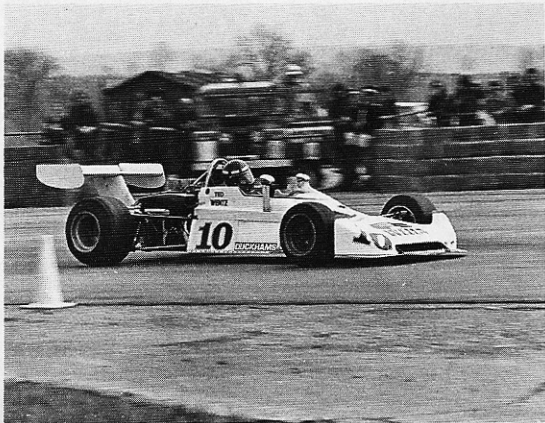
• Southern California has a new Lola and Titan dealer; Autohouse America, 1640 S. Lyon Avenue Unit A, Santa Ana, California 92705 (714) 836-5200. Fred Greenfield, the owner, has announced a grand opening celebration set for October 25th, 1975. "The First Annual Racing Drivers Ball" will feature an open air street dance complete with a live band. Main attraction of the grand opening will be a bra-less tee shirt contest for the ladies. (Tee shirts will be furnished) Grand prize for the contest is a round trip ticket to Hawaii.

Swift

• Exclusive to *Formula*, first drawings of the Swift Formula Atlantic car being designed by David Bruns. The car will feature rising rate suspension, inboard brakes, and torsion bar anti-roll bars front and rear. The low-drag aerodynamics are somewhat similar to the ADF Formula Ford with a little Ferrari flavor thrown in. The basic chassis will be straight forward, constructed of steel tube bulkheads riveted to sheet aluminum skin. Interested parties should contact Dave Bruns at (714) 842-2341.

- Carlos Reutemann took advantage of Niki Lauda's punctured tire to win the German Grand Prix. More than half the field were non-finishers because of excessive punctures. Finishing a surprising second was Jacques Laffite in a Williams followed by Lauda's Ferrari in third spot. Tom Pryce, Alan Jones and Gils Van Lennep rounded out the top six.

David Winter Photo



- American Ted Wentz is currently running third in the Player's Atlantic series in Europe driving his Wella sponsored Lola T360. Note the Brabham-like deformable structures.

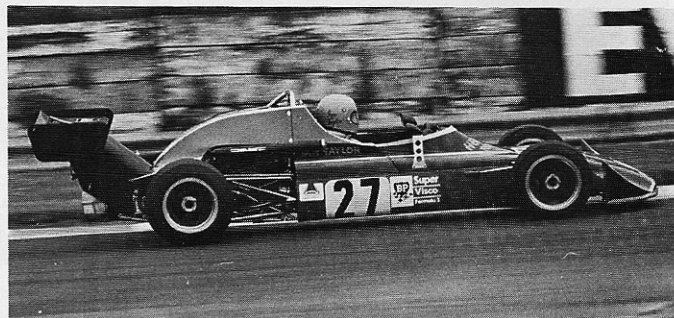
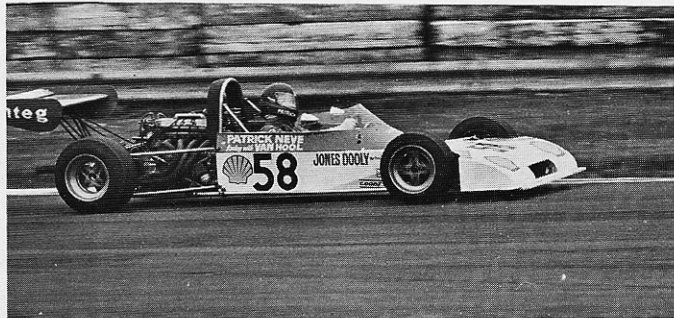
- VW of America will be sponsoring a Showroom Stock Sedan race for Sciroccos at the U.S. Grand Prix complete with a \$4000 purse. All you need is a stock Scirocco and a FIA license. This is possibly a test for a full pro series next year.

Jeff Hutchinson Photo



- The latest in F1 super tweaks. Wheel fairings were fitted to Vittorio Brambilla's March at the British GP. Good for 200 revs down the straights.

David Winter Photos



(TOP) Patrick Neve's Safir. (BOTTOM) Ian Taylor's GRD 375.

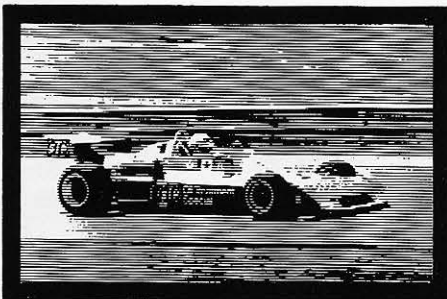
- Formula Three has really regained its popularity this season. Part of this increase is due to the support of the Formula One Constructors Association. The Association sponsors some of the major events, which may lead you to believe that F3 is where they would like to see young drivers compete. Picture are the Ray Jessop designed Safir driven by Patrick Neve (who is currently running second in the series) and Ian Taylor in a GRD 375.

David Winter Photo



- FF2000 has been somewhat slow to catch on in Europe in its first season. The entries have been rather sparse with only a couple of private teams in a field of works supported cars. The racing has been quite good though, and possibly next year will tell the tale. Here we see Bernard Vermilio (ex-F3 man with Lotus) leading a group through Bottom Bend at Brands Hatch in his Merlyn.

- Toyota Motor Sales, U.S.A., Inc., has announced that a Celica GT will be used as a pace car for the upcoming F5000 race September 28th at Long Beach. The Celica will also be used at the Grand Prix-West March 28th, 1976.



Brack's Column

by Bill Brack

With only two races left in the Player's Challenge Series the STP team is back in fourth spot, and we're going to need a bit of help to win another Canadian Championship. But looking at the two most recent races, I don't think that under the conditions I would have done anything differently.

At Gimli, a flat airfield track, I started from pole in miserable rain and led until Bobby Rahal got past as I hesitated, thinking I had oil pressure problems when the light came on. But my main problem at Gimli was vision.

I had put anti-misting compound on my visor, but that didn't help, and I eventually threw the whole visor away and just cleaned my glasses with my thumb whenever I had a chance. Going down the straight in front of the pits every lap, I just had to hope I didn't hit anyone. At that point I decided that it was more important to protect my position in the point standings than win the race. In front of the pits I just couldn't see in front of me, even though I was only using third gear and running close to the pit guard rail.

Then, with only a few laps left, I went off and filled the radiator with mud and finally finished an overheating fourth. The whole weekend didn't prove any-

thing and we were pretty happy to get on the road to St. Jovite.

St. Jovite had been closed for four years so it was a new experience for everyone. Fortunately the STP Chevron took to the track like a duck to water. Both the car and I like up-and-down circuits with lots of long sweepers, and at the end of practice we were on pole for the second straight race.

I decided on using five speeds in the gearbox, for, with the split ratios available for the Hewland FT200, I could use a high first gear in Namerow corner, a slow hairpin before the pits.

I eased off and was driving easily in the lead from the start with Forbes-Robinson behind me. Then, entering Namerow at the end of the fourth lap, the clutch pedal went to the floor and I lost what seemed like several seconds fumbling for a gear. With Forbes-Robinson past, I spent the next few laps trying to drive without a clutch, finally finding that I could master all the changes except down into first for Namerow. But if I changed my line there, I could go through almost as quickly in second.

Then I managed to close back in on Forbes-Robinson by about the 20th lap, figuring I would try to pass him in Namerow and hold him off on the exit, thereby getting a lap to build up a lead before we came to Namerow again. But for three successive laps the yellow flag was out when I came upon the corner, and I had to drop back after I had come up beside him.

Finally the oil pressure light came on in fast corners and the gauge read zero. As the same thing had happened at Gimli with the same engine I hoped that it was just a mistake, but going through corner two on the 23rd lap the Hart blew itself to bits, partly because I had no clutch.

Now the series is close in points and I could use some help from people like Bobby Rahal. He is emerging as the brightest new driver in the series, but I wish he would finish in the points ahead of Roos, Klausler, and Villeneuve a bit more often. Mosport is next, and it will be our make-or-break race. I'm only going to make one prophecy: that the STP Special will be on the pole for the third straight race. After that, we'll see what happens. ■

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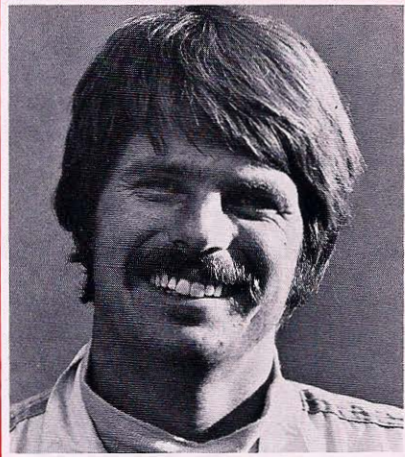
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TECHNICALLY SPEAKING

with J. Peter Halsmer

Brakes

If you think smoking is hazardous to your health, try bad brakes!

To begin with, we'll look at the pedal assembly itself. Check for freedom of movement of the pedal. Depending on type of construction, the pivot bolt may or may not want to be tightened down. Most have a bushing with a sleeve inside that the bolt can be tightened against. Most of the sleeves tend to corrode and freeze up, so check them regularly.

The two shafts from the master cylinders should be adjusted with three things in mind: one, proper pedal placement relative to the throttle; two, equal lengths so the bias bar isn't limited during operation of the pedal; and three, that when fully returned to its stop, the brake pedal doesn't hold the brakes on!

Bias Bar

The brake bias bar is the bar that usually runs through the pedal and distributes the pedal pressure to the two master cylinders (one for the front brakes and one for the rear).

There are two brake systems for safety reasons. Needless to say, it's a requirement in all race cars I know of.

The bias bar has a couple of potential problems. Be sure the pivot in the pedal is operating freely. If the pivot is the type that floats freely in the pedal, be sure it has only enough lateral movement to operate freely. Too little lateral movement could cause the bar to bind during operation.

Most bias systems have shouldered jamb nuts on each end for locking. Be sure that when tightened the shoulders clamp only what they should. Sometimes they will catch the edge of the yoke that should be free to pivot. After every adjustment to the system,

be sure all components operate properly.

Adjustment of this type of system is accomplished by screwing the bias bar one direction or the other. The pivot is usually an integral part of the shaft, so it moves laterally with the bar. By moving the pivot closer to the front brake master cylinder shaft, a greater percentage of the pedal pressure goes to the front brakes and less to the rear. A couple of turns at a time should produce noticeable results when setting the brakes at the track.

The need for bias adjustment is due to different front-to-rear static weight, tire sizes, and aerodynamic loadings. Should any of these be changed, keep in mind that the balance may need re-adjustment.

Hydraulics

The manufacturer puts the system in the ball-park by using certain size pads, calipers, and master cylinders. The front and rear master cylinders are usually different sizes to put the system close to balanced; the bias bar does the rest. If you must work with the master cylinders, be sure you remember the problem; a change in size may be too great to compensate for with the bias bar. Keep the same size if at all possible. The front is usually smaller than the rear master cylinder because more braking power is needed at the front. The ratio of front-to-rear master cylinder sizes is important to keep the bias bar in its usable range. The absolute size, for example 5/8 inch, establishes the pedal pressure and movement necessary. By keeping the ratio constant but increasing the actual sizes, more pedal pressure and less pedal travel is required for the same amount of braking effect at the wheel. Of course, for smaller sizes the opposite is true.

On the hydraulic end of the system, there are some things to keep in mind. Remember that the fluid itself loves to absorb moisture. This causes rust and corrosion and also lowers the boiling point. A complete fluid change or two isn't bad through a racing season, although if the brakes are bled often enough it accomplishes the same thing.

As for the fluid itself, I use the typical 450 degree dry boiling temperature fluid available at any parts store under a number of brands. Remember, don't leave any cans open; and even if they're closed, I wouldn't use anything over six to eight months old if the seal is broken.

Brake systems operate on the simple principle of force transmission through a non-compressible fluid. That's why air makes a pedal soft: air is compressible. By having bleeding screws at the wheel cylinders, hopefully at the highest point in the fluid system, the systems can easily be relieved of air. Keep the master cylinder full while bleeding so it won't pick up more air. In order to bleed the system, pump the pedal with the bleeder open. Once most of the air is

out. On the last few pumps close the bleeder when letting the pedal up. This will insure that no air is sucked back into the bleeder.

Sometimes a brake line will be higher at some point than the cylinder and will trap air there. To solve the problem when bleeding the system you may have to remove the brake wheel cylinder and hold it high, or hold the line lower.

As for the brake lines themselves, the flexible ones are generally steel-braided. The older-style rubber ones are fine, though they give a barely noticeable softer pedal feel and, of course, can be more easily damaged.

Care should be taken, especially on the front end, to be sure no interference or length problems arise with full suspension and steering movements.

Care should be taken to tie down the steel lines whenever possible. Vibration of loose steel lines tends to crack them right where the flared ends are. Use the nylon tyrap if possible. Some cars have steel tabs that are bent over the steel lines to hold them. I've seen lines worn badly from vibration here — check them if you have them.

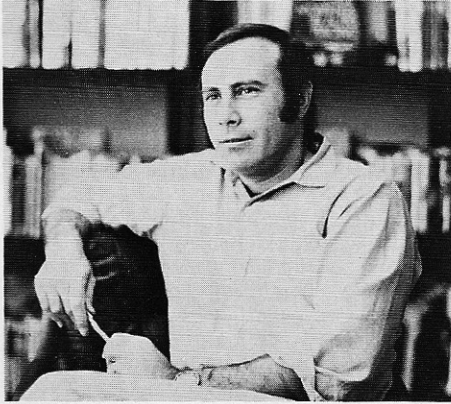
A soft brake pedal is the most common problem with brakes. It is usually caused by air in the lines. It could, however, be something like uneven pad wear, master cylinder or wheel cylinder problems, or dynamic situations like excessive run-out in the discs (wobble caused by a warped disc).

If the problem is tough to cure, isolate it by plugging off parts of the system. Plug the master cylinder outlet — a hard pedal means no problem there. Continue on until you recreate the problem. A way to tell if the pads are the problem is to put something hard between the two pistons of the wheel cylinders (in place of the brake pads). Try the pedal now and see if the pedal feel has changed. Also try to determine different areas to look in.

Pad changing on race cars is extremely easy. The tough part is parting with the green to purchase them. Keep in mind one thing if you are going to re-install pads you have removed — keep them in the same caliper and on the same side of the caliper that they came from. Otherwise they may require some re-bedding.

If you have worked on the brake system, double check for leaks when you are through. Having someone hold a very hard pedal while you check all areas is an excellent idea. Also be sure the pads are pushed back against the disc after working in that area. Drivers should check for a hard pedal before moving, but they don't always do it. If the brake cylinder pistons are left away from the backs of the pads, as in a pad change, a pump or two on the pedal will be required to get a hard pedal again. Don't take a chance on leaving this up to the driver. He may forget, and then the first turn could be overly exciting!

You know, Mother Nature doesn't like race cars!



Interview: Alan Bouverat

“The Silent Racer”

By Scott Leslie

Alan Bouverat, “the silent racer”, has been involved in racing for twenty years. He has raced in Europe and the United States, been a team manager, designed and built cars, and, like the rest of us, he has cleaned grease out from under his fingernails and scrubbed oil off his elbows. He is the creator and president of Autosport Promotions, which serves as a very successful link between the racing and business communities.

His clients include many top name drivers, but it was because of his concern for the up-and-coming driver that we chose him for our interview. For all those drivers out there whose racing budget is as lean as a used slick and whose sponsorship prospects are just as black, for all of you who begin and end every season needing sponsorship dollars but say, “How the hell do I get it?” read on.

F Do you feel that a proposal kit of some sort is the best way to go about looking for sponsorship?

AB I feel that a kit is the best way if you cannot just go and personally discuss your program with the prospective sponsor. A kit is especially valuable to those who have full-time jobs. When you are starting to prepare your racing efforts, it is very important to remember that

your program should be prepared in a business-like manner. I should give an impression of the quality and the way you do things. When you name your team, keep in mind that what you call yourself will reflect your effort, especially in the first impression. Letterheads and envelopes should be made, and, by all means, make copies of all your correspondence.

F Where’s the best place to start with the preparation of the kit?

AB If you have a prospective sponsor in mind, it does not hurt to call them up and break the ice. If you talk with somebody who is interested, preferably somebody with decision-making power, then you can skip what I call a letter of interest of basic letter of introduction, and just send your kit. But if you are unable to contact them in person or by telephone, then a letter of interest should be sent.

F What is the basic idea of the letter of interest?

AB You are communicating with somebody you have not spoken with before. It essentially replaces the phone call and should be no more than three or four paragraphs. Basically you want to educate them about the sport, tell them where your series exist in the sport, and what your racing program has to offer that company. If they’re interested in knowing more about your program, it can be beneficial to enclose a business-reply card or a self-addressed stamped card so that they can easily reply to you. Before you call or send your letter of interest, you should have your kit finished, or close to it, so that you can respond quickly to an interested sponsor.

F What should the letter of intent include?

AB Your letter of intent is one of the most important items in your kit. Basically you want to tell them when, where, how, and what you are going to do for them: what your program has to offer that company. When and where the races are and who and in what numbers the people you will reach. Past attendance figures plus a growth pattern that might be expected for this year’s events. Also guidelines to the media coverage that the events will receive. If it is local coverage, or if it gets some kind of national publicity, tell them the coverage and who it will reach. Naturally include radio and television coverage if it is offered. If it is a regional sponsor, he is not going to be interested in national coverage, so be specific regarding the company you’re talking

to. Don’t make one general presentation and expect it to work for everyone — it won’t work. Everything that is turned out and presented has to be specialized to that one prospective sponsor. Tell them the benefits that exist and how you will work with them to get their product or whatever in front of the people. You can end by indicating the budget you will require for your program.

F What sort of background on yourself should be included?

AB A short profile, about two pages maximum, should be included. It should be more than a resume. You should say something about your racing background as well as your education. How you got started and your intentions in racing should be included. The person who is reading the profile must be able to see your character in it. Make it as reasonable as possible without getting too personal.

F What about a schedule of races?

AB You definitely should compile a list of events. Don’t present a date you are going to be unable to fulfill. You should also include dates of trade shows and conventions that you might be able to display the car in. Even if some of the shows are not directly related to your sponsor, show him how it can be beneficial. For example, let us say that you have an electrical company as a sponsor; you are not restricted just to electrical trade shows. Perhaps they make some electrical component for a motor home. Tell your sponsor that by displaying your car and his name at an auto show, for example, the people that would attend are potential prospects for motor homes. And the more motor homes sold that contain your sponsor’s product, the better off he is.

F What is the best way to tell your sponsor what you are going to do for him?

AB A list of services can best accomplish this. Basically, make an itemized list of what you are going to do. Tell them that you will have the car presented to his approval; the driver and crew will display the sponsor’s colors and logo. Naturally all media releases should include the sponsor’s name. If applicable, product information should be made available at the track. If the company is technically oriented, be willing to use your car as a test bed. Be available to actually represent them at the track. You can also entertain the sponsor’s business representatives and his clients while at the track. You should be willing to deal with the problems that your

continued ►

sponsor might have and help him solve them. It is very important that you realize that if you are going to take someone's money you have a job to do for them. You are getting paid to provide a service. Deliver, because if you don't, it not only reflects on you but on the sport itself. It really makes it harder for the next guy looking for sponsors if you don't deliver. A corporate executive at a cocktail party will say, "Hey, we are thinking about sponsoring a race car," but if the guy he's talking to has had a bad experience with motor racing, he will just say, "Hell, we tried that and, boy, what a mistake!" By not performing your program as committed, it makes it harder for everyone in the sport.

- F** *What about press clippings or race results?*
- AB** If you have been featured in any magazine article, race results, etc., by all means include them in the back of your kit. The coverage that Formula Magazine gives to the local races will prove really valuable as a source for some of these items. When you include race results, it is a good idea to circle your name so that the person glancing over it can zero right in on your name.
- F** *What about photos?*
- AB** All you will need is two black and white glossy photos. Either 5 X 7s or 8 X 10s will do. One should be a three-quarters side or a full-view side of the car you plan to use. The second photo should be a photo of you from the chest up (a 2-T shot).
- F** *How should the kit be organized?*
- AB** You can organize your information in a folder that has your effort's name on the cover. It should be a folder with inside pockets to slip your information and photos in.
- F** *Who would you recommend sending the kit to?*
- AB** You should send it to the person you feel it will benefit the most. Usually it is the marketing or the advertising director.
- F** *Now that everyone has an idea of how to approach a prospective sponsor, what do you feel is the biggest problem that they are likely to come up against?*
- AB** Time. Looking for sponsors is definitely a full-time job. There is an awful lot of research required, and

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there are many frustrations.

I've seen many people begin looking and just give up because of the time and effort required. Finding and keeping sponsorship is a full-time business.

If anyone has any questions, please write me in care of Formula Magazine and I will be glad to answer any questions regarding looking for and keeping sponsors. ■



Howdy's Column

by Howdy Holmes

Working the bugs out of a new car is always a traumatic and frustrating experience because you always run into little things like body panels rubbing against carburetors, dzus fasteners that aren't long enough, and noses which don't fit. In addition to all that, I didn't expect so much difference between our new E-Z Wider Lola T324 and the old "burned-out" Lola T322.

Wilbur Bunce and mechanic Bernie Thomas had done a fantastic job to build the T324 in three weeks, and in the first shakedown laps around Summit Point, a few days prior to Watkins Glen, the "driveability" of the car left a large impression on me. I like the new car a great deal. I've analyzed the difference between the two, and in my opinion, the 1975 Lola is a better cornering car. It doesn't seem to have much roll at all. The T322 would roll entering the corner, and if you became aggressive, it would stick, the difference being that the T324 would not have the roll on entry which consequently allows the driver to be a bit smoother. He doesn't have to deal with exaggerated weight transfer up to the apex, so he can concentrate on being extremely smooth, which permits him to go through the corner faster. Aerodynamically I don't think the new E-Z Wider Lola is any better, and it might even be a tad slower down the straights. But in terms of overall performance I think it will be faster, simply because there are more corners than straightaways on any particular road course. I think the new, chocolate brown Super Vee will prove to be a winner.

In a short session at Summit Point we tried a new trick splinter and wing, but unfortunately I hit a dog and bent the rear trailing arms and wing. As it was becoming nearly too late to reach Watkins Glen in time, we loaded up the car and

Wilbur and Bernie left.

At Watkins Glen, we were all looking forward to bettering my pole time of last October. Like all other competitors, we encountered a breathing problem with the VW engine which affected the acceleration rate and consequently I qualified a lowly sixth. I got a pretty good start, however, and by the end of the first lap I was third behind Tom Bagley and Richard Melville. Benny Scott in the meantime was right behind me, and it took seven or eight laps to break his tow.

At this point it was a three car race, and we were definitely out of sight of the rest of the field. I felt right from the start that if I could get up front I could catch the leaders on incentive alone but I knew it would take most of the race, simply because I would have to become more and more confident of the car as the race wore on. As I hadn't much time in the car, I still felt a little unsure of it.

It was at this point that I really tried to extend myself, and exerted a big effort to catch first Richard and then Tom. It turned out that when we came down to the end of the race, Richard didn't know that I was trailing so closely. With one lap to go Richard had to have known I was there although he said afterward he hadn't. I don't think he could have done anything about it anyway. On the last lap going up the back straight I was in his draft, then passed him at the end of the straightaway going into the right-hander, led him through the rest of the infield and beat him to the flag to snatch second place from the series point leader.

I'm sure this irked Richard to no end, since it was the fourth time this year he was passed on the last lap, and the second time he was moved from second to third. I had the honor of doing it to him earlier this year at Riverside so I'm sure that Richard is quite confused about his last lap performances.

With five races left the 1975 Bosch Gold Cup series is still anybody's battle, and I feel extremely confident I can win the series. Even though I'm fourth in points with 55 (versus 70 for Richard Melville), Wilbur, Bernie, E-Z Wider, and I feel very, very reassured that we can handle it all, and we're looking forward to securing the '75 championship.

The next stop is Elkhart Lake. The countdown to the championship is just beginning. . . ■

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Jeff Hutchinson Photo

Lucky Three For Niki

Swedish Grand Prix, June 8th 1975

By Jeff Hutchinson

Niki Lauda scored a hat-trick third consecutive victory at Sweden's Anderstorp Raceway, and in doing so put himself a comfortable ten points ahead of his nearest rival in the World Championship standings.

Unlike his previous two wins at Monaco and Zolder, the Ferrari driver started the 80-lap race as an outsider, only fifth quickest in practice with four Ford-powered cars ahead of him. However, a harder compound tyre choice, compared with most of his rivals, eventually won him the race; Brabham driver Carlos Reutemann losing a certain victory when a rear tyre started to wear. This let Lauda into the lead just ten laps from the end.

Reutemann held on to his ill-handling car to take second place while Ferrari's second driver Clay Regazzoni came in a distant third.

Except for Reutemann, the Ford-engined candidates for victory had fallen

out of the running by half-distance. Little Italian Vittorio Brambilla, the hero of practice, led the opening stages of the race in his works March 751 from his pole position, but for the second race in a row his lead was shortlived; first he was forced into the pits to change a problem front tyre, and later on he was put out of the race for good by a broken halfshaft.

Next Ford runner was Patrick Depailler's Tyrrell, but he dropped back with brake trouble.

Jean-Pierre Jarier, another potential Ferrari beater, led Lauda until shortly before half distance when he dropped out with a blown motor. Carlos Pace in a Brabham also led the Ferrari until the half-distance mark, when his crash left only Reutemann in the ailing Brabham between Lauda and victory.

It was a good day for the Parnelli and Penske teams, Andretti and Donohue finishing in fourth and fifth place respec-

tively, the first Championship points achieved by the American teams since they entered the World Championship battle.

Also scoring his first points was English newcomer Tony Brise in the new Hill GH1 chassis, Brise putting up a really professional performance to take sixth place despite problems right from the start of the race.

entry & practice

From the tight turns, hard braking and low speeds of Monaco and Zolder, round seven of this year's Championship moved north to the much faster Anderstorp Raceway set in the heart of pine-and-lake-strewn Sweden.

The "Raceway", from the air, looks like 'layout number nine' from a kid's model raceway kit. From the ground it

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looks the same but bigger, your own airplane joining the many other 'toys' that are parked at the end of the main straight (or of the light airport's main runway, depending on which day of the year you may happen to be in town).

Perhaps the word 'geometric' best describes the characteristics of this circuit, for its one long straight and shorter start-line straight are linked by a series of long constant radius corners almost as frustrating to watch as they must be to drive.

Drivers return to the pits sweating from the effort of holding their 'horses' on a perfectly controlled rein for such long periods, but invariably the harder they try and nearer the edge they get, the more frustrated they are by slower lap times. The track soon gets stained by thick black rubber tracks, some knitting snake-like patterns as visible evidence of a driver that let the rein get just a bit too loose.

By the end of the five hour practice session, there was hardly a corner without some driver's mark on it and to add to their frustration the times got slower and slower as the track got more slippery.

Most of the quick times were set on the first day (Friday), the sensation of practice being Italian Vittorio Brambilla.

His light, compact little March 751 was even more ideally suited to this track than it had been at Zolder where he had led a Grand Prix for the first time in his life. Better brake pads were the only change made to Brambilla's March and by the end of the day he had set a pole winning time which was almost half a second quicker than any other driver. The fact that it looked almost effortless made it all the more significant. While the others were sliding over the curbs and kicking up dirt, Vittorio looked smooth with only a touch of opposite lock to show how close the March was to the limit. Although times were slower the second day (about half a second seemed to be the general opinion), Vittorio was still the quickest. As if to underline his superiority, he and March designer Robin Herd sat lazily on the side of the track soaking up the sun in the all important final session when the rest of the field were working up an even bigger sweat to try and improve their times.

"Vittorio cannot go any faster and nobody will go faster than him, so what's the point in putting miles on the car for nothing," said Herd, who had every reason for the smug smile on his face.

It was Vittorio's first GP pole position and it gave him the honor of being the first Italian to take a pole position since Bandini in 1966. Italian press-men were having a field day, but Vittorio remained his usual calm shoulder-shrugging self, allowing himself just a mouthful of champagne to celebrate his performance.

Almost as big a surprise as Brambilla's domination of the practice and qualifying



Andretti finished fourth, his best showing to date.

was the mediocre performance put up by the works Ferraris which had totally dominated the whole of the previous two race weekends.

The quickest, Niki Lauda, was headed by four Ford powered cars and he was almost a second slower than Brambilla. Regazzoni was way back in twelfth place on the 26-car grid. How unpredictable race cars can be.

Perhaps the only 'expected' event in practice was the fact that last year's pole winner Patrick Depailler was again sitting on the front row of the grid in his Tyrrell. Last year the blue Elf-backed cars had dominated the race and practice. This year they were still obviously fast, but a long way behind the March.

Depailler was second fastest, but only just clear of the UOP Shadow of Jean-Pierre Jarier and the Brabham of Carlos Reutemann. The second Tyrrell 007 of Jody Scheckter was next to Tom Pryce in eighth spot; something was amiss with his race car which no amount of checking and re-setting could find. "I tried as hard as I could with the race car, but after three laps in the T car I was almost a second quicker than my best time on Saturday," said a bewildered Jody. With Saturday times slower than Friday, however, it was the race car in which he set fastest time, but "It's still at least a second slower than it should be," which would have put Jody right up on the front row alongside Depailler. "Ken still wants me to use the car for the race, so if you see me trying really hard for sixteenth place you'll know it's no better," added Jody. "In fact if it's that bad I might make a pit stop for a coke."

The difference between the two UOP Shadow positions on the grid was almost as great, but in this case it was not the car that could be blamed, but the driver. Pryce was providing some of the most death-defying opposite lock, tyre smok-

ing slides of the weekend, but try as he might, the smoother-looking driving of Jarier provided the quicker times. By the end of practice even Tom had realized that his usual sideways style was not the way to quick times. "I tried really hard one lap and then slowed down the next lap, but when I looked at the rev-counter coming out of the same corner the second time around I saw the revs were exactly the same as when I was trying much harder," said Tom. "It's a funny kind of track to drive," he added thoughtfully.

Behind Scheckter, Peterson was also battling to move up from his fifth row spot. Nobody could say that he wasn't trying, for he smashed the nose section of his race car when he slid off on the escape road near the chicane, and the rest of the time he looked on the verge of an accident. Obviously the Lotus men have still not found the answer to their handling problems, and Ronnie does not seem too capable of setting them in the right direction.

Next to Ronnie was John Watson's Surtees, the Irishman impressing everybody with his time in what was obviously a pig to drive. All the way around the long corners you could see him fighting with short sharp jerks of the steering to hold his bucking mount into the corner, and a couple of times it got away from him, fortunately without any serious damage. John Surtees was absent, and the rest of the team did not seem to know why. They are short of cash, and hopefully this is not a bad sign. If John Watson gets dumped on the pile mid-way through the season it will be a terrible shame.

Like Watson, Emerson Fittipaldi was having to fight hard for a place on the sixth row of the grid. His McLaren featured yet another revised suspension set-up, this time both back and front. The front was set at its previous wider track,

while the top link now featured a noticeable upward kink in the middle, rather like the Shadow top link. This had the effect of matching the rear suspension setup which had a completely revised rear cross member; or rather, the rear cross member had been replaced by too small frames on either side which relocated the suspension pick-up points. The bottom links were also relocated so as to raise the ride height.

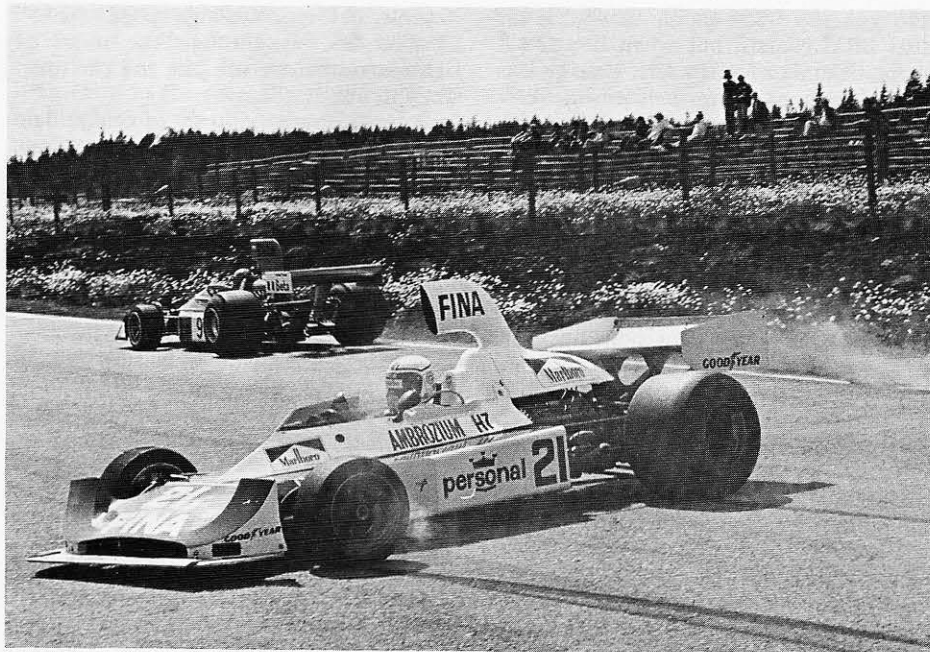
His new suspension did not seem to do much good, for Emerson was still struggling with terrible oversteer and understeer, and a blown engine on the first day did not exactly help. Regazzoni was beside Emerson on the grid with only tyre problems to worry about, but he was suffering the consequences of being a number two driver.

Like a lot of the others, James Hunt reached the "brick wall" point with his car early on; from that point on whatever the team did to adjust his Hesketh 308 did no good. Frustrated 'Doc' Postlethwaite scratched his head, took a long look at the car and said, "We have just spent the entire session adjusting everything possible and absolutely nothing makes it any quicker. We can make it worse, but we can't get it any better . . . although we are still two seconds off the Gorilla's time." He went on to add that it was at circuits like these where he hoped to find the biggest improvement with his new car due to the debut of the British GP. Mass came next, one of the few Saturday improvers: "I know the technique of throwing the car into oversteer before it went into understeer."

Andretti spent his time trying both T and race car, eventually preferring the softer settings of the T car which he then transferred to his usual car. His practice was not as simple as that, however, for he broke a front CV joint early on during the Saturday session and then just as he was trying for his quick time in the final session he broke the other — only this time at the entry to the chicane. He could do nothing but slide off the road, which saw the race car too badly damaged to race, so the mechanics set about changing everything over to the T car for Sunday.

After his series of recent accidents in the Citibank Penske, Mark Donohue drove a much steadier practice session, disregarding everybody else and going his own sweet way, not allowing himself to get 'psyched' by the times other people were doing. Slowly the team got the car better and better, and although it still didn't feel right, he got a decent grid placing on the eighth row with Andretti.

Heading the next row was Brise, his time in the Hill GH1 a very creditable one indeed, considering he did not manage a single uninterrupted practice session. Both days he was forced to take over Schuppan's car after his own dropped a valve right at the start of practice. "Must have been a faulty batch of valve



Ian Scheckter loses it in his Williams as Brambilla goes by.

springs," said the team manager Ray Brimble, while in the second car Brise was also in trouble. First a shock absorber broke, launching the spring (which they never found) into orbit, and then one of the suspension supports to the bell housing broke. "This was not helped by a spin and a lot of 'curbing'," said Brimble, who was impressed by how fast Brise had gone despite his lack of laps. Schuppan spent most of his time in the old Hill-Lola and not surprisingly "was not going to try any heroics in that old nail".

Beside Brise came Jacky Ickx's Lotus, the Belgian carrying out his contractual obligations to drive the car, but nothing more.

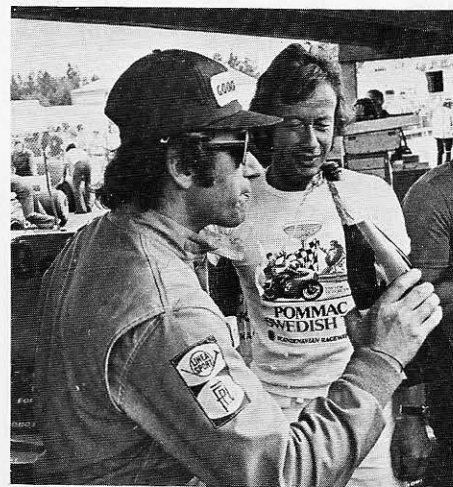
Heading the tenth row was Australian Alan Jones, his disappointing time with the second of three Hesketh 308s excusable, for he lost most of the first day's practice when the throttle stuck open on his car and sent him rushing off into the sand to crumple the nose section and slightly derange the front suspension.

The next day all was well, but with the slippery track he had no chance of matching Hunt's first-day time. His Saturday time of 1:27.3 was actually nearly comparable to Hunt's when you consider that the track was generally thought to be about a half-second slower.

A surprise replacement for Laffite in the Williams team was Ian Scheckter who had jetted over from South Africa to drive the Williams as a result of a last minute request by Frank.

Jody's older brother showed all the spirit and fire that he had shown in his home Grand Prix earlier this year, but despite a spin and some other wild driving to show just how hard he was trying he could manage no better than 20th place on the grid. He tried to make it work with long talks and then adjust-

ments with the Williams men, but after practice he had an even longer face than his brother. Out of earshot of the Williams camp, he said, "It's the worst car I've ever driven, if I had my Tyrrell here I could be right up at the front of the grid instead of struggling to stay off the back".



Brambilla celebrates his first F-1 pole.

Behind Scheckter came Swede Torsten Palm in the third Hesketh which he had failed to qualify at Monaco. A broken engine put him out most of Friday, but when he got going Saturday he was running quite well.

Just a fraction slower than Palm was the second Williams car being driven at this race by Irish newcomer Damien Magee. He was being given a run in place of Arturo Merzario who now seems to have split with the Williams team for good, apparently over a question of unpaid wages.

Bob Evans finally got his long awaited

continued ▶

new type 200 BRM engine fitted into his usual BRM chassis, but when he tried it out on Saturday for the first time he was plagued with oil pump belt problems. It kept falling off. The team refitted the supposedly less powerful type 142 motor for the race, although Evans said, "I don't think there is much difference, anyway."

Lella Lombardi was once again at the back end of the grid in the second works March 751, and as at Zolder, Brambilla did a few laps and recorded a time that was not much slower than in his own car. So it was not the car that made Lella slow.

Completing the grid was Wilson Fittipaldi's Copersucar and Vern Schuppan in the second Hill, who got this ride because Francois Migault's sponsors had failed to come up with any money for the Hill team.

The Copersucar's front suspension had been altered to outboard mounted shock absorbers with conventional double wish-bones just like the simple March design, which designer Richard Devilliers made no secret about having copied. "After getting nowhere with 'trick' front suspension designs I have decided simplicity is the way to go. I've learned the hard way that there is more to flying a kite than just having some string and some paper."

Schuppan's last place on the grid was really not a reflection of his ability, but more of his practice dramas, or rather those of Brise, who got to take Schuppan's car away every time his own was not working.

race

It was already a hot day by the time the cars went out for an early 9 to 10 a.m. untimed practice session on race day. Some drivers tried out Ferrari's harder B31 compound rear tyres because of the weather, but the Tyrrell team and Torsten Palm were the only ones to keep them on for the race, which was to start at 1:30 p.m.

Other than the tyre situation there were few problems except for Brise, who on his third engine of the weekend was now suffering an untraceable misfire.

By race time only 20,000 people had arrived, the smallest Grand Prix crowd of the year. Because of the remoteness of the circuit and the geographical position of Sweden, the crowd is usually small, but the reason given for what was only half of last year's attendance was that the race was being televised for the first time.

As the Swedish flag fell, the front row cars of Brambilla and Depailler left the line side by side and stayed that way until the first right hand corner at the end of the start-line straight, where Brambilla's inside line gave him the advantage and he went through into the lead ahead of Depailler, Jarier, Reutemann, Pace, Lauda, and the rest; all of them stringing

out into an impressive high speed "snake" winding its way through the series of tight curves before the pits and the main straight.

Before the orange 'head' of Brambilla's March reached the pits, however, Tom Pryce had dropped back; he had very nearly crashed his Shadow out of the race when the throttle stuck open after sucking in a cloud of sand thrown up by an untidy driver ahead. Pryce managed to limp back to the pits where the slide was quickly freed up and he rejoined the race right behind Brambilla as he was passing the pits for the second time.

This helped the Italian pull out a few yards breathing space over his challengers, but not for long.

Pryce held his "second" place for a couple of laps, but then let Depailler by, followed by Jarier and then Reutemann who took advantage of the situation to take Jarier for third place on lap five.



Lauda closes in for the kill.

Pace, Lauda, Hunt, Watson, Regazzoni, and Andretti came next; Andretti having moved ahead of Peterson to tag onto the end of the leading group. Peterson was also passed by Scheckter who headed a second group of cars consisting of Fittipaldi, Donohue, Mass, and Brise. Behind these, Ian Scheckter was holding off Ickx, Jones and Schuppan before another gap to Evans, Palm, Fittipaldi, Lombardi, and Magee. Lombardi was in trouble with a sick sounding motor and she dropped out of the race after ten laps.

Brambilla at first looked as though he would be able to handle the lead for the rest of the race, but after ten laps his efforts to stay ahead were becoming noticeably strained. The March was not handling well and with each lap the following bunch drew closer and closer.

Just when it looked as though Depailler might be making a serious bid for the lead, he disappeared into the pits for nearly two laps to have a leaking

brake caliper attended to. Reutemann moved up to take second and then one lap later found himself leading after Brambilla who was obviously in worse and worse trouble with every lap. Two laps later Jarier, Pace and Lauda had all moved ahead of the March which finally peeled off to the pits on lap 19 to have a front tyre changed. The pressure had gone up, and it was suspected that maybe some water had found its way into the cover from the Goodyear compressor and then boiled and increased the pressure.

Brambilla joined Pryce and Depailler in a fight back to the front. After his very quick stop he was still a mid-field runner, coming out just behind Jody Scheckter whom he soon passed into 13th place. Despite his tyre problems, little Vittorio would not have won his first GP anyway, for after 36 laps he was destined to drop out for good with a

broken drive shaft.

With Brambilla gone, Reutemann established himself firmly in the lead, Jarier unable to get closer than two or three seconds from the Brabham, while behind in third place, Pace was having a hard time holding off Lauda.

Both Regazzoni and Andretti had moved ahead of Watson at about the same time as Brambilla's first stop, the Parnelli glued to the back of the Ferrari lap after lap, but unable to find a way by.

Behind Watson; Fittipaldi, Peterson, Donohue, and Brise were all closely bunched together, Scheckter having given up his efforts to keep his ill-handling Tyrrell in the hunt. "I tried as hard as I could in the beginning, but once the guys behind me started going ahead I eased off. I just don't know why the car won't go. Maybe it's the motor down on power or something," Jody said later.

Two laps before the half-way point the Shadow team's hopes of victory

disappeared when Jarier pulled off the track "when something started to rattle in the engine", said Jarier. Mass had also gone a few laps earlier with a 'cooked' engine caused by a leaking water pipe believed to have been a result of Mass running wide over a curb.

At the half-way point it was the two Brabhams in first and second place; Reutemann with a ten second advantage over Pace who still had Lauda right on his tail. About the same distance back from the Pace/Lauda battle was Regazzoni, still being chased hard by Andretti. Still further behind, Watson was now being hard pressed by Fittipaldi, Peterson, Donohue, and Brise.

Brabham's hopes of a one-two victory were short lived, however, for on lap 42 Pace spun going onto the main straight and ended his race when the side of his Brabham found one of the small concrete posts used to mark the 'runway' for the airfield. These had been taken out last year, but somebody forgot this year and the Brabham's tub was badly dented.

Twelve seconds separated Reutemann from Lauda at this stage and as the race drew on into the second half it looked as though Reutemann would have no trouble holding his lead, for the Ferrari was making little impression.

With 20 laps left to go the Ferrari was just a little bit closer, but then with 15 laps to go it was much closer and suddenly Lauda was pulling in almost a second a lap. The rear left tyre of Reutemann's car was going off, giving increasing oversteer on right hand corners until finally, just ten laps from the end, the Ferrari slipped ahead as Reutemann slid just a bit too wide going onto the main straight. The race was over. Lauda pulled out 6.3 seconds by the finish, with Reutemann sufficiently far enough ahead of Regazzoni to cruise safely home to second place.

Regga had an easy run home to third after Andretti dropped away soon after half distance when he missed a gear and took the 'edge' off his engine. He could no longer stay with the Ferrari, but like Reutemann he was far enough ahead of the next car so he didn't have to take any chances of losing the valuable points he had earned.

These were the first points of the year for the Parnelli and ironically the car behind was the Citibank Penske of Mark Donohue, also scoring its first points of the year. Donohue had kept up a steady pace which earned him fifth overall after Watson, Fittipaldi, Brise and Peterson all faded away in the closing stages.

Watson's engine suddenly started to cut out and the Surtees rushed into the pits for more fuel, only to have it start cutting a second time before the finish, a faulty fuel breather system having pumped out almost as much as the engine was taking.

Fittipaldi's rear brakes had virtually

stopped working and he could not hold on to his fifth spot so he fell back to eighth by the end. Brise had moved up to fifth early in the race, the young Englishman putting up an incredible performance in only his third Grand Prix. Despite a bad misfire and a drooping nose section which brought on violent oversteer towards the end, he was still holding off Donohue. Six laps from the end, however, his gearbox selected out everything but fourth gear and he finished the race like that, Donohue moving ahead to take fifth spot. But he still managed to come in sixth and score the first ever points for himself and the Hill marque.

Fittipaldi took eighth place, Peterson struggling with violent oversteer into ninth. Tenth was Palm after a steady drive, cheated out of a higher placing when he ran out of petrol on the last lap of the race! Magee came in eleventh, with Alan Jones two laps down in twelfth place after a spin while well placed early on.

UOP Shadow's luck completely ran out after 53 laps when Pryce, who had made a fighting comeback up to eleventh place at this stage, was out of the race after sliding off at the chicane and then

being unable to re-start because of a faulty clutch.

Depailler finished a strong 13th which made his earlier stop all the more regrettable, while Evans and Ickx were next ahead of the equally out-of-luck Watson. Last classified finisher was Wilson Fittipaldi who had been in and out of the pits to change tyres. His speed on the track would hardly have made any difference to his placing, only to the number of laps he was behind the leaders.

Ian Scheckter joined the thankfully light accident rate at this meeting when he parked the Williams in the catch fencing after 49 laps when a front tyre blew. The car was not seriously damaged but he was unable to continue, a situation which did not seem to distress him too much after his weekend with the Williams.

After the race, Ferrari mechanics were kissing everything in sight, male or female, the Italian way of celebrating a win which they could have little more than hoped for a couple of hours before, and which must certainly have been their most satisfying to date.

And then on to Zandvoort, which saw a double Ferrari victory last year . . . ■

SWEDISH GP GRID

PATRICK DEPAILLER Tyrrell-Ford 007/4 1:25.010	VITTORIO BRAMBILLA March-Ford 751-3 1:24.630	CARLOS REUTEMANN Brabham-Ford BT44B-1 1:25.180	J-F JARIER Shadow-Ford 1:25.060 DN5/4
CARLOS PACE Brabham-Ford BT44B-2 1:25.802	NIKI LAUDA Ferrari 312T-4(023) 1:25.457	JODY SCHECKTER Tyrrell-Ford 007/2 1:25.900	TOM PRYCE Shadow-Ford DN5/2 1:25.866
JOHN WATSON Surtees-Ford TS16-05-3 1:25.085	RONNIE PETERSON Lotus-Ford 72E-9 1:26.012	CLAY REGAZZONI Ferrari 312T-2 (021) 1:26.283	E. FITTIPALDI McLaren-Ford M23/9 1:25.088
JOCHEN MASS McLaren-Ford M23/8 1:26.773	JAMES HUNT Hesketh-Ford 308/2 1:26.500	MARK DONOHUE Penske-Ford PC1-001 1:27.154	MARIO ANDRETTI Parnelli-Ford VP94-01 1:26.821
JACKY ICKX Lotus-Ford 72E-5 1:27.320	TONY BRISE Hill-Ford GH-1 1:27.318	IAN SCHECKTER Williams-Ford FW-04 1:27.470	ALAN JONES Hesketh-Ford 308/1 1:27.375
DAMIEN MAGEE Williams-Ford FW-03 1:27.676	TORSTEN PALM Hesketh-Ford 308/3 1:27.642	LELLA LOMBARDI March-Ford 751-2 1:28.687	BOB EVANS BRM P201-05 1:28.422

Results

Swedish Grand Prix
Anderstorp, June 8th
80 laps, 321 kms

1. Niki Lauda, Ferrari 312T, 1 hr 59 min 18.319 sec, 161.6 kph
2. Carlos Reutemann, Brabham BT44B, 1 hr 59 min 24.607 sec
3. Clay Regazzoni, Ferrari 312T, 1 hr 59 min 47.414 sec
4. Mario Andretti, Parnelli, 2 hr 02.899 sec
5. Mark Donohue, Penske PC1, 2 hr 49.082 sec
6. Tony Brise, Hill GH1, 79 laps
7. Jody Scheckter, Tyrrell 007, 78 laps
8. Emerson Fittipaldi, McLaren M23, 79 laps
9. Ronnie Peterson, Lotus 72E, 79 laps
10. Torsten Palm, Hesketh 308, 78 laps
11. Damien Magee, Williams FW03, 78 laps
12. Alan Jones, Hesketh 308, 78 laps
13. Patrick Depailler, Tyrrell 007, 78 laps
14. Bob Evans, BRM P201, 78 laps
15. Jacky Ickx, Lotus 72E, 77 laps
16. John Watson, Surtees TS16, 77 laps
17. Wilson Fittipaldi, Copersucar, 74 laps

Retirements:

Pryce (Shadow) accident lap 53; I. Scheckter (Williams) accident lap 49; Schuppan (Hill) gearbox lap 47; Pace (Brabham) accident lap 41; Jarier (Shadow) engine lap 38; Brambilla (March) driveshaft lap 36; Mass (McLaren) water leak lap 34; Hunt (Hesketh) brakes lap 21; Lombardi (March) engine lap 10.

Fastest lap:

Lauda, Ferrari 312T, 1:28.267, 163.87 kph

WORLD CHAMPIONSHIP (after 7 rounds)

Lauda, 32 pts; Reutemann, 22 pts; Fittipaldi, 21 pts; Pace, 16 pts; Scheckter, 15 pts; Regazzoni, 12 pts; Depailler, 11 pts; Mass, 10½ pts; Hunt, 7 pts; Ickx, 3 pts; Peterson, 3 pts; Andretti, 3 pts; Donohue, 2 pts; Jarier, 1½ pt; Brambilla, 1 pt; Pryce, 1 pt; Brise, 1 pt; Lombardi, ¼ pt.



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LYNX

A LOOK AT A FORMULA VEE BESTSELLER

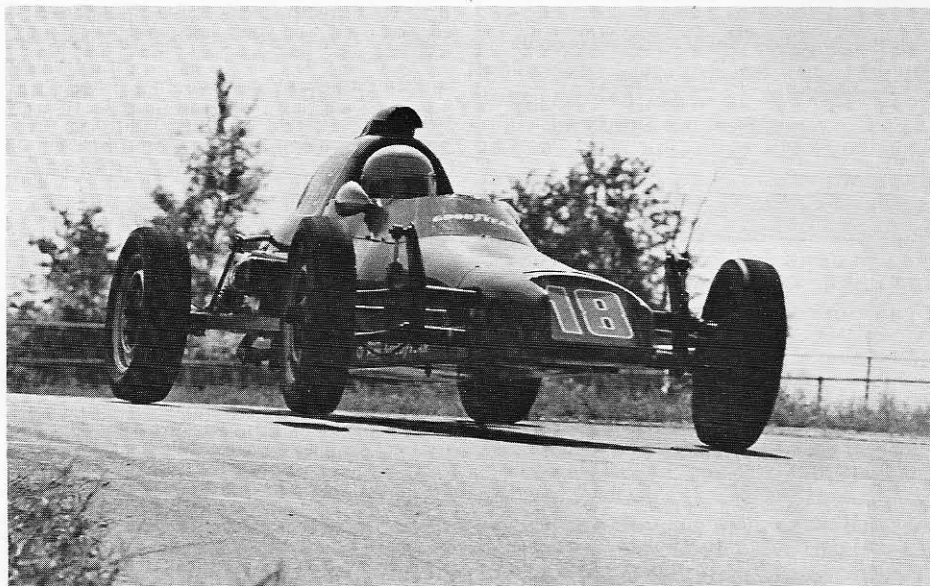
By Gary Witzenburg

I gained a lot of respect for Formula Vee drivers when I tried on a Lynx recently at Waterford Hills. Not that I thought driving one was all that simple — from talking to Vee-driver friends I knew that it takes a certain amount of cajones to pilot one properly, partly because the trick is never to use the brakes, but mostly because two thirds of the incorrigible crazies in road racing eventually settle like fish droppings into the class.

But I never thought there would be so much physical work involved, nor did I realize how difficult the little buggers are to handle smoothly. In case you've never tried it, visualize an open-cockpit, showroom-stock Baja Beetle on tires about as big as your arm, and you'll begin to appreciate the problem. Some may not appreciate that description, but that's definitely the way it struck me on my first stab at it.

For this test I managed to arrive early, but the car was late — so once again I didn't get a whole lot of time to get used to the thing. Lynx Cars' John Mills and the owner of this specimen, Jerry Baker, unloaded the pristine blue racer, fired it up, checked it out, and turned it over to Garrett Van Camp, an automotive engineer and skilled driver whom you may

(Below) The Lynx at speed.



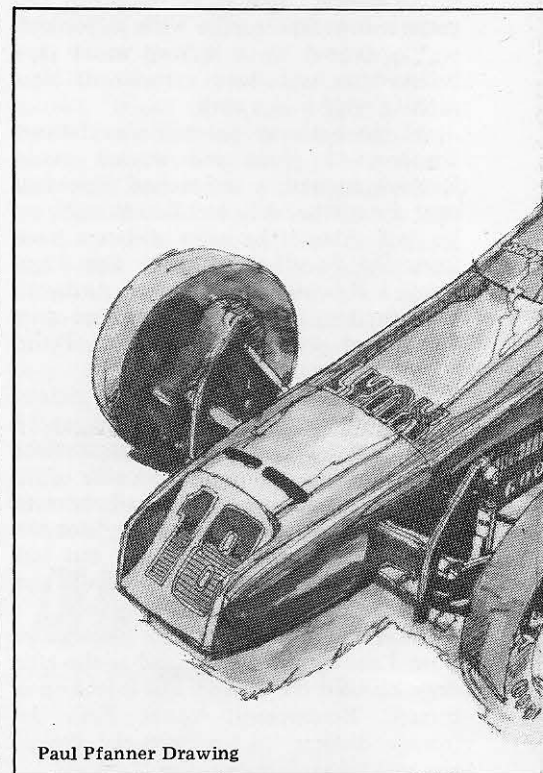
remember as the 1971 FV National Champ.

As I lent an ear to Mill's description of the car and how to drive it I kept the other on Van Camp, who was warming it up out on the track. Normally a FV has to be one of the world's quietest race cars, but this one was sounding more like a showroom stock sedan: lots of tire noise, both on braking and in a couple of the slower turns.

“ If you have much more than a foot of ass and a half a yard of shoulder on your frame, you're liable to be a mite uncomfortable ”

Then it was my turn, and I quickly experienced the disadvantage of designing around a super-narrow body concept. The car was a nice snug fit for a little guy or gal, but if you have much more than a foot of ass and a half a yard of shoulder on your frame, you're liable to be a mite uncomfortable. Actually, the cockpit provides about 14 inches of seat room and 21 inches at the shoulders — but that wasn't quite enough for me.

So with one cheek in and the other



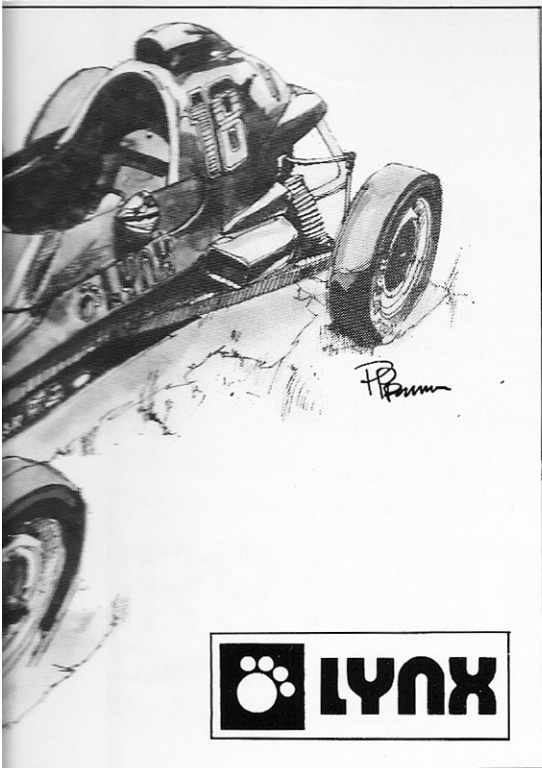
out, and the body sides impinging on my shoulders a bit more than I like, I went out to check out the rest of the car; and I soon discovered why Van Camp had been generating all that tire noise. Not only were various brakes locking up on me at various times as I tried to go a little deeper into this or that turn, but I was also getting a lot of understeer in the tighter corners.

Now I always thought that even the better FVs were subject to more-or-less vicious oversteer. But Baker's car was understeering, and if there's one thing I find annoying in trying to drive quickly on a road course, it's understeer. Oversteer I can put up with, even in rather large doses — but when the front tires won't bite, it just frustrates the hell out of me.

Was it overcompensation for the natural oversteering tendencies, I wondered, that would cause someone to set a car up this way? (Like the street Carrera I drove recently that would send you right straight into the guardrail under power unless you backed off to coax some traction out of the front end.) Was it peculiar to all FVs, all Lynxes, or only to this particular car that it handled like an SSS?

Also, I never realized that you have only third and fourth gear to play with in these cars, and that third is so high that it's difficult to get your speed up again after over-braking or getting the thing a little to sideways. One gets very spoiled, I confess, with even a meager handful of interchangeable ratios at one's disposal.

I also found the steering effort too



high and the linkage much too sloppy and vague, like a low-dollar street sedan, but again I suppose it depends on what you're used to. Another problem was that the narrow, high cowl interfered with the path of my right hand on its way between the steering wheel and the shift lever. I kept finding myself braking into a corner and having a little trouble getting it slowed down gracefully, then complicating the problem because of having to fish around for the handle to get third gear. Not too efficient or smooth, but one could probably get used to that with more time in the car.

A good FV time on the Waterford course is around 1:17, and the lap record is a hair under that. For comparison purposes, I had just gotten into the 1:19s when the engine shut itself off and I had to coast into the pits (I had managed to trip the cutoff switch which is cleverly mounted behind the driver's right shoulder). Van Camp's best time of the day, on new tires that were installed after I left, was a 1:18.4 and Baker said his previous best-ever was a 1:18.5.

Much later, I discovered that Baker's engine was rather mild and that they had checked the front tires I had driven on and had found them badly worn—hence the gross understeer. Also, according to Mills, the steering box was defective and they had cured the sloppiness by installing a new one. But there was no explanation for the uneven brakes—they were probably in need of replacement also.

The Lynx does seem to be one of the best packages going in FV, however, if you look at its competition record. Since

Van Camp's title in '71, Lynx cars have been third in '72 (Ted Schroeder), second in '73 (Larry Wood) and both first and second last year at Atlanta (Harry MacDonald and Tom Pomeroy).

As of this July, the top three finishers in every Central Division National had been Lynxes; the same holds true for Midwest Division except for one race where a non-Lynx was second. And according to Mills, Bill Cruz was leading in the Northeast with the car MacDonald drove to last year's championship.

“ I never realized you have only third and fourth gears to play with in these cars ”

One reason for all this success is that the chassis has not been significantly changed since its initial design some six years ago. “We choose to hone in on the thing,” says Mills, “as opposed to making major changes.” But the cars are constantly tested, and refinements are made as indicated by test results and customer input.

The present body shape has evolved from coast-down testing (“more reliable than wind tunnels, and a lot less expensive”) using “tooling” designed by Van Camp, including a tach generator on a front wheel. Mills also discussed some of the features that help keep his cars in the winner's circle — like the side scoops which directly cool the cylinder heads to better stabilize and equalize head temper-



The author.

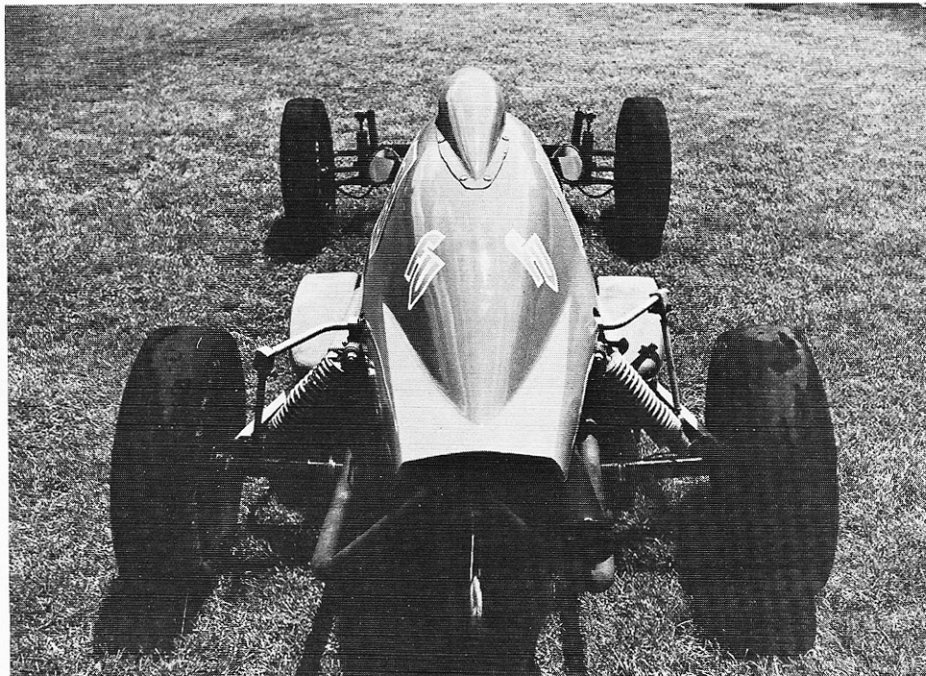
atures on both sides of the engine. A pressure differential between the front and rear of the fan shroud is utilized to pass air through the oil cooler (inside the shroud) without having to use the fan to pump it around. Every little horse counts double in this class.

He also showed me an unsolicited letter from a chief tech-type who claimed to be intimately familiar with FVs. Praising both the product and the company's customer relations, this writer cited in particular “its frame strength, its simplicity and straightforwardness of design, and its past history of durability.”

The Lynx's rigid ladder frame is constructed from 2 x 4 inch steel sections with a thickness of .125 inch — it weighs 140 pounds. The belly pan is of .109 inch sheet steel. “It's still fairly easy for us to make the minimum weight,” says Mills, “but the point is that when people make a mistake and go off the outside of a

continued ►

(Below) A view of the new tail section.



LYNX VEE continued

high-speed turn and whistling through the tulies, the car offers a lot of protection to the mechanical pieces and to the driver's bottom side as well."

The 1975 model is 126.5 inches long on an 83.0 inch wheelbase. It weighs 830 pounds and carries a 4.4 gallon high-density polypropolene fuel tank. The long inboard-mounted rear trailing arms keep rear tow steer to a minimum, says Mills, and the rear suspension is easily adjustable for toe and camber. The narrow and slick (but claustrophobic) body is of hand-layed-up, color-impregnated fiberglass.

The kit sells for \$1550 (it's still the cheapest SCCA class), and some options are available. One example is a \$118 parallel-steer linkage kit to get rid of the street ackerman linkage. Ackerman steering causes the inside front wheel to turn to a slightly larger steer angle than the outside wheel, since the outside one describes a larger radius over the ground. "That's great for street cars but not for a FV at racing speeds," Mills says. "The parallel-steering kit also can give zero bump-steer with the proper adjustment."

I was glad that Baker's car as I drove it did not represent the ultimate in FVs. It was lovely and immaculate, but not in its best form that day. If the Lynx was one the best, I was thinking, I feel sorry for guys with really bad cars. But you can't argue with the record, the price is right, and it certainly seems to get the job done out in the thick of the traffic. ■

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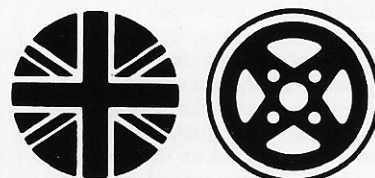
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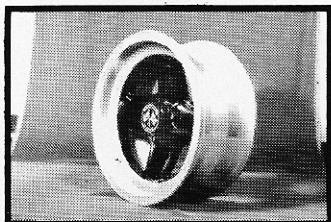


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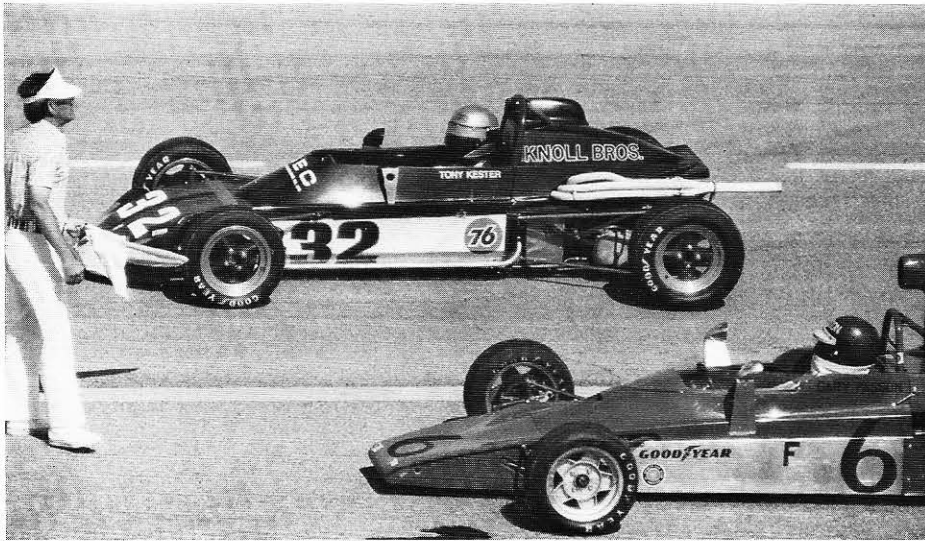
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Front row qualifiers Tony Kester and Gary Passon.

Randy Unsbee Photos

IRP NATIONALS

Clermont, Indiana, June 7th & 8th

By Randy Unsbee

Heading down the front straight at the Indianapolis Raceway Park National it was B. J. Swanson in his Lola T-342 leading the slipstreaming pair of Tony Kester, Dulon Mp-17, and Tim Evans, Zink Z-10.

Almost as if a silent signal had been given, understood but not spoken between Kester and Evans, the two drivers fanned out on either side and tried to slingshot past Swanson. But the Lola held off the last-lap challenge as the trio approached the flat-out corner one nearly three abreast.

Swanson nosed out Evans, taking the high line going into the turn. Kester was then alongside Evans as they entered one, neither driver giving ground. Kester's brown-and-white Dulon skirted the apex with both right wheels completely on the grass, throwing up dirt and debris. Evans lifted ever so slightly as Kester hung out the tail, fighting for control of the Dulon, before gathering it up and taking second place.

The three cars finished in that order: Swanson, Kester and Evans, giving the spectators one of the most breathtaking final laps of the race weekend.

entry & qualifying

It was a solid field of 34 cars that appeared for registration at the June 7-8 National in Clermont, Indiana, just outside Indianapolis. B. J. Swanson, riding high from his Formula 5000 effort at Pocono where he finished 7th in the former Redman championship-winning Lola 332, could manage only fifth-fastest time around the 2.5 mile circuit with a 1:41.3.

His work was cut out for him as there were a Dulon, Lola, Zink, and an H & H Special starting ahead of him. Tony Kester, still smarting from a DNF the previous weekend at Blackhawk Farms, turned in a superb 1:40.2. Seven tenths of a second in arrears was the Lola T-342 of Gary Passon, who had taken second at Blackhawk. Tim Evans put his Zink in the field with a 1:41.2, while Gary Haskbarth was just ahead of Swanson with a 1:41.2. Just four tenths of a second separated third through ninth place, a harbinger of what the race start would be like down the IRP drag strip-front chute.

Blackhawk victor Tim Evans was hoping to put together a back-to-back win at IRP, but there were a number of competitors who wanted to find out just how "kosher" his and the other top drivers' engines were. All through the weekend various Ford drivers approached the chief steward and requested a teardown, a stripping of an engine which only he can order. However, a teardown costs the

region \$50 per car, and, since Indiana Northwest was barely breaking even on the weekend, they couldn't afford it.

So, in order to see the top three finishers torn down, the other Formula Ford drivers took up a \$150 collection and donated it to the region. The Steward ordered the teardowns following the race but nothing suspicious was found.

race

As might be expected when over 30 of the Midwest's top Formula Ford pilots get together, the start was nothing short of balls-out racing. No less than six cars charged side-by-side into the first turn, and when the dust, smoke, and confusion had subsided, unbelievably all the competitors had made it through without incident.

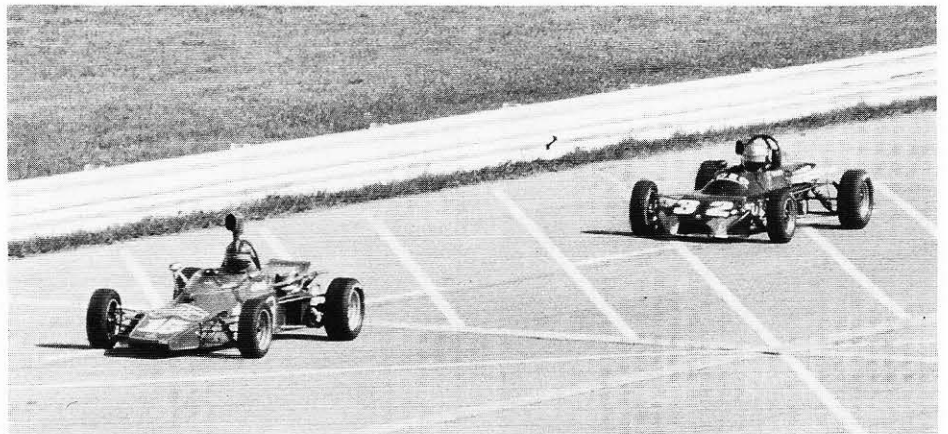
IRP is notorious for its first three turns, which are taken virtually flat out. It is common knowledge that you don't dare lift going into the first turn because the guy behind you will blow on by, laughing all the way. In any event, everyone made it through in a clean start, which is unusual. At IRP there is a policy of having a fire-rescue truck follow the field into the first turn and then pulling off if there are no problems. They learn from experience in Clermont.

My observations of the Ford battle were interrupted because I was engaged in a driver protest against an errant Datsun 2000 driver who had rear-ended my Mini-Cooper earlier in the day. I found his negligence inexcusable as I had given him a hand signal to pass and had pulled out of the line to give him even more room. (My protest was upheld.) When I returned from testifying before the Stewards of the Meet, the race had settled down to a three-way battle between Swanson, Evans, and Kester, with the latter two frequently swapping positions.

Also during my absence there had been the customary four-car accident, this one on the second lap, which sidelined Ohio Valley's John P. Schneider in a Merlyn Mk-25, Central Florida's Lee Wright in a Titan Mk IV, Chicago's Warren West in a Lola T-342, and Golden Triangle Region's Dale Wilhite in a Crossle 31F.

The three leaders pulled out a large
continued ▶

Swanson leads Kester across the line.



IRP NATIONALS continued

gap during the 18 lap event and it was up to the fourth-place finisher Thomas Carson in an Elden Mk10C to lead the survivors across the finish line after the spectacular Swanson-Kester-Evans finish.

Swanson added another cup to the trophy case with a time of 30:42.2, for an average speed of 87.70 mph. Fittingly, the fastest lap was set jointly by Tony Kester and Tim Evans at 89.46 mph. ■

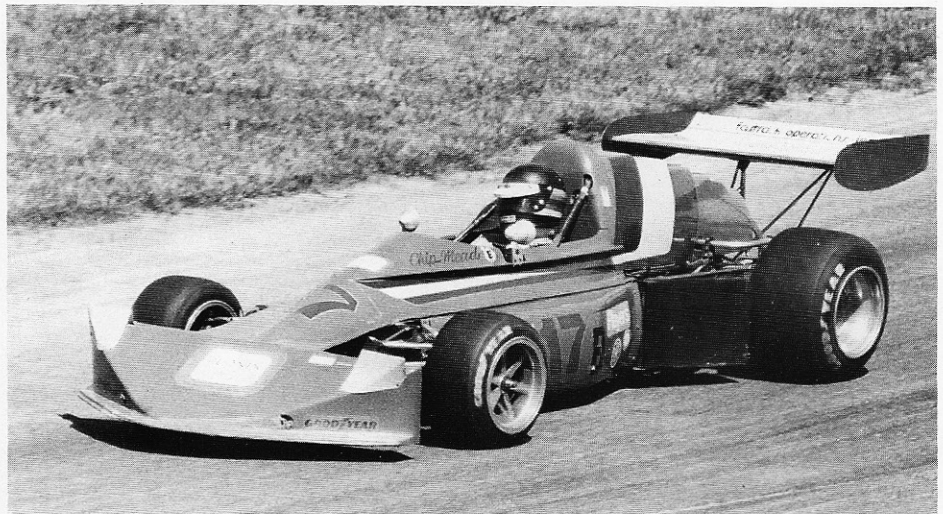
Formula B

Chip Mead.

If you had said that name too loudly in the paddock after the Formula A, B, C and Super Vee event you would have run the risk of getting stopped by several humiliated drivers. To put it as gently as possible, Mead made mincemeat of the entire field with his March 75B, completely outclassing all the others.

Mead qualified a full 3.2 seconds faster than Dan Carmichael (Brabham BT-40), with whom he shared the front row. Following him in quick succession were Lloyd Callaway, Jr. in a Chevron B-27, newcomer Keith Feldott in The Treatment Chevron B-27, Chuck Dietrich in a Rondell Brabham BT-38, and Tom Outcault in a Brabham 74B. Fourteen Formula Bs started in the race.

At the flag Mead immediately jumped into the lead and was never headed or, for that matter, even challenged. How-



Chip Mead made winning look easy.

ever, a tremendous battle developed among Outcault, Carmichael, Calloway, and Dave Ralston in a BT-40.

What happened to fourth-place qualifier Feldott? Well, he popped the clutch a little too quickly on the false grid, the engine died, and the battery was too weak to restart the engine.

Feldott waited impatiently in the pit lane for the field to take the flag and then began a mad, race-long charge through the field that was rewarded with a well-earned sixth place. ■

Formula SCCA

A disappointingly small field of six Super Vees started the race for Formulas A, B, C and Super Vee. Ray Heppenstall qualified at 1:42.1 for 13 overall in the 26-car starting field. David Livingston's Zink, Scott Ovel's Lola T-324, and Larry Dawson's Royale RP18 followed just .5 seconds apart. While the Formula Bs were thrashing about, Scott Ovel took command of the SV race and motored away to a comfortable win over James Frazell's Royale and Larry Walker's Lola T-252. Fourth was Heppenstall while Livingston was fifth. Dawson DNF'd after six laps.

Only four Formula Cs showed up for the weekend and three managed to make the starting grid. Paul C. Henry's immaculate Chevron B27 finished first in class

and 13th overall behind Ovel's victorious Super Vee. Jack Nelson's BT-18 was second while Guy Revesz's Chevron B-17 was third.

Of the three Formula As competing, Tuck Thomas from the Land O' Lakes region was clearly the class of the group in a Lola T-332. However, to add a bit of spice to the race, Thomas was late getting to the grid and had to start from the pit lane along with Feldott's FB. They both roared off at the flag, and Thomas was soon near the head of the field before what sounded like gear selector problems slowed his pace.

Nonetheless, Thomas finished first in class and sixth overall, while James Sechser was second in FA with a McLaren M10 and Daniel Kampo in a Lola 192 third after a race-long dice for the runner-up slot. ■

Formula Vee

Those spectators who thought they were experiencing a case of deja-vu after glancing at the grids for Blackhawk and IRP needn't have been confused.

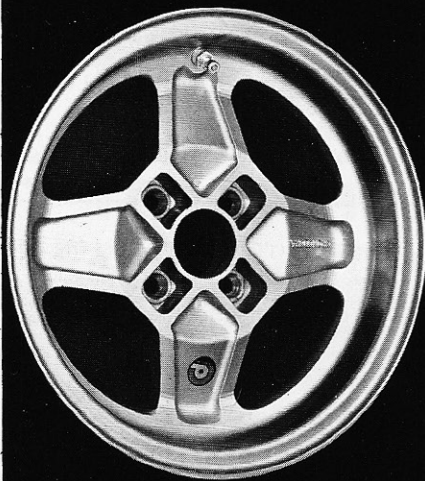
John B. Hogdal and Warren Mockler did finish one-two at Blackhawk and qualified in the same order at IRP. After that the similarity ends. Indianapolis Region's Mockler ended up top dog at IRP while Terry Satchell took second, an improvement over 8th at Blackhawk.

Third place IRP finisher T. A. Stephani in a Nickey/Harris Lynx took fifth at Blackhawk and those six points must look awfully good to him now. He managed a third at IRP, good for four more points. The normal Vee slipstreaming battle took place farther back in the pack but never did materialize with the leaders. John Hogdal had his hopes for a back-to-back victory dashed with a problem-plagued race that resulted in an 18th-place finish. However, he shared the fastest lap in the race with Mockler at 1:50.5, or 81.45 mph. The race-winning average was 80.49. Rounding out the top ten after Mockler, Satchell, and Stephani were Ted Schroeder, John Gerber, John Haydon, David Harris, William Holler, Slim Nelson, and Max William. ■

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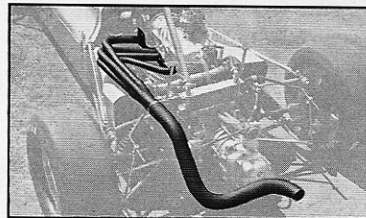
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entry & qualifying

The seriousness of the competition facing Foyt was underlined during the two days of qualifying on the weekend previous to the race. Gordon Johncock was consistently the fastest man throughout the three days of practice, and he took the first 500 pole of his career at a speed of 183.281 mph. Johncock's Wildcat looked stable and responsive, and its Sparks/Goosen/Drake engine displayed its torque to even better effect around the irregular Pocono tri-oval than it had at Indianapolis. The dayglo-colored, Sinmast-sponsored car blew its engine on the second lap of its first qualifying run. This forced Gordy to sit around nervously for four hours while a replacement was fitted. There was just half an hour left in the first day of qualifying when Johncock finally got out to steal the pole away from Foyt.

Foyt had qualified without apparent drama early in the day. Until Johncock's run, the Coyote-Foyt V8 remained comfortably faster, by a full second over the four laps, than anyone else. The outside place on the front row, surprisingly, was filled by the quietly pleased Jerry Grant. It's been a couple of years since Jerry has had a good car beneath him and from the very start of practice at Pocono, driving Fred Carillo's Spirit of Orange County Eagle, he showed that he is just as quick as ever. After running his car with medium success at both Ontario and Indy, using a standard Offenhauser, Carillo went to Champion Spark Plugs and with the help of their engine shop built a pair of Offys. The tricks worked, and Grant qualified the car faster than Bobby Unser's works Eagle, to the distinct satisfaction of Jerry and chief mechanic Dave Klymm, who had left AAR to work for Carillo earlier this year.

Bobby U's Jorgensen Eagle was not far behind, however, heading the second row. As is their practice these days, Dan Gurney's team was not looking so much for outright speed as for the right kind of information to get their car through 500 miles.

Fifth fastest was Johnny Rutherford, driving the M16D Gatorade McLaren with which he won both Indy and Pocono last year. Rutherford was forced to drive the older car (which he has used in the short track races this season) after comprehensively writing off his M16E on the first lap of his qualifying run. He came trudging back in across the Pocono mud to tell McLaren team manager Tyler Alexander, "I just lost it."

The outside place on the second row was filled by the second Sinmast Wildcat, driven by Wally Dallenbach. Frustrated by his endless spate of engine failures in recent 500-milers, Dallenbach asked George Bignotti if he could have a regular Offenhauser installed for Pocono instead of an S/G/D engine. Bignotti agreed to his driver's request and Dallenbach still qualified at over 180 mph—the last man to do so.

The third row was occupied by three Eagles from three different teams, all of which were within the same quarter of a second. Mike Mosley again placed the

continued ►



Leigh Fosberry Photo

Schaefer 500

A.J. Does It Again

By Gordon Kirby

It could have happened only to A. J. Foyt.

He had been leading the race for a long time, controlling it in fact, when, with one hundred miles still to run, a thick wall of black clouds began to move in from the east, its center headed directly for Pocono Speedway. For several long minutes the wall of cloud grew taller in the sky till suddenly its leading edge pushed itself over the first turn and rain began to fall in hard, pelting sheaths.

Immediately yellow flags began to wave everywhere, and it was only a matter of seconds before a red flag was brought out and the pace car drove down the now soaking pitlane. The car brought the field around to the pits where they all pulled in close to the wall and parked themselves. But not A. J.

He drove on alone, his visor up and a hand shielding his eyes. As he and his orange Coyote slithered slowly into the first turn, making sure that this was going to be their Pocono 500 without any lap-charting confusion, a pair of rainbows suddenly stood out against the black skies. The rainbows stretched together from one side of the Speedway to the other, directly above the slow-moving Coyote—it was as if to say that A. J. Foyt really is something other than a normal, frail and fallible assembly of flesh and blood and bones.

As far as facts and figures are concerned, Foyt's win was another unprecedented step forward. This was his fifth win of the USAC season, his 52nd championship win in his long career (now twenty more than anyone else), and his second 500 victory in 1975. All of this pushed A. J. into an even stronger champ trail points lead so that he has now almost doubled the tally of the second and third men, Bobby Unser and Johnny Rutherford.

But Foyt had to work extremely hard to win at Pocono. For the first hundred laps he was challenged strongly by two cars, and not far behind six cars battled aggressively over fourth place, all of them remaining close enough to the front to benefit easily from the right kind of pitwork or a team manager's decision to turn up the turbo boost control. But as so often happens in these long grinds, a spate of failures suddenly set in, and then, just as at Indianapolis a month earlier, the strategies aimed toward the last fifty miles were made useless by a short, sharp fall of rain.

Schaefer 500 continued

Sugaripe Prune car in a good position, this time nosing out Al Unser, who had practiced the modified (longer wheelbase, different geometry) Parnelli-Cosworth on the first day of practice but reverted to his regular Viceroy Eagle when the F1-based V8 broke a piston. Pancho Carter put in what was easily his best super-speedway qualifying performance to date to complete the third row in his white Cobre Tire Eagle.

After working out some changes to the set-up of his Viceroy Eagle, Mario Andretti completed the top ten qualifiers at a speed which was somewhat slower than in practice. Andretti sat beside the two Penske McLaren M16Cs, Bobby Allison filling the middle spot on this fourth row with the CAM2 entry and Tom Sneva the outside in the Norton Spirit version. Sneva drove the car—which had been his spare at Indianapolis—for the first time three days before qualifying it and showed immediately that his Indy shunt had not damaged his capabilities.

The rest of the field was completed with only three exceptions by the same car-and-driver combinations which had been at Indianapolis a month before. The most notable absentee was the APG McLaren which had been run on a one-off basis for Lloyd Ruby in Indiana.

On the day before the race everyone was reminded of where they were when the hot, humid weather finally unsettled itself, and it began to rain in light, foreboding flurries. Throughout the evening and night rain kept coming and going so that by morning it was still overcast, and the large crowds jammed themselves along the roads into the Speedway as they slowly picked their way through the sticky, muddy infield.

Because of this and a few more quick, light falls of rain, the start was delayed for two hours. When the cars were finally fired up, the race was started as soon as possible with a minimum of ceremony.

The first few rows remained in tight order as they came off the last turn and down towards the starter, but the mid-field spilled out onto the front straight and sprawled across the road into a thickening clot. Johncock darted immediately clear as they accelerated under the

Leigh Fosberry Photos



Rutherford and the Gatorade McLaren finished a disappointing sixth.

starter's tower, just as he had at Indy, with Foyt's flat-nosed Coyote holding the others off just behind. Out of that mid-field clot a white car popped even wider, swinging back across to the outside. It was Andretti driving very aggressively, having his final fling at the ovals for the year and darting his way up to fifth behind Grant and Dallenbach.

Through the first lap these first five began to pinch clear of the rest, and within a few laps they had left the others to battle on their own. Over the opening laps Johncock was able to pull out almost a full second to Foyt and the other three. But he was unable to pull any farther away and soon, with Andretti forcing his way past Grant and Dallenbach into third place, the Wildcat's lead began to dwindle.

With Andretti beginning to pressure Foyt, the latter in his turn began to close on Johncock, and just as they narrowed

their way towards each other, the leader brought them up to the tailenders. As they worked their way through this first of the traffic, the leading trio broke free of Dallenbach and Grant and began a tight, foxy little battle. Foyt worked his way past the slower cars smoothly and easily; Andretti dove inside them; and on one occasion they came out of the first turn all three abreast. Yet Johncock was able to keep the Wildcat in the lead, and they sprinted their machines to the first fuel stops just like that. It was excellent motor racing.

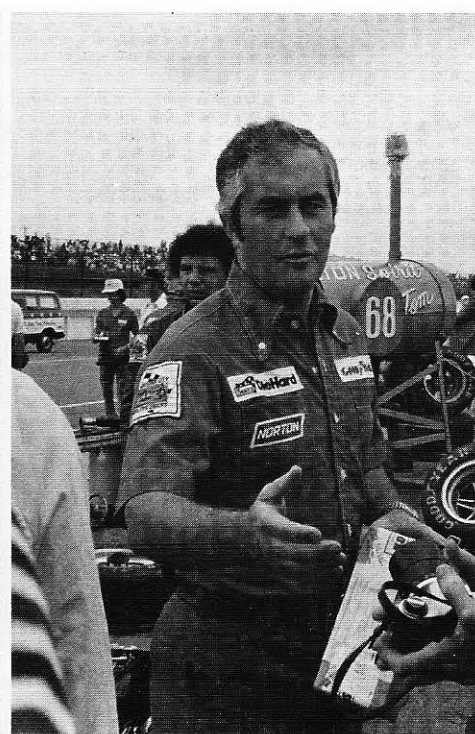
After their first stops, Foyt and Johncock found themselves nose to tail but now some five seconds clear of Andretti. On the other hand, Bobby Unser had picked up a handful of places—as at Indianapolis, the AAR team was working first-class stops—and was projected from his place at the head of the second group into a battle with Grant. At

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(Left) Front row starter Jerry Grant ended up 14th. (Right) Penske's team had a bad day.

the same time it became apparent that Rutherford was in trouble, for he had been dropping back through the field before stopping, and when he came in, the McLaren team took extra time to try to sort out a flat, unresponsive engine. When they got the car out again Johnny was a full lap behind, and despite his best efforts, the McLaren continued to lose ground throughout the race. It did run evenly to the finish, but it was an entirely frustrating run for last year's winner.

Meanwhile Foyt had pulled out a small margin over Johncock and held this cushion throughout the next two pit stops. Andretti continued his pace of the opening laps and now, running on his own, he was able to keep the first two cars comfortably within range. On occasion each one of these three showed strong bursts of speed so that it began to

look as if they were all equally fast. It was a case now of holding the pace, conserving fuel, and waiting.

Not far behind the first three a fine chase had developed for fourth place, so ten cars remained on Foyt's lap. Tom Sneva had initially led this lot, but he faded slowly back, his engine sounding rougher and rougher, until he finally stopped in the pits. Dallenbach and Grant remained in close order and were slowly caught by this group, so that a long train grew, led by the Wildcat and the Orange County Eagle and including Bobby U, Carter and Vukovich. It was an impressive crocodile, working well through traffic, each car continuing to maintain pressure on the machine ahead. But suddenly everything began to go wrong.

First Andretti dropped back, and it wasn't long until he brought the Eagle in-

to the pits. A burned piston was diagnosed, and Mario climbed out after his strongest USAC drive of the year to join teammate Al Unser, who had retired his Viceroy Eagle after just six laps. Unser came in with his turbocharger log on the verge of melting after a throttle butterfly had broken off and lodged itself in the manifold. The Vel's Parnelli team packed up, looking forward now to a long development program with their Cosworth-powered car. They intend to redeem themselves before the season is finished...

When Andretti finally gave up, he had climbed out into a brief shower, which was enough to dampen every foot of the track and extend what was already a yellow-flag period even more. When the green came out about ten laps later, the

continued ►

POCONO 500 GRID

GORDON JOHNSCOCK Sinmast Wildcat 183.281	A. J. FOYT Gilmore Racing 182.778	JERRY GRANT Spirit of Orange County 181.864
BOBBY UNSER Jorgensen Steel 181.708	JOHN RUTHERFORD Gatorade 181.214	WALLY DALLENBACH Sinmast Wildcat 180.705
MIKE MOSLEY Sugarpie Prune 179.721	AL UNSER Viceroy 179.578	PANCHO CARTER Cobre Tire 179.480
MARIO ANDRETTI Viceroy 179.238	BOBBY ALLISON Cam 2 Motor Oil 178.731	TOM SNEVA Norton Spirit 178.456
ROGER McCLUSKEY Silver Floss Sauerkraut 177.848	BILL VUKOVICH Cobre Tire 177.585	JIMMY GARIUTHERS Alex Foods 177.576
JOHNNY PARSONS Ayr-Way WNAF 177.157	SALT WALTHER Dayton-Walther 176.715	GEORGE SNIDER Leader Card Lodestar 175.798
STEVE KRISLOFF Leader Card Lodestar 175.558	AL LOQUASTO Frostie Root Beer 174.639	DICK SIMON Bruce Cogle Ford 174.343
JERRY KARL Midwest Sunflower Sue 173.754	SHELDON KINSE Spirit of Indiana 173.527	RICK MUTHER Thermo King 173.302
BILL PUTERBAUGH McNamara Motor Express 173.227	JOHN MARTIN Unponsored 173.127	LEE KUNZMAN Ayr-Way WNAF 172.844
BENTLEY WARREN The Bottom Half 172.803	LARRY MCCOY ShurFine Foods 172.620	ELDON RASMUSSEN Anacomp-Wild Rose 171.323
GARY BETTENHAUSEN Thermo King 174.868	BOB HARKEY Dayton-Walther 173.010	TOM BIGELOW Bryant Heating-Cooling 169.500

Results

FIN. POS.	ST. POS.	DRIVER/HOMETOWN	CAR NAME	CAR NO.	LAPS	RUNNING/REASON OUT	PRIZE MONEY
1	2	A. J. Foyt/Houston, TX	Gilmore Racing Coyote	14	170	Running	\$84,050
2	6	Wally Dallenbach/Basalt, CO	Sinmast Wildcat	40	170	Running	\$1,250
3	14	Bill Vukovich/Fresno, CA	Cobre Tire	6	169	Running	26,750
4	13	Roger McCluskey/Tucson, AZ	Silver Floss Sauerkraut	15	169	Running	16,795
5	31	Gary Bettenhausen/Mourouvia, IN	Thermo King	48	168	Running	13,325
6	5	Johnny Rutherford/Fort Worth, TX	Gatorade McLaren	2	168	Running	10,205
7	26	John Martin/Irvine, CA	Unponsored McLaren	89	166	Running	9,350
8	15	Jimmy Garthers/Anaheim, CA	Alex Foods	78	166	Running	8,780
9	25	Bill Puterbaugh/Indianapolis, IN	McNamara DIA	83	166	Running	8,210
10	18	George Snider/Bakersfield, CA	Leader-Lodestar	97	165	Running	7,640
11	28	Bentley Warren/West Gloucester, MA	The Bottom Half	24	165	Running	7,070
12	20	Al Loquasto/Easton, PA	Frostie	86	165	Running	6,500
13	24	Rick Muther/Laguna Beach, CA	Thermo King	46	164	Running	6,358
14	3	Jerry Grant/Irvine, CA	Spirit of Orange County	73	151	Running	6,215
15	23	Sheldon Kinser/Bloomington, IN	Spirit of Indiana	19	150	Running	6,072
16	22	Jerry Karl/Manchester, PA	Midwest Sunflower Sue	38	149	In pits	5,930
17	27	Lee Kunzman/Guttenberg, IA	Ayr-Way WNAF	94	147	Engine	5,788
18	29	Larry McCoy/Langhorne, PA	ShurFine Food	63	147	Running	5,645
19	30	Eldon Rasmussen/Indianapolis, IN	Anacomp Wild Rose	58	141	Running	5,502
20	1	Gordon Johncock/Phoenix, AZ	Sinmast Wildcat	20	139	Accident	5,560
21	33	Tom Bigelow/Whitewater, WI	Bryant Heating-Cooling	17	127	Running	5,218
22	4	Bobby Unser/Albuquerque, NM	Jorgensen Steel Eagle	48	101	Gear box	5,075
23	21	Dick Simon/Salt Lake City, UT	Bruce Cogle Ford	44	86	Wheel bearing	4,932
24	9	Duane Carter Jr./Brownsberg, IN	Cobre Tire	11	84	Gear box	4,790
25	10	Mario Andretti/Nazareth, PA	Viceroy	21	79	Piston	4,648
26	16	Johnny Parsons/Indianapolis, IN	Ayr-Way WNAF	93	68	Piston	4,505
27	11	Bobby Allison/Hueytown, AL	Cam 2 Motor Oil	16	57	Ignition	4,362
28	19	Steve Krisloff/Parsippany, NJ	Leader Card Lodestar	10	54	Valve	4,220
29	12	Tom Sneva/Spokane, WA	Norton Spirit	68	38	Injector	4,078
30	32	Bob Harkey/Indianapolis, IN*	Dayton-Walther	33	37	Radiator	3,935
31	7	Mike Mosley/Fallbrook, CA	Sugarpie Prune	12	26	Piston	3,792
32	8	Al Unser/Albuquerque, NM	Viceroy	7	6	Intake valve	3,650
33	17	Salt Walther/Dayton, OH	Dayton-Walther	77	3	Piston	3,650

*Relieved by Salt Walther

Schaefer 500 continued

field was in a confused state from the stops (in some cases extra stops) everyone had made. Foyt, still looking for the right chassis balance, had ducked in a couple of times to try different tire combinations, and Johncock stopped when the queue was in a tight, slow order so that he dropped from the front to the very back.

For a brief period Jimmy Caruthers held the lead, but he was soon swallowed up, first by Grant and then by Foyt, and these two raced nose to tail for a few laps, clear of the two Wildcats and Bobby U. But then Grant came by, towing a cloud of blue smoke, and Unser stopped the Jorgensen Eagle with a failing gearbox just as he was finding his pace and beginning to make his presence known. Bobby's trouble was terminal, but Grant's was repairable, and after a broken auxiliary oil pump drive was replaced he carried on, lapping as fast as anyone but now many laps behind. Around the same time, Pancho Carter was forced out when his Eagle also ran into gearbox troubles. So suddenly, just past the midpoint of the 500 miles, it was the Wildcats versus Foyt.

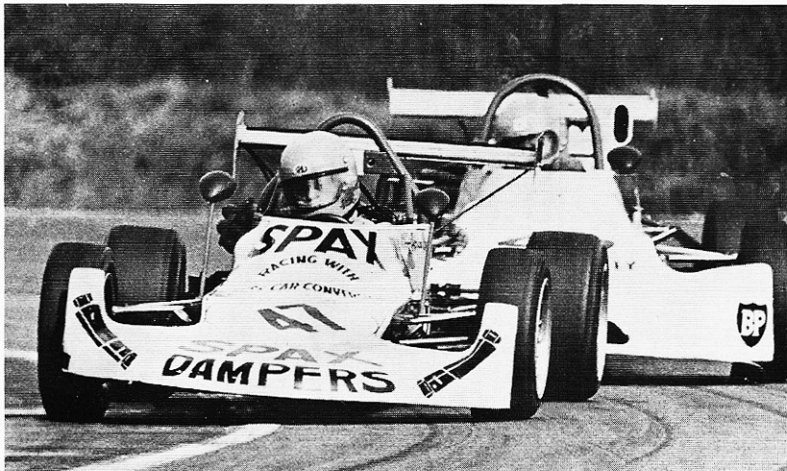
A. J. was comfortably in control by this time, leading Dallenbach by a constant five- or six-second margin which extended to nine or ten after another fuel stop. Meanwhile Johncock was flinging his Wildcat about in third place, trying hard to make up the ground he had lost when he dropped to the back of the queue during the rain shower. Johncock seemed to be able to chip into Foyt's lead when he found a clear track ahead of him, but time after time he would make a small mistake and lose everything he had gained while his turbo boost pressure climbed back up to pressure. Once Johncock almost caught his teammate, but he dropped a wheel out of the groove on the exit of one turn, so Dallenbach was able to go away on his own.

Finally, on the 139th lap, Johncock's ragged efforts apparently got the best of him. The Wildcat slid high through the second turn and clipped the wall. It jumped into the air, brushing heavily against the fence and bending its left suspension back towards the monocoque. Gordon was plucked from the car in a barely-conscious but uninjured condition, and the yellow light came on again.

So ultimately it was Foyt versus Dallenbach, with Vukovich keeping his Eagle on the same lap but never within range of the Coyote and Wildcat. What was to be the last yellow flag of the race came on the 155th lap when a backrunner stalled on the inside of the first turn and the tow truck which came out to pick the car up got stuck in the mud! As the truck was pried loose, the sky began to darken under the black clouds which were bending over the horizon. When the green flag finally came out, the clouds were being blown rapidly towards the Speedway. As at Indy, it looked as if Pocono was going to end early in a down-pour.

Foyt had shot easily away from Dallenbach, who was equally able to pull

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clear of the rest. The Coyote pulled out almost a second with each new lap, but as the margin approached ten seconds, the clouds finally pressed their way over the rim of the first turn, and a heavy sheet of rain began to pelt down. In a matter of moments the race was stopped, and with the rain growing stronger, Foyt splashed his Coyote around for one extra lap just to make sure that he was the unquestioned winner.

Already this has become a classic year for A. J. Foyt. He has spent nearly a decade working towards all that has happened this season. Now, with his own cars and his own engines, he has eclipsed everyone else. 1975 should leave A. J. with few other ambitions in motor racing. Except, of course, for that elusive fourth win back in Indiana . . .

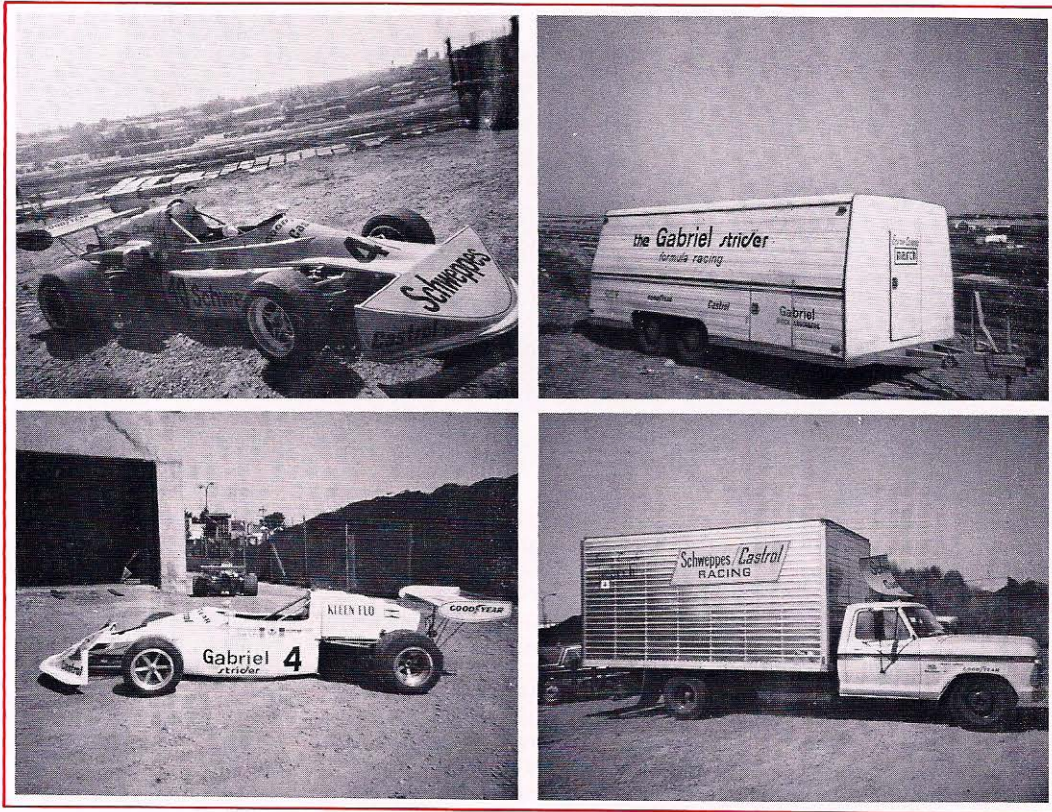
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Player's Manitoba

Villeneuve's Wet Win

By Chris Waddell

Villeneuve at speed during the dry qualifying session.

Chris Waddell Photos

It had to happen sooner or later. After all, with the number of young drivers in this year's Player's Challenge Series, it would have been too much to expect that regular front runners Bertil Roos, Bill Brack and Tom Klausler would dominate the results of all the 1975 Formula Atlantic races.

The third round of the series, held at the flat, desolate Gimli Motorsports Park, brought an end to the triumvirate's control of the series as 24-year-old Canadian Gilles Villeneuve beat Americans Bobby Rahal and Price Cobb in a race held in horribly wet conditions.

But judging by practice, you never would have guessed that the race would be anything but the same old show. There they sat, one-two-three on the grid, led by Brack in the STP Chevron B29-Hart. He was consistently the fastest throughout practice, finally ending up with a best of 54.836 seconds around the 1.3 mile track that utilized a reprimed airport runway as its pit straight.

Klausler was right beside the defending Canadian Champion, lapping his Traylor Lola T360-Smith in 55.156, while in third position was the yellow Schweppes/Castrol March 75B-Hart of Bertil Roos, looking to score his third straight Player's race win.

Then came the newcomers. Hector Rabaque was fourth in his Opert Chevron B29-Hart, followed by Elliott Forbes-Robinson's Penthouse Lola T360-BSR and Bobby Rahal's Red Roof Inns Lola T36-McCoy.

Completing the top ten were Brett Lunger's Tui BH2-Nicholson, the Chevron B29-Whitehurst driven by Bobby Brown, Howdy Holmes' Lola T360-BSR and the March 73B-Traylor of James King.

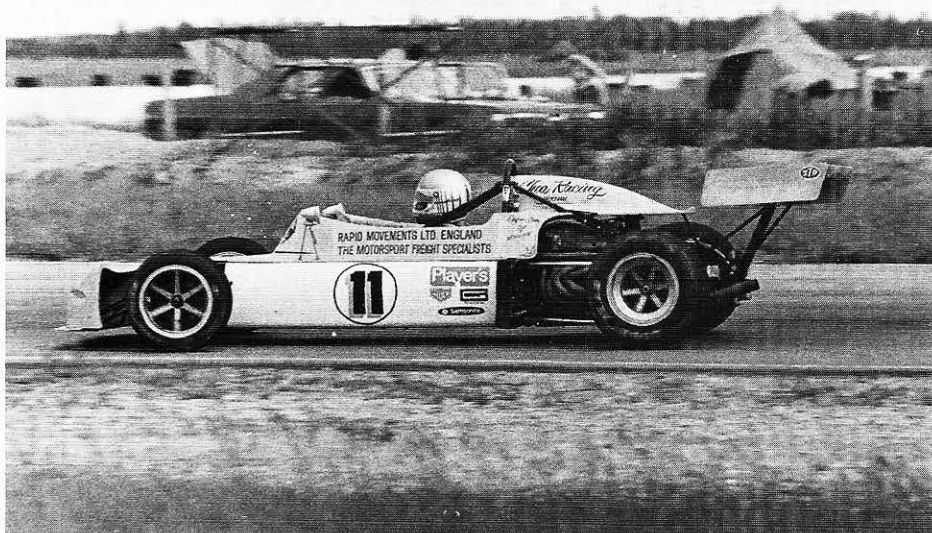
Even further back were some other notables. Australian Dave Walker was 14th in the Quaker State Lola T360-Nicholson; F5000 man Jon Woodner was 18th with his Interscope March 75B-Cosworth; Villeneuve's Skiroule March 75B-Villeneuve was 19th; John Nicholson was 21st in the Tui BH2-Nicholson; and another Australian, Vern Schuppan, was 27th in his debut in a March 722/73B sponsored by the English motor racing freight specialists, Rapid Movements.

Thirty cars qualified for the event, leaving six to spectate, with one of those six being Bill O'Conner in his Lola T360-Smith. The winner of last year's Watkins Glen race just couldn't get the car to put the power to the road. He and his mechanics tried everything, but it was to no avail. As O'Conner discovered, just getting onto the grid proved to be a

difficult task: the entire grid was covered by only 1.993 seconds!

Come race day, though, all the lessons learned in practice were thrown out the window because, as the first groups of mechanics arrived at the circuit and opened up their transporters to begin the day's work, so did the rain. It rained and rained and rained, never letting up throughout the day.

Wets were mounted and roll bars disconnected as the drivers contemplated the thought of 75 laps around the tight track in the wet. The biggest problem was the main straight. There was little crown on the road, and in several places, including the braking areas for the fast left hand corner, large puddles were starting to form on the roadway. The wind provided little help — it was blowing right into the faces of the drivers as they motored past



(Right) Vern Shuppan joined the series with his Rapid Movements March.

their pits. It was going to be an uncomfortable afternoon for all concerned.

In fact, the only driver with any sort of a smile was Brack, who starting from pole, would have a clear track should he beat Klausler from the flag for the lead.

That's just what he did, quickly pulling out an advantage as Rahal and Roos took up the battle for second. Klausler, running in only his second-ever wet race, dropped back and left the road on lap three, damaging his nose and ending his day.

Brack had an easy time of it for the first five laps, but then the oil pressure light went on. As Brack slowed for just a minute to see what was going to happen, Rahal was past and into the lead. Elliott Forbes-Robinson, who had come up to third, was also past for one lap until Brack decided he should get on with it and repassed EF-R for second spot.

Behind the front three a few other drivers were starting to come up well. By lap five, Woodner and Villeneuve were running seventh and eighth and the Canadian was going quicker than anyone else on the track.

Villeneuve moved into sixth on lap seven, fourth on lap ten, then passed EF-R when he spun on lap 16. Finally, on lap 20, he was past Brack and into second. Villeneuve was benefiting from an old trick he had learned on his way to winning the Canadian Snowmobile Championship last winter. Before the race he had built himself a snorkel type of devise, running a hose out the back of his helmet from a mask he taped over his nose and mouth. Breathing through the hose, he had none of the visor-fogging problems that bothered many of the other drivers.

Able to see the road and the other cars, he was then after Rahal for the lead, passing him on the 32nd lap. From that



Bobby Brown moved his Chevron into 5th before retiring with wet electrics.

point on he was uncatchable, pulling out an advantage over the young American bit by bit to take the chequered flag 4.7 seconds ahead of the Lola.

In a race where the unexpected tended to be the norm, another superb performance came from Price Cobb, who brought his Shierson March 75B-Race Shop all the way to third from 29th on the grid. Brack finally settled for fourth after having vision problems throughout the race and then going off course late in the race and plugging his radiator with Manitoba mud.

A workmanlike effort netted Brett Lunger fifth ahead of Tim Cooper, who brought his Rutledge Oil March 75B-

Williams up from last place on the grid.

John Nicholson gave Allan McCall something to smile about as the second Tui came in seventh ahead of the Chevron of Canadian Bruce Jensen, Tom Gloy's Lola T360-Smith and Juan Cochese's Chevron B29-Hart.

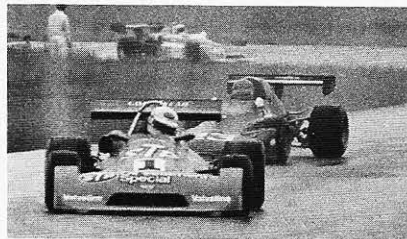
From those who didn't finish, wet electrics was the common complaint. Forbes-Robinson drove well until colliding with Seb Barone's Chevron on the main straight and retiring with a damaged nose and radiator, while Villeneuve did not escape the crashing and spinning, hitting Chip Mead's Lambrusco March 75B-Cosworth. Mead was put into the only bit of guard rail around the track while Villeneuve continued undaunted with a slightly tattered left side of his nose.

Surprisingly, Bertil Roos never figured in the race, dropping back in the early stages and finally retiring after 20 very unenjoyable laps with electrical woes.

Gimli closed out the first half of the series on a soggy note, but with the championship wide open once again, thanks to Roos' DNF, the first race at St. Jovite in almost four years is looked upon with eager anticipation. ■

PLAYER'S MANITOBA GRID

BILL BRACK STP Chevron B29-Hart 54.836	TOM KLAUSLER Traylor Lola T360-Smith 55.156
BERTIL ROOS Schweppes/Castrol March 75B/Hart 55.164	HECTOR RABAQUE Opert Chevron B29-Hart 55.188
ELLIOTT FORBES-ROBINSON Penthouse Lola T360-BSR 55.310	BOBBY RAHAL Red Roof Inns Lola T360-McCoy 55.352
BRETT LUNGER Tui BH2-Nicholson 55.373	BOBBY BROWN Chevron B29-Whitehurst 55.510
HOWDY HOLMES Lola T360-BSR 55.513	JAMES KING March 73B-Traylor 55.686
CRAIG HILL Gabriel March 75B-Hart 55.774	BOBBY DENNETT Opert Chevron B29-Hart 55.813
VINCE MUZZIN March 75B-Cosworth 55.820	DAVE WALKER Lola T360-Nicholson 55.826
CHIP MEAD Lambrusco March 75B-Cosworth 55.947	PETER FERGUSON Samsonte Chevron B29-Hart 55.982
JUAN COCHESA Opert Chevron B29-Hart 56.025	JON WOODNER Interscope March 75B-Cosworth 56.028
GILLES VILLENEUVE Skiroule March 75B-Villeneuve 56.038	TOM GLOY Hanna Car Wash Lola T360-Smith 56.128
HUGH CREE Chevron B29-Hart 56.147	JOHN NICHOLSON Tui BH2-Nicholson 56.189
MIKE HALL Lola T360-Smith 56.237	BOB BEYEA Rondel M1-Hart 56.338
BRUCE JENSEN Exotic Plants Chevron B29-Hart 56.449	SEB BARONE Chevron B29-Hart 56.591
VERN SCHUPPAN Rapid Movements March-Nicholson 56.659	ROBERT JOUBERT Lola T360-Nicholson 56.749
TIM COOPER Rutledge Oil March 75B-Williams 56.778	PRICE COBB March 75B-Race Shop 56.829



Results

Player's Manitoba
Gimli Motorsport Park
June 22nd, 1975
75 Laps, 97.5 miles

1. Gilles Villeneuve, Skiroule March 75B-Villeneuve, 75; 2. Bobby Rahal, Red Roof Inns Lola T360-McCoy, 75; 3. Price Cobb, March 75B Race Shop, 74; 4. Bill Brack, STP Chevron B29-Hart, 74; 5. Brett Lunger, Tui BH2-Nicholson, 74; 6. Tim Cooper, Rutledge Oil March 75B-Williams, 73; 7. John Nicholson, Tui BH2-Nicholson, 72; 8. Bruce Jensen, Exotic Plants Chevron B29-Hart, 71; 9. Tom Gloy, Hanna Car Wash Lola T360-Smith, 70; 10. Juan Cochese, Opert Chevron B29-Hart, 68; 11. Howdy Holmes, Lola T360-BSR, 66; 12. Craig Hill, Gabriel March 75B-Hart, 66; 13. Hugh Cree, Chevron B29-Hart, 65; 14. Michael Bystrom, Brabham BT38-Hart, 63; 15. Bobby Dennett, Opert Chevron B29-Hart, 63; 16. Dave Walker, Quaker State Lola T360-Nicholson, 60; 17. Bob Beeya, Rondel M1-Hart, 47; 18. Chip Mead, Lambrusco March 75B-Nicholson, 44.

Nonfinishers

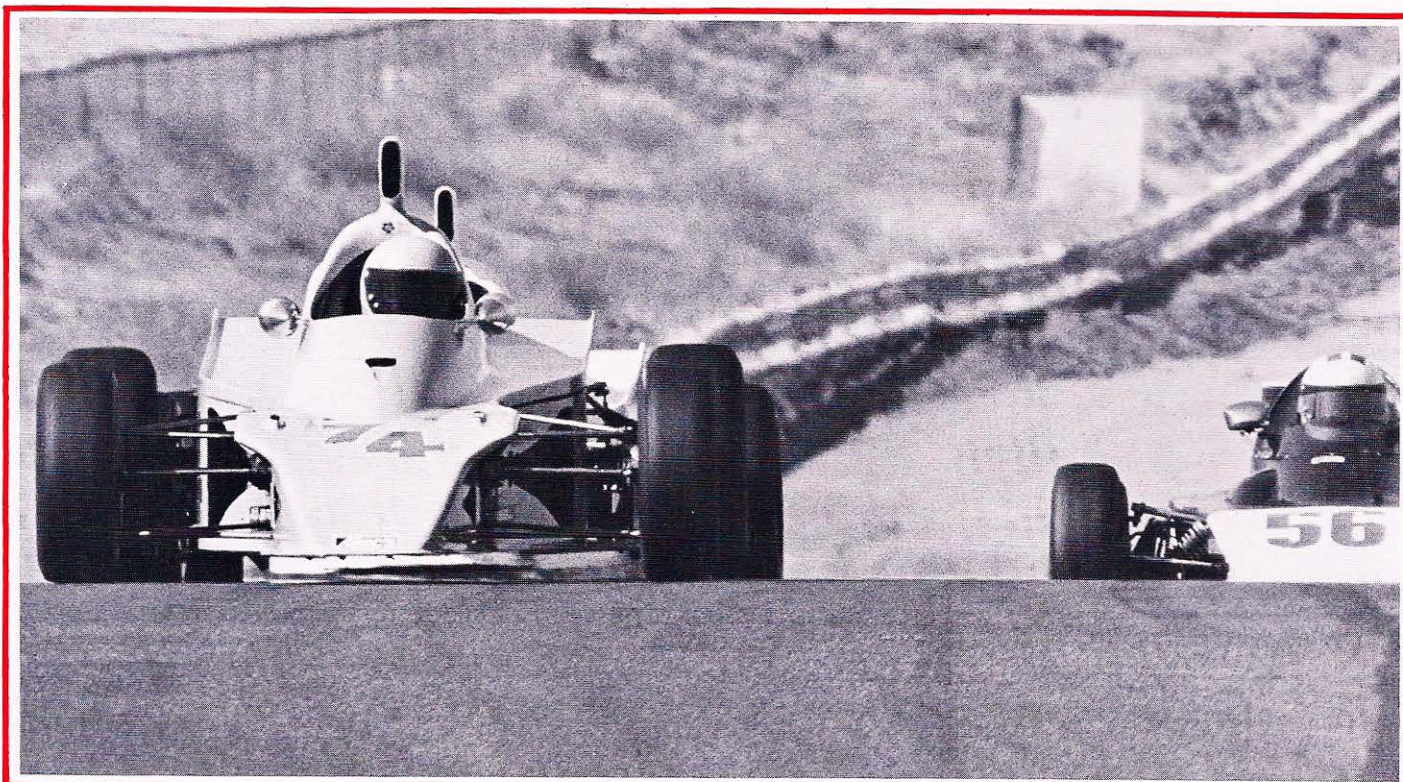
19. Hector Rebaque, Opert Chevron B29-Hart, 37; 20. Peter Ferguson, Samsonte Chevron B29-Hart, 33; 21. Vern Schuppan, Rapid Movements March 75B-Nicholson, 30; 22. James King, March 73B-Traylor, 26; 23. Vince Muzzin, March 75B-Cosworth, 26; 24. Elliott Forbes-Robinson, Penthouse Lola T360-BSR, 24; 25. Bertil Roos, Schweppes/Castrol March 75B-Hart, 20; 26. Seb Barone, Chevron B29-Hart, 19; 27. Bobby Brown, Chevron B29-Whitehurst, 14; 28. Mike Hall, Lola T360-Smith, 13; 29. Jon Woodner, Interscope March 75B-Cosworth, 8; 30. Tom Klausler, Traylor Lola T360-Whitehurst, 3.

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Cliff Fenneman Photo

Shirey Still King Of Riverside

Riverside Nationals: July 5th & 6th 1975

By Ed Pitz

The yellow ADF brakes for the corner. There is no darting or twitching, no locked wheels or tire smoke. The car rides on invisible rails. The engine note is scissored by a gearchange. The yellow wedge sweeps past the apex, power on, the driver's hands frozen on the wheel, and suddenly it is a dwindling speck in the California haze.

In four previous Riverside appearances, the Shirey/ADF combination has come in first. The July 5th and 6th National gave the Huntington Beach aircraft engineer his fifth checkered flag. In typical Shirey style, he led most of the way despite tough opposition.

Chuck Pittenger's LeGrand was the fly in the ADF ointment and beat David Bruns' "supercar" for second in a finish they'll be talking about for years. Riverside debutant Marty Loft placed fourth in his Crossle ahead of Rick Paronelli's Corsa and Tim Cox's Zink.

The entry for the sixth SoPac points meet (originally slated for Ontario before that track cut back its schedule) was unusually small at 25 cars. There were certainly enough drivers spectating and the excuses ran from "I'm out of money" to

"I'm saving my car for the pro races."

The 3.3 mile circuit with its long back straight proved ideal for the ADFs which captured three of the four top grid spots. The machines had plenty of horses and negotiated the critical turn eight better than any other car. Shirey and Bruns looked rock-steady through this section and a beautiful display of teamwork on Sunday morning assured them of the front row grid positions.

Whitfield Haydon, also ADF-mounted, qualified fourth behind Art Sparks' Royale in his National debut. Sparks' time wasn't regarded seriously, however, the electronic timer went on the fritz on Saturday and the hand held watches left much to be desired.

Chuck Pittenger was next in the North American Racing Works LeGrand which had undergone several mods since Laguna. Larger rear disc brakes were added while the weight bias was shifted forward; the whole setup looked effective as Pittenger chucked it through the corners right on the limit with a mild trace of oversteer.

Next were the Crossles which sandwiched Rick Ricketts' Dulon on the grid. Rick's Cromodora machine looked stable in the corners but a lack of horsepower really showed itself on the backstraight. The Crossles' braking abilities came into

play at turn eight; Brad Lovette's Manta Cars entry was blindingly fast on the entry but was obviously scrubbing speed around the apex for his corner times were only equal to those of his opponents.

Marty Loft was making his Riverside debut in the Hanna Car Wash's 30F powered by the Bill Leopold Cortina that has given him three straight wins this year. Apart from the task of learning the course, Loft's only drama was an encounter with a big patch of oil at turn nine on Sunday morning; the Crossle suffered a broken wheel and upright, but a mad dash to Crossle Rep Ken Deeter's home produced the necessary replacements.

Rick Paronelli sat tenth on the grid; the Corsa's side radiators were supplemented by a front mounted radiator while the oil cooler was repositioned to the right rear inside the radius arms. Rick reported few problems which contrasted with Sam Nicolosi's weekend. Sam's Merlyn hit a rabbit which left a mess at the front, while an oil leak, later on left a mess at the rear. These problems, in addition to a couple of gear changes, kept the restaurant czar occupied.

Bob Earl's hopes of a good showing in the MRE were punctured from the beginning of practice. His Laguna Seca malady

had been diagnosed as unsynchronized carburetor butterflies, resulting in uneven gas flow into the chambers. Things became even less happy at Riverside for the engine refused to run cleanly throughout the meeting. Earl was the hardest trier by a mile, psuhing the car into an oversteer condition more suitable for a sprint car.

The late afternoon heat wasn't ideal for racing although it was considerably less "smuggy" than usual. The pace lap was an impressive sight as the cars filed past and warmed up their tires on the backstraight. Moments later, the sound of angry hornets pierced the air and Shirey burst into view at turn six leading an unbroken string of multicolored machines.

Shirey still led into turn eight but right behind were Haydon, Bruns, Pittenger, Loft, Lovette, Earl (making a terrific start), Ricketts, Sparks, Paronelli, Cox, and the rest. Down the straight the orderly line dissolved into a chaotic scrambling as cars passed and repassed each other.

It took a few laps to work out the pattern but one thing was clear; it was almost an ADF benefit. Shirey was master of the situation despite opposition from Haydon who was trying very hard. Bruns was third and undoubtedly smiling at the sight of his three creations doing so well. The one drawback was Pittenger's LeGrand which kept jumping up and down the pecking order like a hawk among pigeons.

Loft held fifth place but after a few laps he began to lose contact with the four leaders; the Cortina just couldn't match the uprateds on the straight and not even Marty's talent could make up the tenths he was losing each lap.

Lovette ran sixth initially but was soon swallowed up by a terrific battle between Paronelli, Cox, Ricketts, and Earl. Lap after lap, they swirled through turn eight absolutely nose to tail before engaging in a frenetic game of leapfrog down the straight. Then came a similar scrap between Kenny Hedman, Sam Nicolosi, Art Sparks, and Wes Marumo.

Shirey seemed unruffled despite the pressure and the yellow ADF began to edge away from the others on the sixth lap. Two laps later, there was a violent spurt of dust visible at turn six. Haydon, who was running third behind ADF designer Dave Bruns, locked up all four and crashed into the wall. The left front corner was badly damaged, ending an excellent drive for the young driver who was competing in his first ever National.

Apart from that incident (there were only two DNFs) the race pattern remained unchanged. Shirey's lead began to dwindle in the closing stages. "I knew they were back there but I backed off just a bit," said the winner later. Shirey took his third National victory by a comfortable three second margin.

Next was the Pittenger-Bruns carve-up, the two cars evenly matched. Pittenger made a colossal effort on the final trip down the straight and slotted in front as they entered turn nine. Coming out of the turn, Bruns pulled out and the pit

lane was pandemonium as the pair raced for the checkered side by side. After some deliberation, Pittenger was chosen the winner which now gives him 40 points to Shirey's 42. Bruns' third ties him for third in the points standings with Firestone at 15 all.

Marty Loft came in fourth by seven seconds and well ahead of the fifth place dispute in which Paronelli eased fractionally ahead on the final lap to take the place from Cox. Said the Zink driver: "As we went through turn nine I looked in my right mirror and there was Ricketts thumping me in the side. I thought of Nicolosi (his bad accident two years ago) and looked in my left mirror and there was Lovette all screwed up on the marbles trying to avoid us. Behind us was Earl who was trying to find a hole." The end result was Cox taking sixth from Earl, Ricketts, and Lovette.

Completing the top ten was Art Sparks who exercised a small superiority over Marumo and a slightly off-song Nicolosi near the end. Hedman was a few seconds further down followed by the rest of the 22 finishers. ■

Formula Vee

The Vees spent almost as much time battling the heat as they did each other. It was unfortunate that their 14-lapper was run in the hottest time of the day, for the soaring mercury ruined a really epic race.

Along with the heat came a recurrence of the leaking tire disease. Nearly half of the drivers I talked to experienced one or two deflations. The problem lies in the brand name and specs impressions in the sidewall, the imprints being too deep and thus weakening the sidewall's integrity.

Heat and deflations notwithstanding, Kingsley Fife's three-year-old lap record of 2:19.22 took a real thrashing. Mike Billesbach's Caldwell took the pole at 2:13.2, a full four-fifths-second ahead

of Stu Fisher's potent Lynx. Mike Cherry's Phenix recorded 2:14.2 after solving a minor carburetion problem, while Brent Milner gradually dialed in his Lynx to a best time of 2:14.7 Dick Murray, Pete Weldy, and Stan Townes broke into the 15s; Weldy's Auto-dynamics being sandwiched between the two Zinks.

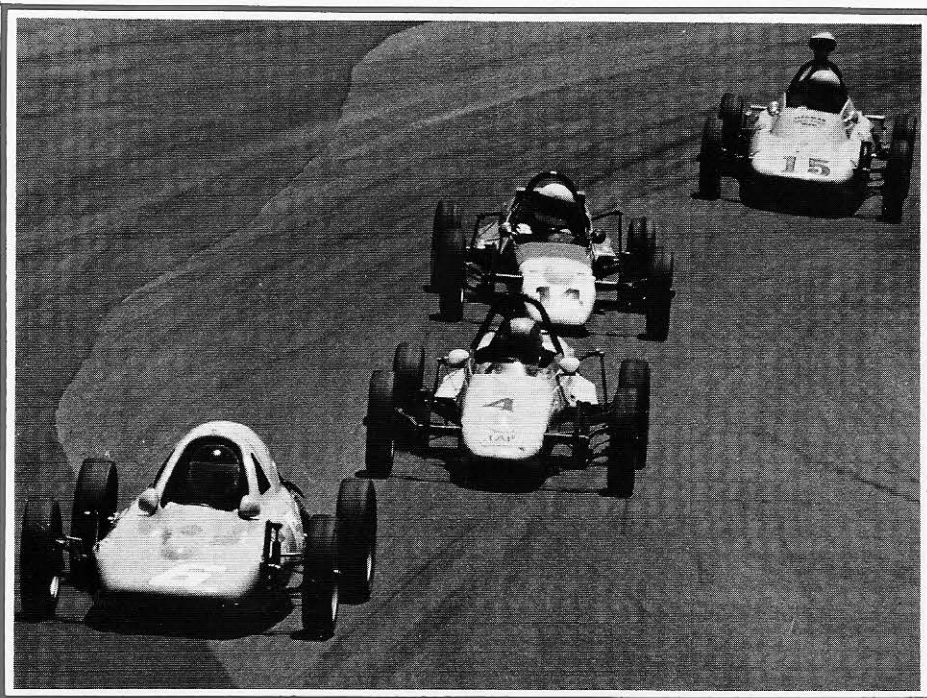
Behind came the rest of the 20 starters, a far cry from the large Memorial Day entry. There were several drivers spectating throughout the weekend and rumor had it that the wife of a certain driver refused to allow her husband to race until he had bought some new furniture for the house!

At 1:15 sharp the green flag dropped and those of us at turn eight heard the engine note rise in anger. Moments later, they burst into view at turn six with Billesbach leading Milner, Fisher, Murray and the rest. The gaggle made the loop at turn seven without incident and poured into turn eight. Tim Kuykendall's Zinkarella lay sixth from Ron Jones' Kellison, Pete Weldy, Stan Townes, and Peter Przybylla's Lightning Bug. Down the long backstraight and under the Champion Bridge and the orderly single file broke into frenzied little groups of two and three abreast.

The battle lines were drawn swiftly. Milner, Fisher, Kuykendall, Billesbach, Murray, and Cherry broke away from the rest and commenced a thrilling battle. Lap after lap, they streamed past in a continually shuffling order, performing their separate tasks of braking and accelerating as one entity. The execution was flawless and the progress was swift as they rapidly drew far ahead of the rest of the field.

Stan Townes, recovering from a horrible start when his engine burred, rose from 12th place to head a scrap for sixth with Weldy and Blair, the Auto-dynamics looking distinctly dodgy under braking. Ron Jones was next but was

continued ►



(Right) Billesbach leads Milner, Fisher and Murray.

Rob Gloye Photo

obviously in some kind of trouble and was dropping down the lap chart. Closing quickly were the dynamic duo of John Adkisson and Dick George, who were to remain together for the whole distance.

Everything happened after half distance. First Murray was missing followed two laps later by the departure of Milner and Billesbach. All three had suffered dire engine problems due to the tremendous heat.

Now Fisher and Cherry were contesting the lead, Kuykendall having lost the draft and probably suffering from the heat as well. It looked like being a great finish, but the 12th lap was the turning point as Cherry suffered a broken shift linkage and left Fisher high and dry.

The San Rafael data processor won by 15 seconds from Kuykendall. Stan Townes finished a surprised third, having pulled clear of Weldy on the penultimate lap. Adkisson and George found themselves fighting for the remaining point and the Zeitler driver made a supreme effort on the final lap only to be outdragged by the Pumkin as they dashed for the flag. George was one of the few to run untroubled by the heat. "I cinched my fan belt and had no problems although it hurt my acceleration a bit," he said afterward.

Les Hudelson's RCA finished a few seconds back in eighth but well ahead of Peter Przybylla whose engine let go as he took the checkered. "It was my tenth race on that engine," said Peter later. Don Halwes' Predator held off Tuck Hunter's Autodynamics for tenth after a race-long struggle, only 13 cars surviving for the checkered. ■

Formula SCCA

A variety of mechanical misfortunes transformed a potentially exciting F/SCCA round into a less than memorable endurance contest for most concerned.

The carnage began in qualifying. Mickey Fowler's McLaren got in a few laps before the engine broke a rod and emptied its sump at turn two. Dick Hayes' Chevron B27 broke its drive belt, resulting in a plethora of bent valves. Doug Turner's March was also a nonstarter after a bolt in the intake manifold came undone and collided with a piston. Richard Paul's March was another victim of motor problems and failed to make the lineup.

Don Breidenbach's Casa Blanca 75B took the pole and led all the way to win comfortably. Fitted with new sway bars and stiffer springs since Laguna, the March ran trouble-free in the race after a high speed misfire and a faulty head gasket had been taken care of in practice.

Pete Halsmer's Brabham BT38, which sported a new wing mounted over the nose section, might have given Breidenbach a good run but for some worn tires. Halsmer's driving looked smooth and efficient but the tire problem cost him about a second per lap; anyway the issue became academic as the Brabham's engine died mysteriously on the ninth lap.

Tom Sauerbrei's Consolidated Aeronautics March inherited second after



Don Breidenbach's March leads J. Peter Halsmer through turn 7.

Rob Glove Photo

surviving an anxious moment at turn six with Archie Snider's GRD. The latter slowed drastically halfway around the corner and nearly collected Sauerbrei who got well and truly screwed up before getting by.

Third went to Mark Munroe who was making his F/B debut in the ex-Mairs Brabham BT40. Munroe drove intelligently throughout the weekend and looks like a man to watch.

Larry Wright's Brabham BT29 captured fifth behind Marc Bahner's March after a busy half hour. The Brabham's handling looked suspect, particularly under braking; the car twitched fiercely

while braking for turn eight, but Wright kept it on the road and held off Steve Jizmagian's March as well.

A lap behind came a great Super Vee dice between Steve Saleen's Tui, Richard Simis' Royale, and Pete Sharland's Lola. Saleen drew out a small advantage for several laps before the other reeled him in. Simis looked very busy in his oversteering machine, his arms sawing madly at the wheel on the back corners. "I had no rear brakes," he remarked later. Nevertheless, he drove around the outside of the Tui at turn eight on the final lap for a good win. Sharland was a few lengths further back for third in class. ■

RIVERSIDE F/FORD GRID

RICHARD SHIREY
ADF Mk II
1:57.3

ART SPARKS
Royale RP16
1:57.9

CHUCK PITTINGER
LeGrand Mk 13
1:58.6

RICK RICKETTS
Dulon MP17
1:59.8

KENNY HEDMAN
Merlyn Mk 25
2:00.5

SAM NICOLASI
Merlyn Mk 25
2:00.7

TIM COX
Zink Z-10
2:00.9

TENNYSON KWOK
Titan Mk 6
2:01.8

MIKE CHOQUETTE*
Titan Mk 6
2:03.8

DICK GAMBLE
Merlyn Mk 11
2:05.8

JIM PAUL
Nomad
2:06.4

STEVE NICHOLS
Lola T340
2:07.2

TONY FASO
Crosle 16F
2:10.2

* Did not start.

DAVID BRUNS
ADF Mk II
1:57.3

WHITFIELD HAYDON
ADF Mk II
1:58.4

BRAD LOVETTE
Crosle 30F
1:59.1

MARTY LOFT
Crosle 30F
1:59.9

RICK PARONELLI
Corsa
2:00.6

BOB EARL
MRE 74F
2:00.7

WES MARUMO
Crosle 25F
2:01.7

MIKE HULL
Merlyn Mk 29
2:02.6

BOB KINDRED
Lola T200
2:04.2

RAY BLOMSTER
LeGrand Mk 10F
2:06.3

ROB NUSS
Eldon Mk 10
2:06.8

JEFF TOUSLEY
Merlyn Mk 25
2:09.0

Results

Riverside Nationals
Riverside International Raceway
July 5th & 6th, 1975

F/FORD

1. Richard Shirey, NGK/Flat-Out Promotions ADF Mk II
2. Chuck Pittinger, Shankle/Donald Bros. LeGrand Mk 13
3. David Bruns, Motor West Magazine ADF Mk II
4. Marty Loft, Hanna Car Washes Crosle 30F
5. Rick Paronelli, Paronelli Corsa
6. Tim Cox, R.P.M. Productions Zink Z-10
7. Bob Earl, T.P. Racing MRE 74F
8. Rick Ricketts, Int'l. Racing Stables Dulon MP17
9. Brad Lovette, Manta Cars Crosle 30F
10. Art Sparks, Sparks Racinc Royale 16F

F/VEE

1. Stu Fisher, My Brothers Racing Team Lynx
2. Tim Kuykendall, German Auto Repair Zinkarella
3. Stan Townes, Anderson-Bebel Zink
4. Pete Weldy, Ad Mk IIIW
5. Tom Blair, Aase-Meister Racing Bandido
6. John Adkisson, The Pre-Grid Pumkin
7. Dick George, Joyce George Zeitler
8. Les Hudelson, Daeo Racing Gas RCA
9. Peter Przybylla, Foreign Motors Lightning Bug
10. Don Halwes, Stout Auto Supply Predator

F/SCCA

1. Don Breidenbach, Casa Blanca Fan CO, March 75B F/B
2. Tom Sauerbrei, Consolidated Aeronautics March 742 F/B
3. Mark Munroe, Munroe Racing Brabham BT40 F/B
4. Marc Bahner, Bahner Racing Brabham BT29 F/B
5. Larry Wright, Red Baron Steak House Brabham BT29 F/B
6. Steve Jizmagian, Swanson Art Galleries March 722 F/B
7. Richard Simis, Simis Racing Royale RP9 F/SV
8. Steve Saleen, Nutro Dog Food Leda Tui F/SV
9. Pete Sharland, PS Motorworks Lola T232 F/SV
10. Pete Pittman, Fan Grabber, Inc. Aardvark F/SV

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Lotus Racing East, Inc.
Rt. 44
Millertown, N.Y. 12546
(914) 789-4425

Lynx Cars, Inc.
6455 LeGrand Street
Detroit, Mich. 48211
(313) 925-0977

Mini Sport
1540 N. Saddle Creek Road
Omaha, Neb. 68104
(402) 558-6060

Mueller Fabricators, Inc.
10872 Stanford
Lynwood, Ca. 90262
(213) 639-6723

Fred Opert Racing
17 Industrial Road
Upper Saddle River, N.J. 07458
(201) 825-4525

Performance Marketing
3199-A Airport Loop Drive
Costa Mesa, Ca. 92626
(714) 556-6730

Pierre's Motors Racing
11802 S.E. Stark
Portland, Oregon 97216
(503) 255-4110 Telex 360-766

Power Performance Products
4440 West Rosecrans
Hawthorne, Ca. 90250
(213) 675-8752

Race America
P.O. Box 20373
Dallas, Texas 75229
(214) 243-5293

Razovich Enterprises
180 Atlantic Avenue
San Bruno, Ca. 94066
(415) 589-8695

Red-Line Racing
P. O. Box 249
Sewickley, Pa. 15143
(412) 741-7094

Renson Automotive
805 McGlincey Lane
Campbell, Ca. 95008
(408) 377-8113

Stimola Race Preparation
57 Birch Hill Road
Locust Valley, L.I., N.Y. 11560
(516) 671-9715

WREP Industries
2965 Landwehr
North Brook, Ill. 60062
(312) 498-0670

Parts, Trailers and Accessories

IRD Trailers
904 So. Nogales
Industry, Ca. 91748
(213) 965-3337

Pierre's Motors Racing
11802 S.E. Stark
Portland, Oregon 97216
(503) 255-4110 Telex 360-766

RaceQuip
4760 Haydon Run Road
Amlin, Ohio 43002
(614) 889-9527

Scheel North American, Ltd.
P.O. Box 3
Sheboygan, Wis. 53081
(414) 458-0402

Shankle Automotive
15451-F Cabrito Road
Van Nuys, Ca. 91406
(213) 988-5190

Engine Builders

Advanced Design Engineering Co.
1481 Jackson Street
Columbus, Ind. 47201
Sales: (812) 379-9535
Parts: (812) 379-9536

Armstrong Race Engineering
2556 B Albatros Way
Sacramento, Ca. 95815
(916) 929-0470

Huffaker Engineering
22 Mark
San Rafael, Ca. 94903
(415) 479-6705

PMR Viking
Ford based engines
11802 S.E. Stark
Portland, Ore. 97216

Quicksilver Race Engines
1101 Gude Drive
Rockville, Md. 20850
(301) 340-2700

Shankle Automotive
15451-F Cabrito Road
Van Nuys, Ca. 91406
(213) 988-5190

Treuhaft
P.O. Box 1606
Orange, Ca. 92668
(714) 997-2320

Rod Ends

Baker Precision Bearings
2901 Cedar Avenue
Long Beach, Ca. 90806
(213) 427-2375

Troutman Ltd.
Fabroids
3198 L Airport Loop Drive
Costa Mesa, Ca. 92626
(714) 979-3295

Heim Division, Rockwell Int
60 Round Hill Road
Fairfield, Conn. 06430
(203) 255-1511

Wheels

Euram Imports
Cromodora Wheels
P.O. Box 2
Berkeley, Ca. 94701
(415) 527-0182 Telex 33 7796

Intermag
BBS Modular Racing Wheels
P.O. Box 99674
San Francisco, Ca. 94109
(415) 527-1808

Revolution Wheels
4641 N. Greenview
Chicago, Ill. 60640
(312) 334-6657