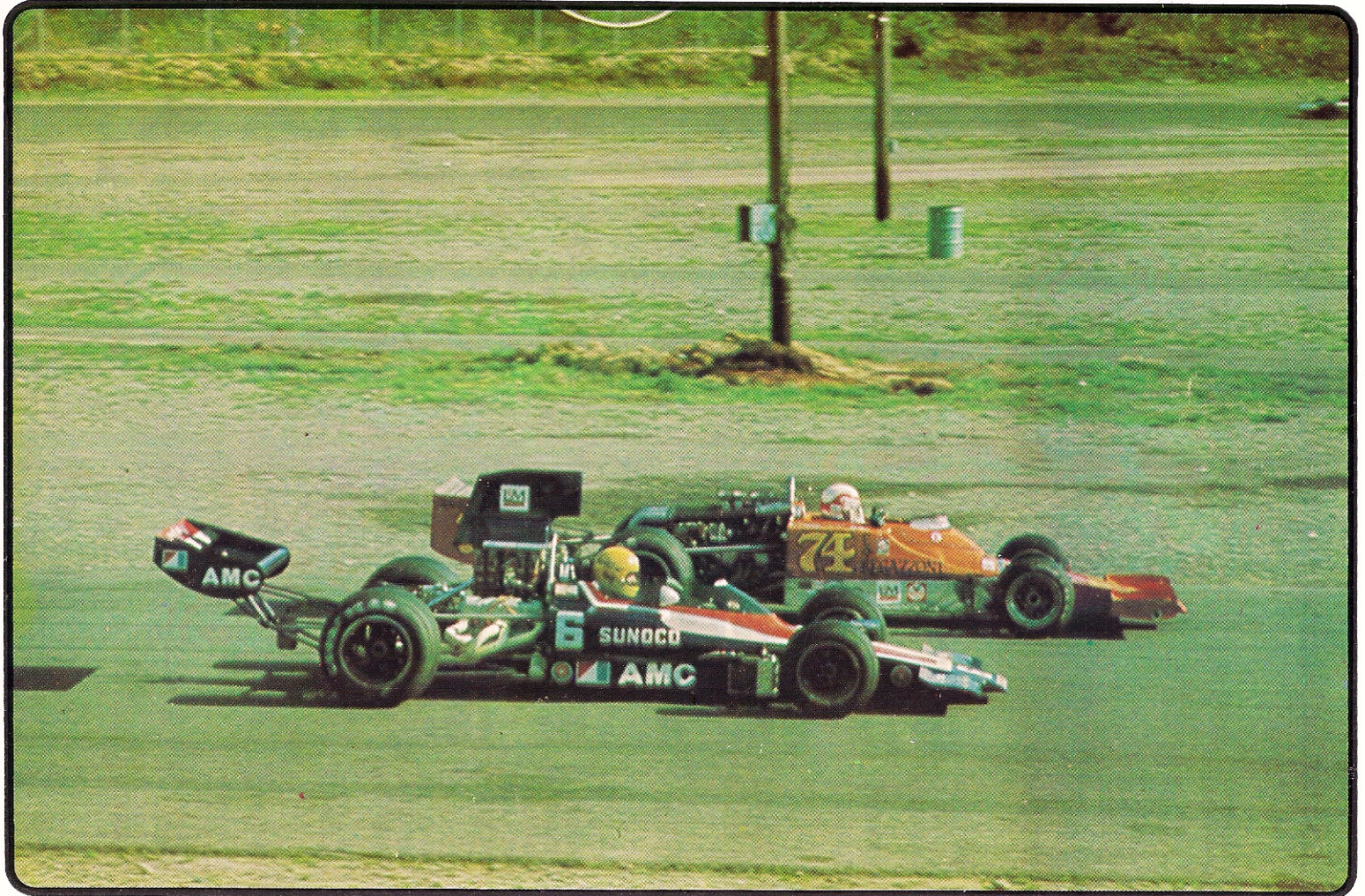


FORMULA



JACKIE STEWART RETIRES

GRAND PRIX: U.S. & CANADA

ARRC PREVIEW

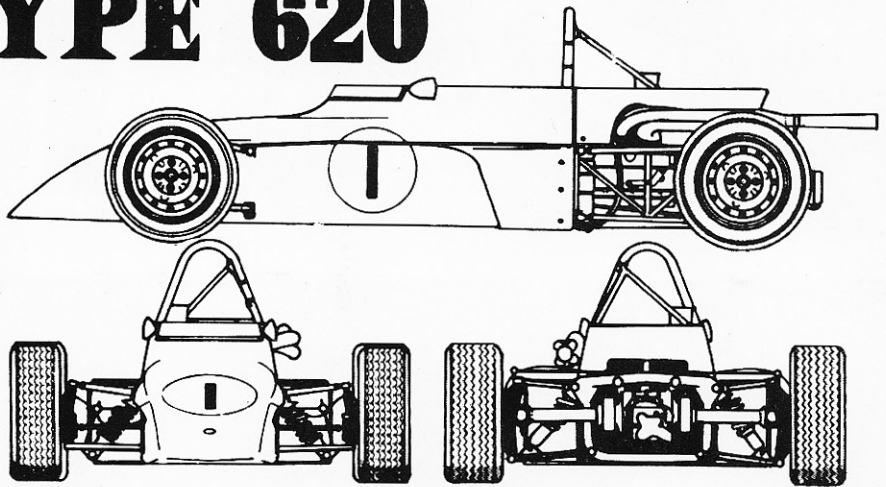
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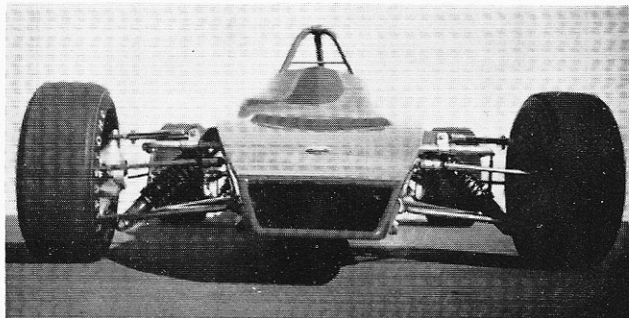
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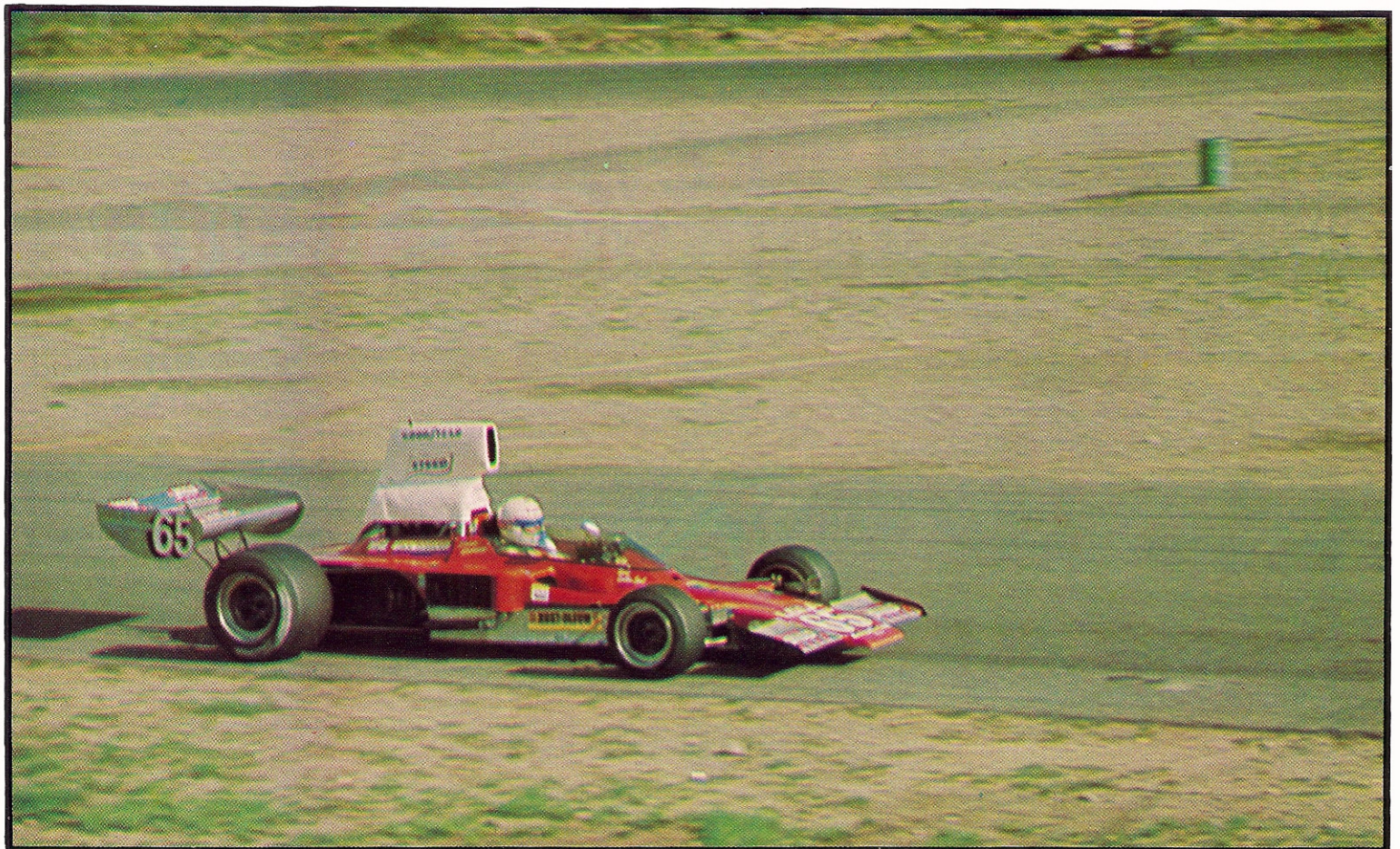
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COVER:

Mark Donohue's AMC-Sunoco Lola and Clay Regazzoni's Jones-Eisert Lola

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Kent Komment

By Mike Hall

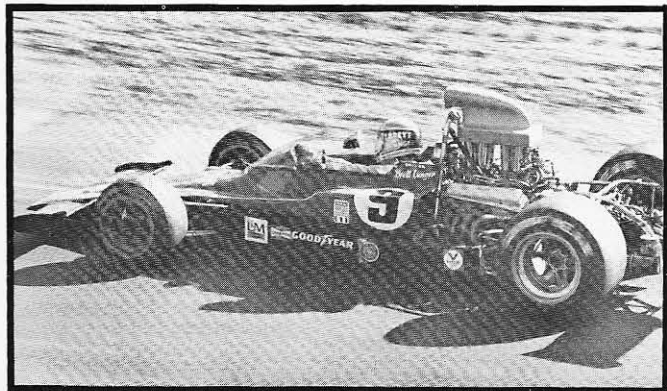
The Formula 5000 Teams arrived at Kent, eager to prove that Formula 5000 was going to be the major series in the United States Road Racing in 1974.

Friday's unofficial practice times showed Clay Regazzoni in the 'Jones-Eisert' much modified Lola T330, fastest at 1m. 14.08s., over 1 second quicker than Brian Redman - 1m. 15.62s. Mark Donohue showed that he was there to get the job done, by getting down into the 15s. Brett Lunger, David Hobbs, Jody Scheckter and John Woodner were in the 17s., obviously with more to come!!

Clay Regazzoni was showing up as a true professional as he had never driven a Formula 5000 before, and after three or four laps was getting down to times that were not reached by most of the "hot shoes," even in Saturday's qualifying. Clay had gladly accepted the drive from car owner - Chuck Jones, after the strange decision by BRM Chief - Louis Stanley, to give his Formula 1 drive to Peter Gethin, in the Canadian Grand Prix.

The 'Jones-Eisert' Lola under the direction of Crew Chief - Jerry Eisert, had been much modified and featured a full width front wing, similar to the new Ferrari B3 configuration. This team must be given great credit as the only team apart from the factory entries undertaking an organized schedule of development work, throughout the 1973 series. The 1974 series should certainly see them as one of the top contenders. The Italian community at Seattle were very enthusiastic to see "their" European driver in action and there was no shortage of translators around the Jones-Eisert pit area.

If the interest shown by Clay in the L & M Series is indicative of the general Formula 1 opinion, then the series next year will have the talented and international field of drivers it richly deserves.



Brett Lunger in the Carl Hogan-Hagger Slacks Lola (Neely's Photo Service.)

Brian Redman has definitely shown that he is the "best value for money" in the series this year. His maturity and dedication as a driver must make him one of the most sought after drivers for next year - even in Formula 1. This is illustrated by the fact that he was the fastest 'Shadow' driver at the U.S. Grand Prix a week after Kent.

Both Brett Lunger and David Hobb's suffered engine problems in practice - some say it was caused by the low octane fuel supplied by the track??????

All the teams were determined to put on their best



The "Baby Bear" taking advice from "Captain Nice." (Neely's Photo Service.)

showing, no doubt to leave the record straight, for their preliminary organization (sponsors) for the 1974 series.

In Saturday morning qualifying session, Mark Donohue whipped the AMC Lola around the 2.25 mile course in 1m. 14.93s. The sages began nodding their heads "Knew it had to happen - Mark will clean them up this time." Clay observed that the Goodyears "went away" as the track temperatures went up and the tires got hotter. Upon changing to a fresh set of Goodyears, Clay put in a 1m. 15.18s and the chase was on in earnest. Brian Redman did a 1m. 15.16s. and everyone was looking forward to the second qualifying session.

1m. 14.31s. put Brian Redman on Pole position after the second qualifying session - Scheckter could not beat a 1m. 15.5s. and Tony A-Z with engine troubles a 1m. 16.5s.

At 12 noon Sunday the Hass-Hall Lola led the way in heat one. At turn six on the first lap Scheckter came unstuck and tore off the nose, causing Regazzoni to travel across country to avoid the spinning Scheckter. Regazzoni continued to finish the race in second place after an incident on the last lap when the rear wing broke, which caused him to spin at turn one, striking a bank and bending the front wing.



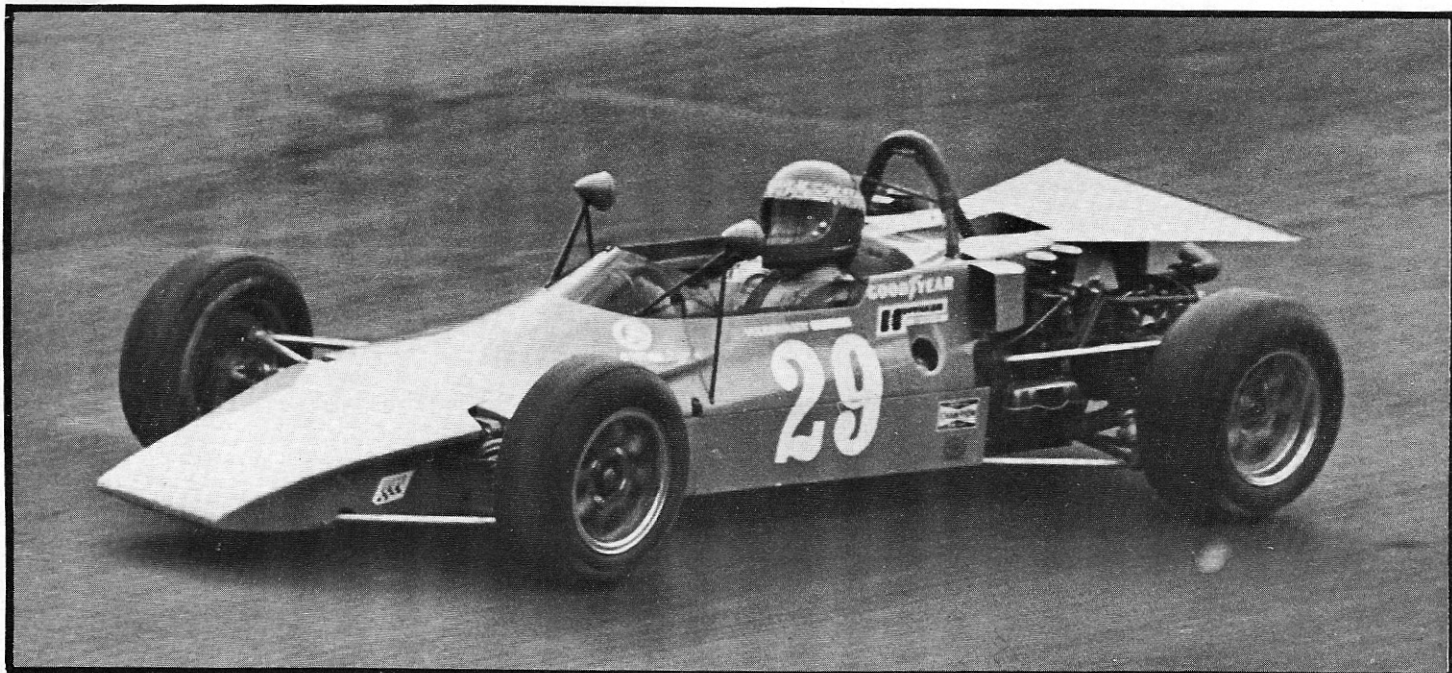
Dan Gurney & Mark Donohue discussing their 1974 Grand Prix efforts? (Neely's Photo Service.)

Tony A-Z was a most unfortunate spectator after his dedicated crew had worked all night replacing head gaskets, etc., when his engine demolished itself in the warm up session prior to the first heat.

One has to give Evan Noyes credit for his driving to finish the race in third place.

In the second heat, Peter Gethin won from Mark Donohue and Brett Lunger after dicing with David Hobbs, who finished fourth.

After the second lap of the final Redman had established
(continued on page 13)



Super Vee winner Elliot Forbes-Robinson in his Far West Racing Lola T-252 (Neely's Photo Service.)

Forbes-Robinson scores; Super Vee Gold Cup

by Jim Hawes

KENT, WASHINGTON 30 Sept 73: Elliot Forbes-Robinson of La Crescenta Calif, drove his Grey Egerton sponsored Lola T 252 to an effortless win over Harry Ingle's Heppenstall Royale. Upholding the public image of what Super Vee racing is supposed to be all about were "Howdy" Holmes, Dick Renard and Mike Eyerly, all scraping for 3rd Place for the last 2/3rds of the race. After changing places many times per lap on Seattle's fast 2 1/4 mile circuit they finally finished in the aforementioned order 5 sec's up on Dick Cooney's Pacific Formula Tui. Seventh went to ex-TransAmer Bill Collins also in a Pacific Formula Tui just beating Wink Bancroft's Maka Lola to the checker. The top ten were completed by a dicing Tom Evans' Le Grand and Bill Robinson's Royale. Evans took command with five laps to go to finish 1 sec ahead of Robinson, Forbes-Robinson Slipped between the two at the flag leaving Evans the last car unlappped.

ENTRY

With six of the top competitors off to Europe for the International S/V races in Germany. Only 26 cars showed up to take the start of Seattle's first Pro S/V event. Missing were series leader Bertil Roos along with Bill Campbell, Frank Maka, Bob Williams, Fred Phillips and Bob Wheelock.

Forbes-Robinson appeared for his annual West Coast romp having picked up sponsorship for his Lola T252 in the form of top Porsche driver Grey Egerton's Far West Racing. Also on Lola T-252's were Howdy Holmes (Sun Racing), and Dick Renard (Cronus Racing Team) which if you will notice were 1st, 3rd, and 4th at the finish indicating the competitiveness of this older chassis. In addition Benny Scott's Leonard Miller Racing T-252 was always well placed in the top 5 after a mid-field start only to loose its engine just past half distance. In new Lola T-320's were Tom Wiechman and Alan Turner, theirs being managed by area agent Pierre

Phillips out of local resident Wiechman's shop. Wink Bancroft had his usual Frank Maka Racing Lola along with a spare as his team-mates Williams and Maka were off to Europe. Completing the Lola contingent were Dennis Blackwell's Mesabi Development T-320, Rob Boyd's Checkpoint Motors Ltd. T-252 and Dick Zibert's Zeta Lola.

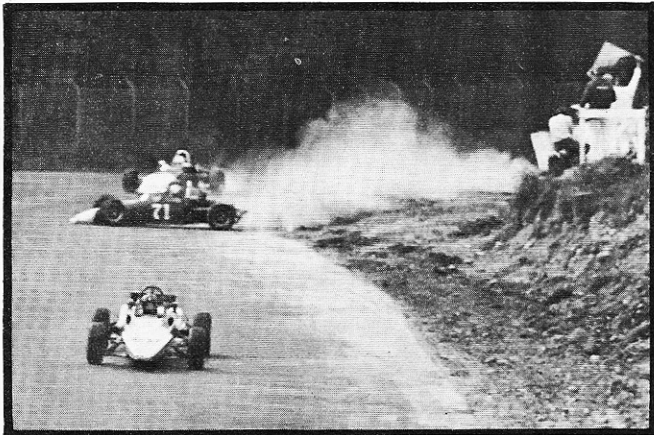
Heading the list of SuperNova Tui's were the Opert Racing School Entries of Fred Van Buren, David McMillan in their usual cars and local ace Mike Eyerly in the Roos car. Pacific Formula was down to three cars for this meeting with Dick Cooney, Bill Collins and Dennis Roberts; Usual driver John Benton sitting this one out in the fourth car as it was in for repairs following a Phoenix testing shunt. Also on a Tui was the other half of the Cronus Racing Team, Stephen Griswold.

Royales were well represented with the Bill Scott Racing prepared cars for Richard Schmer, Richard Melville and Bob Lazier, this last being sponsored by Castonia VW but being run under the BSR banner.

Also in Royales were Harry Ingle, the second place points man, in the Ray Heppenstall car; Bill Robinson in a Bandido Racing entered car and Ken Legg of the local area entered by Alan Turner. Completing the field were the long Hawke DL-5 of Gordon Hook and Tom Evans LeGrand.

PRACTICE & QUALIFYING

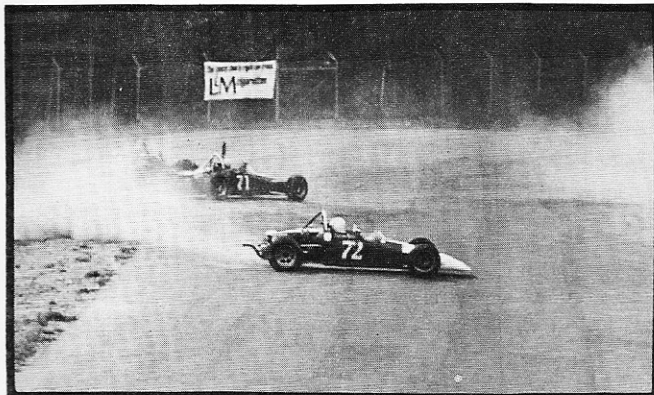
From the start of practice it was obviously going to be a romp for Elliot Forbes-Robinson as he was the quickest by almost 1/2 sec. Even after missing the Friday session. He was the only car to break the 1 min 27 sec barrier clocking a 1:26.83 in the final session. Next up was a surprising Alan Turner at 1:27.25 ahead of teammate Tom Wiechman at 1:27.34. Only two others were in the 27 sec bracket they being Harry Ingle at 1:27.37 and Fred Van Beuren in the Opert Tui at 1:27.72. In the 28 sec times we had McMillan, Reddy, Holmes, Eyerly, Lazier and Scott and first glance would put this as the competitive limit. Leading the group on 29 sec were Dick Cooney's Pacific Formula Tui at 29.26, this time being done just at the final moment after a hasty engine change. Having had his new engine go sour in practice Dick



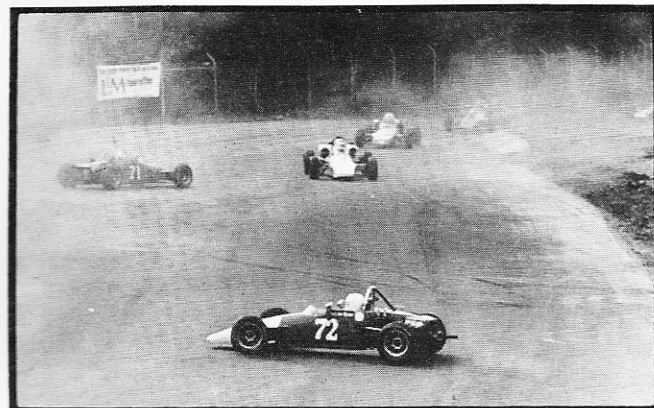
Dave McMillan tries a short cut at "The Kink" (Neely's Photo Service.)



Mr. Opert's Super Team at speed? (Neely's Photo Service.)



Fred Van Buren misses teammate McMillan but loses it in the process (Neely's Photo Service.)



Bancroft and Collins lining up for a T-Bone (Neely's Photo Service.)



Howdy Holmes and Benny Scott slip by (Neely's Photo Service.)

had to put in a unit which already had done two previous race meetings. Robinson, Bancroft, Collins and Schmer completed those below the half minute mark. Next up came Ken Legg at 1:30.05 and Roberts at 1:30.16. Top west coast FV man Dick Renard put his problem plagued Lola next up with a 1:30.28 not really representative of how he was to do in his first outing in the faster class. Completing the grid were Steve Griswold in the Cronus Tui at 1:30.30, Boyd's Lola at a 30.89, Melville's Royale at 30.99, Evans on 31.25 in his LeGrand only doing a few laps having some most unpleasant moments with his brakes and having to save his only engine of the season. Gordon Hook's Hawke headed Blackwell's Lola and the problem plagued Zeta Lola of Dick Zibert, to complete the grid.

RACE

Enjoying the third consecutive day of fine weather without rain, a rarity for the Pacific Northwest, everyone assembled for the final, the usual prerace engine changes being accomplished on time. It looked as if the clouds might move over the circuit but decided to stay away and leave ideal racing weather.

Elliot Forbes-Robinson took the lead at the start and came by with 100 yards over Turner, Van Buren, McMillan, Ingle, Eyerly, Benny Scott and Holmes. Pitting at the end of the first lap were Wiechman, Griswold, Lazier (after moving from 11th to 5th at the start.) All the victims of what was thought to be a bad batch of low octane gas supplied for the race. The second lap order had remained virtually the same at the front except Ingle moved ahead of McMillan and Forbes-Robinson increased his lead. At the end of the third lap it was Van Buren who had moved to 2nd behind Elliot with Ingle in 3rd from an ailing Turner, McMillan, Eyerly (up from 9th) Benny Scott, Holmes, Collins (up from 15th), Bancroft, Cooney, Robinson, Renard, Evans and the rest.

Lap four found Elliot with a comfortable lead from a scrapping group and Ingle had found his way past Van Buren who in turn had his teammates McMillan and Eyerly to contend with. Turner was still fighting in 5th but clouds of smoke from his exhaust signaled he was not going to last. Benny Scott now lead Holmes in 7th and 8th from a group that included Bancroft, Collins, Cooney and a fast appearing Renard.

The fifth lap remained very much the same except poor Turner had his motor take a dump and Van Bueren found his way past Ingle into second again.

Lap six found Elliot with a much increased lead over Ingle and then a large gap to Holmes in third up from 8th on lap four. It seems the Opert mob of Van Bueren, McMillan and Eyerly were all having a go at Ingle for second and decided

to have a strategy meeting off in the weeds at turn 5. Eyerly continued on but McMillan and Van Bueren both called into the pits to talk it over with Freddy.

Things continued much smoother from this point and at 10 lap mark it was Elliot Forbes-Robinson with a full 15 sec's over Ingle who in turn had a very useable lead from the pack including Holmes, Eyerly, Scott, Renard, Cooney, Bancroft, Collins, Evans and Robinson.

Dick Renard moved into fifth on lap 11 at the expense of Scott whose motor had begun to sound worse and worse, he was being overhauled by the Cooney, Collins, Bancroft trio but stayed around until the 15th tour when the engine said enough.

By the fifteenth lap mark the only real racing was for third with Eyerly and Holmes swapping places with newcomer Renard who had finally established himself firmly with this group after a 19th starting position. Cooney had broken free from Bancroft and Collins who were being followed at a safe distance by Robinson and Evans.

By the 20th lap Elliot Forbes-Robinson had nearly a half minute on Ingle who was in turn 10 secs up on the slipping trio of Eyerly, Holmes and Renard. This group could not possibly sort itself out until the checker as they were changing positions many times per lap. Cooney was 5 secs back but up a couple on the Bancroft, Collins battle and Evans had put a couple of lengths between himself and Robinson.

Near the finish S.C.C.A. Tech Chief John Timanus looked at Elliot lead and remarked that he was finally going to get a 'engine out' teardown of a Super Vee. Whether or not that ever came about is not available at this time. Personally I would think Elliot simply used his head putting it all together at the start and then using the Opert Drivers moment and constant place swapping of the second group to his advantage, a lesson that is not unlike that taught by Messr's J. Stewart and J. Schecter in their respective classes.

At the flag Elliot and Ingle were never in doubt as 1st and 2nd and Holmes, Renard and Eyerly finally decided to finish in that order ahead of Cooney, who was in turned followed by teammate Collins who just nipped Bancroft on the final straight. Evans came 9th after starting 23rd in his LeGrand ahead of Robinson's Royale.



Howdy Holmes makes a difficult (?) pass (Neely's Photo Service.)

FINISHERS

- 1 Elliot Forbes-Robinson (Far West Racing Lola T-252)
- 2 Harry Ingle (Heppenstall Royale)
- 3 Howdy Holmes (Sun Racing Lola T-252)
- 4 Dick Renard (Cronus Racing Lola T-252)
- 5 Mike Eyerly (Super Nova Tui BH3)
- 6 Dick Cooney (Pacific Formula Tui BH3)
- 7 Bill Collins (Pacific Formula Tui BH3)
- 8 Wink Bancroft (F.J. Maka Lola T-320)
- 9 Tom Evans (Lavia Porsche-Audi LeGrand Mk15)
- 10 Bill Robinson (Bandido Racing Royale)



Bulletin

Roger Penske announced that he plans to enter Grand Prix racing in 1974, but not in the Gurney Eagle F/1 as had been rumored. Penske has purchased Graham McRae's race car manufacturing facility in England and will produce his own Formula One cars for Mark Donahue to drive. Complete details will appear in the next issue of FORMULA.

Calender

October

- 26-28 SCCA Can-Am Challenge Cup
Riverside International Raceway, Riverside, Calif.
- 26-28 SCCA VW Gold Cup Series
Riverside International Raceway, Riverside, Calif.
- 27-28 Regional Races
Bridgehampton, New York
- 27-28 Regional Races
Nelson Ledges, Western New York
- 27-28 Regional Races
Road Atlanta, Atlanta, Georgia
- 27-28 Drivers School
Blackhawk Farms, Illinois
- 28- American Road Race of Champions
- 11/4 Road Atlanta, Atlanta, Georgia

November

- 3-4 Regional Races
Laguna Seca, Monterey, Calif.
- 10-11 Regional Races
Riverside International Raceway, Riverside, Calif.
- 17-18 Regional Races
HAIR, Holtville, Calif.
- 17-18 Regional Races
Savannah, Georgia
- 17-18 Regional Races
Ardmoore, Oklahoma
- 17-18 Drivers School
Ardmoore, Oklahoma
- 17-18 Drivers School
Willow Springs Raceway, Rosemond, Calif.
- 24-25 Regional Races
FasTrack, Phoenix, Arizona
- 24-25 Drivers School
FasTrack, Phoenix, Arizona
- 24-25 Solo 1
Riverside International Raceway, Riverside, Calif.
- 24-25 Regional Races
Palm Beach International Raceway, Florida

Laguna S/V

The penultimate round in the VW Gold Cup Series at Laguna Seca on Oct. 14 was strictly an Elliot Forbes-Robinson benefit. Driving the Richie Ginther-prepared Far West Racing Lola T252, Elliot qualified on the pole nearly a second faster than anyone else and led the race from wire to wire to win by 13.48 seconds. He also set a new lap record of 1m. 8.70s. (99.56 mph).

Finishing second was the Bill Scott Royale of Bob Lazier, who received \$1,750 for a very hard drive. Bob Williams' Maka-Lola picked up an excellent third, chasing Bertil Roos' Opert Tui for most of the race and moving ahead when the Swedish driver ran out of gas on the last lap. Bert Everett's Opert Tui slipped into fourth spot when Harry Ingle's Heppenstall Royale spun on the last lap.

Bertil Roos was given sixth on the basis of laps completed. Tom Wiechmann's U-Stores Lola finished a very creditable seventh. Fred Van Bueren's Opert Tui ran like a bomb in the initial stages; starting from the sixth row, he climbed as high as fifth before a sway bar mounting broke and upset the Tui's handling. He eventually placed eighth overall.

Steve Griswold's Cronus Tui took ninth ahead of England's John Morrison in his Tui. Frank Maka's Maka-Lola had nothing but trouble throughout practice, started 30th, and finished 11th after a superb drive through the field. Cronus teammate Dick Renard drove his Lola to 12th just ahead of Tom Evans' Lavia LeGrand. Bandido constructor Bill Robinson's Ace Royale came in 14th.

Various degrees of ill fortune (mechanical or otherwise) eliminated 14 of the 37 starters. New Zealander Dave McMillan's Opert Tui and Allan Turner's Lola tangled at turn 9 on the first lap and retired. Howdy Holmes Lola expired on the pre-grid. Wink Bancroft in the third Maka-Lola was black-flagged due to a full catch tank. Dick Cooney's Pacific Formula Tui spun and blew its engine while the Bill Scott Royales of Richard Melville and Richard Schmer also retired with mechanical trouble.

1. Elliott Forbes-Robinson, La Crescenta, Ca. Far West Racing Lola T250
2. Bob Lazier, Vail, Colo. Bill Scott Racing Royale RP18
3. Bob Williams, Santa Monica, Ca. Maka Racing Lola T320
4. Bert Everett, Doylestown, Pa. Opert Racing Supernova/Tui BH3
5. Harry Ingle, Charlotte, N.C. Heppenstall Royale RP14
6. Bertil Roos, Gottenburg, Sweden Opert Racing Supernova/Tui BH3
7. Tom Wiechmann, Kent, Wash. U-Store Lola T320
8. Fred Van Beuren, Mexico City, Mex. Opert Racing Supernova/Tui BH3
9. Stephen Griswold, Berkeley, Ca. Cronus Racing Tui
10. John Morrison, Chichester, Eng. M&S Int'l Supernova/Tui BH3
11. Frank Maka, San Bernardino, Ca. Maka Racing Lola T320
12. Dick Renard, San Jose, Ca. Cronus Racing Lola T252
13. Tom Evans, Summerland, Ca. Lavia Porsche+Audi LeGrand
14. Bill Robinson, Crestline, Ca. Ace Royale RP9
15. Hector Rebaque, Mexico City, Mex. Opert Racing Supernova/Tui BH3
16. Toby St. George-Matthews, Chichester, Eng. M&S Int'l Supernova/Tui BH3
17. Jerry Demele, Stockton, Ca. Dowden-Demele Lola T250
18. Dave Stewart, Fullerton, Ca. Pacific Formula Tui BH3
19. John Benton, Chicago, Ill. Pacific Formula Tui BH3
20. Dennis Roberts, Santa Ana, Ca. Pacific Formula Tui BH3
21. Gordon Strom, Sunnyvale, Ca. Tsunami Lola T252
22. Don Schoeny, Mission Viejo, Ca. Schoeny Tui AM29
23. Gordon Hook, Portland, Ore. Riviera Motors Hawke DL5
24. Richard Schmer, Fort Collins, Colo. Bill Scott Racing Royale RP14
25. Dick Cooney, Huntington Beach, Ca. Pacific Formula Tui BH3
26. Benny Scott, Long Beach, Ca. Scott Racing Lola T252

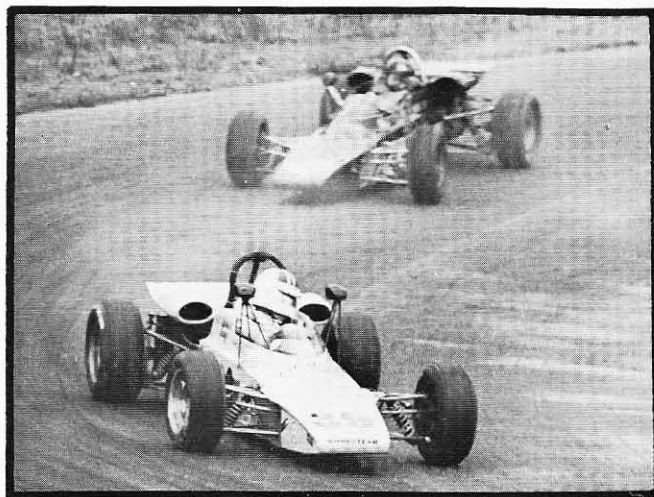
27. Wink Bancroft, Newport Beach, Ca. Maka Racing Lola T320
28. Richard Melville, Kingston, Jamaica Bill Scott Racing Royale RP18
29. Dennis Blackwell, Santa Ana, Ca. Mesabi Racing Lola T320
30. Terry Herman, So. Lake Tahoe, Ca. Pardee VW Crusader Wedge
31. Bruno Beilcke, Redondo Beach, Ca. Fuchs of America Fuchs
32. Tom Reddy, Bronxville, N.Y. Montgomery VW Tui BH3
33. Tom Gloy, Walnut Creek, Ca. TGR/Terrill Lola T320
34. Allan Turner, Anaheim, Ca. Turner Lola T320
35. Higgs Murphy, Concord, Ca. Sandalwood Tui AM29
36. David McMillan, Raumatia Beach, N.Z. Opert Racing Supernova/Tui BH3

Championship S/V Point Standings

(After seven rounds of the SCCA VW Gold Cup Series)

1.	Bertil Roos	74	21.	Tom Pumpelly	8
2.	Harry Ingle	66		Mike Eyerly	8
3.	Bob Lazier	47	23.	John Benton	7
4.	Elliott Forbes-Robinson	40	24.	Allan Turner	6
5.	Wink Bancroft	39		Dave Yoder	6
6.	Frank Maka	37		Don Bradley	6
7.	Tom Bagley	32	27.	Frank Marris	4
8.	Bob Williams	28		Tom Weichmann	4
9.	Bob Wheelock	25		Shelley Marris	4
	Howdy Holmes	25		Bob McQueen	4
11.	David McMillan	24		Bill Collins	4
12.	Fred Phillips	22	32.	Bob Danielson	3
13.	Richard Melville	19		Benny Scott	3
	Fred Van Beuren	19	34.	Walter Handley	2
15.	Stephen Webb	15		Tom Evans	2
	Tom Reddy	15		Stephen Griswold	2
17.	Dick Cooney	14	37.	Ron Dykes	1
18.	Jack Rabold	10		Bob DeMarco	1
	Dick Renard	10		Bill Robinson	1
	Bert Everett	10		John Morrison	1

FINAL EVENT: October 28, Riverside International Raceway, Riverside, Calif.

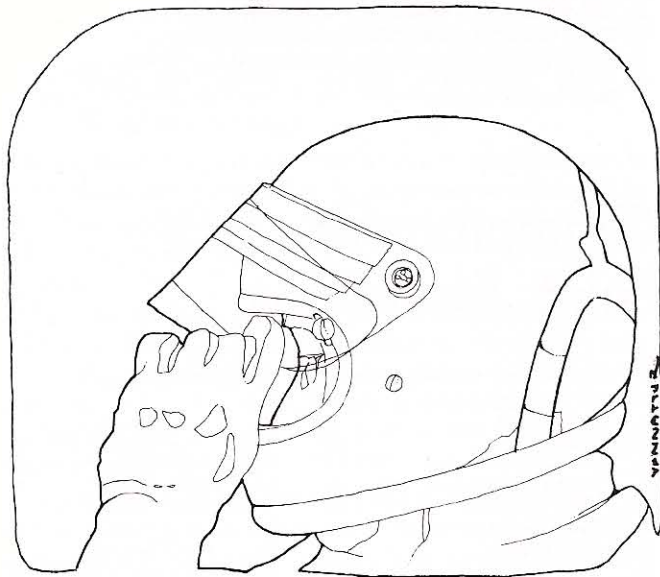


Wink Bancroft leads Dennis Blackwells through Seattle's turn 3-both in Lola T-320's (Neely' Photo Service.)

Bulletin

Roy Winkelmann of Brabham F2 fame with Alan Rees and Jochen Rindt, will run an Eagle F/5000 team next year and possibly an F/1 team as well. Jochen Mass may drive for the team.

From the Drivers Seat



by Don Alexander

SCCA recently announced that wheels of alternate materials will be allowed in Formula Ford beginning on January 1, 1974. I feel that the decision was an excellent one. The improved safety and appearance of mag and aluminum wheels more than justifies the slight increase in cost over the lightweight, offset steel wheels. SCCA has also clarified some of the specifications on coachwork. These changes may necessitate major alterations to the bodywork of some cars. I certainly hope that SCCA will make exceptions for existing cars which may not meet the new specifications.

CASC announced that they are changing their Formula B rules for their professional series and for club races to the Formula Atlantic rules presently used in Great Britain. The changes consist of allowing the use of the BDA engine with carburetors only and raising the weight limit from 930 pounds to 968 pounds. SCCA is also considering the change to Formula Atlantic rules. The standardization of the cars would be welcomed and CASC has made an excellent decision. I hope that SCCA will follow suit. The thought of a truly 'Atlantic' series is indeed an interesting one.

SCCA also recently announced that they are making plans to upgrade the National Championship Series of races. An excellent idea considering the cost of racing these days. The best thing that SCCA can possibly do is to form a series of well publicized events with a sponsor paying the advertising and promotion costs. Prize money would be nice, but using Volkswagen of America's Super Vee Series, which is an excellent and well paying race series as an example, only the top runners can make enough money to cover their expenses. A good promotion and public relations campaign will bring out spectators and more individual sponsors will become available for the competitors. And sponsors are available for anyone willing to go out and look for them. Anyone with suggestions for the National Series, write us and we will forward your views to SCCA.



LETTER TO EDITOR...

I can't agree with your suggestion of Formula Fords using Super Vee rim sizes (6&8 inch). The cars weren't designed for that much rubber and the cornering speeds would far exceed the power capabilities. Formula 3 suffered from the same problem a couple years ago. They felt it made the cars too easy to drive with wide tires. Formula Ford is supposed to be a drivers class, that one item (fat tires) could eliminate its only claim to fame. There is no need for a tire problem, Formula Ford represents an extremely large market and there is no reason why we can't use the same compounds developed for Super Vee.

Even though Formula One, Can Am, and others have adapted the pace car concept I sure don't see it as the way to go for short club races. Who wants to see 50 Formula Fords spend possibly a third of the race behind a pace car. (I'm not even mentioning the questionable ability of some Regions to handle the problems that will definitely arise.) What we need is strict enforcement. Drivers, officials, and workers are all equally responsible for our problems. Better schooling, driver control and proper administration is the only answer.

I really like Formula and think Ed Pitz does a fantastic, dedicated job and should be properly commended. Good Luck!

Hugh Mooney
RPM Racing
Huntington Beach



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Driver Profile:

Dennis Firestone

There seems little doubt that among the front-running Formula Fords at the ARRC will be a burgundy-colored Titan driven by Dennis Firestone. Since his competition debut just two years ago, Firestone has become a driver to be reckoned with in the highly competitive SoPac Division.

Following a painful apprenticeship with a Lotus 61 which saw several incidents and DNFs, Firestone switched to a Titan in June of last year and never looked back. In 33 races, he collected 11 wins and placed or showed in nine other events; on only three occasions did he fail to finish, a record which reflects highly on the standard of preparation by his mechanic Bob Sampo.

Firestone was born on July 22, 1944 in Australia and emigrated with his parents to California when he was 18 months old. Dennis figured in high school sports, notably football and track; his form on the hurdles netted him a berth at the state finals. He attended San Fernando Valley College and San Jose State College on a track scholarship.

Dennis is the president of K.K.W. Trucking, a Vernon-based furniture transportation firm serving the west coast. Dennis and his wife, Donna, reside in Sun Valley with their children Lynnette, Shannda, and Adrienne.

FORMULA: How did you first get interested in racing?

FIRESTONE: I went to a car show at the Sports Arena and saw some formula cars; they looked rather neat and not that expensive. Then we went to a Regional race at Ontario about three years ago; that's where I really got the fever. I had to buy a car so I went over to Charlie Hayes and bought a Lotus 61 from him. It was the old Trewax car with the radiator mounted in the rear over the gearbox; it was quite unusual, awkward looking, and probably very poor aerodynamically.

FORMULA: Have you ever regretted getting into Formula Ford?

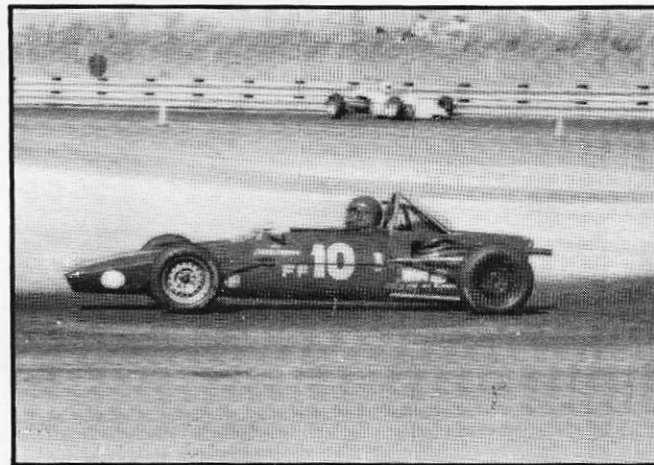
FIRESTONE: That's kind of unusual. I wasn't looking for a class in which it would be so awfully difficult to win. I envisioned something that would put me up in front with a little time and effort. But Formula Ford turned out to be the most competitive class in SCCA amateur racing. I'm happy now because it's much more gratifying to win or finish high in a race with 20 or 30 very competitive cars.

FORMULA: Do any particular races stand out as high points?

FIRESTONE: I think I enjoyed my Oly Sprints win most of all because I hadn't really expected to do that well. Laguna Seca is a northern division track; the drivers up there get a lot more time on it than we do and they're hard to beat there.

FORMULA: Do you think Formula Ford is an ideal training ground?

FIRESTONE: I think that Formula Ford - excuse my expression - is a class that separates the men from the boys. The winners have some talent; they've got competitive instincts, they drive aggressively, they have the will to win. I firmly believe that the top National drivers are potential candidates for F5000 and F1 because they have the same basic characteristics as a Stewart or a Fittipaldi. Whether they can make a smooth transition to a much larger machine is



another question.

FORMULA: Do you feel that the driving level in a National differs greatly with Regional standards?

FIRESTONE: There's an absolute difference. The traffic problem in a Regional is far greater and there is a greater difference in speed between the fast and slow car - sometimes 30-40 mph. It can be dangerous if they don't see you in their mirrors.

FORMULA: In recent events, there has been a great deal of criticism directed at Formula Ford drivers for over-driving under the yellow flag. Do you feel that this is warranted?

FIRESTONE: Yes. I think that, in many cases, drivers over-drive under the yellow. However, let me make a few points pro and con. First, you are so pressured by drivers in front of and behind you that you develop a tendency to drive just as fast as you possibly can under the yellow and get away with it. You feel perfectly safe; since you're driving slower, you feel that you have complete control of the car. This is bad, though, and there's no question about it.

In certain conditions, drivers won't slow down that much. Turn 2 at Riverside is an example. Few drivers seem to slow down there under a yellow; yet, if you drive through that corner at full speed and find a car sitting on the outside edge of the track, it's all over for you. In any case, you are pushing your luck under a yellow situation.

As far as I'm concerned, I respect the yellow flag. Winning a race or trying to catch the driver ahead of me is no longer so important that I will drive too quickly under a yellow flag.

FORMULA: Several people have advocated the idea of a pace car to slow the field down. Do you agree?

FIRESTONE: No; it wouldn't be effective. It would cause far more confusion than it's worth. Furthermore, it would bunch up the field and increase the possibility of more accidents once the green flag came out. I can't see any solution apart from the current method of putting more pressure on the drivers who are over-driving under the yellow; this seems to be pretty effective.

FORMULA: Who are your worst opponents?

FIRESTONE: Ferguson, Earl, Holly, and, of course, Johnny Kastner. I enjoy racing with Marty Loft. Ferguson and Earl haven't won a National yet but it's only a matter of time.

FORMULA: Are you considering a move to another class next year?

FIRESTONE: I would like to race something other than Formula Ford so that I could widen my horizon, so to speak.

(continued on page 30)

Phoenix National

by ED PITZ

The weekend after Sears Point, the SoPac Division points chasers ended their season at Phoenix' Fastrack Raceway. With most teams having used up their incentive (financial or otherwise), the 18 car entry was the smallest of the year. It was probably the quietest race of the year although it looked promising at first.

In contrast to the flood-marred February National, the great bugaboo on this occasion was heat -- lots of it. The mercury soared to 103 during Saturday qualifying and the number of cars with normal water temp readings could be counted on one hand. One enterprising soul discovered that the shower in the men's room was working and watered-down hairdos became a common sight.

Qualifying saw the drivers battling not only the heat but a poor timing crew which has become a common characteristic of Phoenix Nationals. The first grid sheet aroused considerable comment which resulted in a revised lineup posted on Sunday morning. Pole position went to Dennis Firestone's KKW Titan at 1m 46.8s despite improper gearing and cooling problems; Firestone was out to win the battle, having lost the points war to the other front row starter, Johnny Kastner in the Jim Russel Merlyn. Kastner's 1m 48.0s. was duplicated by the second row starters, Bob Earl's Elden and Dick Cooney's Pacific Formula Lola. Initial pole holder Chuck Pittenger was pushed back to fifth at 1m 49.2s in the Cuddy Royale with Dick Ferguson's Lola alongside at 1m.50.4s. Mike Conley's Merlyn was next up with 1m. 51.0s., .6-second faster than Texas' John Stiles in the Racing Services Lola. Rounding out the top ten were Bill Clutter's Lola (1m.52.2s) and Bob Vella's Lotus (1m.52.8s).

Firestone's race looked in jeopardy on Sunday morning as his tires were worn out; however, he was ready to go after obtaining some fronts from Chet Kastner.

There was no opening dramas on this occasion as Firestone led Kastner, Earl, Cooney, Ferguson, Pittenger and the rest out of the oval for the first time. It was a magnificent sight as they poured through turn 8 with Earl leading by a hair from Firestone, Kastner, Cooney, Ferguson, Pittenger, Stiles, and Conley. Hugh Mooney's Titan was already falling away in ninth with Bill Clutter holding off several other cars for tenth.

After two laps, it was still anybody's race; Kastner now held a slim lead over Earl, Ferguson, Firestone, Pittenger, Cooney, Stiles, and Conley. Two cars were already out of the race; Bob Ferstl's Titan suffered a loose distributor while Clutter's Lola halted with a broken spark plug.

As far as first place was concerned, that was that; Kastner never put a wheel wrong and pulled away steadily to end his successful season on a winning note. On such form, he should be a prominent contender at the ARRC.

Ferguson overtook Earl for second on the fourth lap but the two remained in near-intimate contact for the rest of the race. The Elden appeared in front on the 12th round before settling back and waiting for the last lap to arrive. Earl's final bid was successful and Ferguson's final effort at turn 9 resulted in a brief excursion into the sand.

Firestone, Pittenger, and Cooney spent the early laps in a good battle for fourth, the Lola driver making up ground after the engine had quit briefly on the backstraight. Follow-

ing a wild spin at turn 9 which lost him a lap, Mike Conley joined in the battle before spinning again at the same corner and forcing Pittenger into a sure sixth.

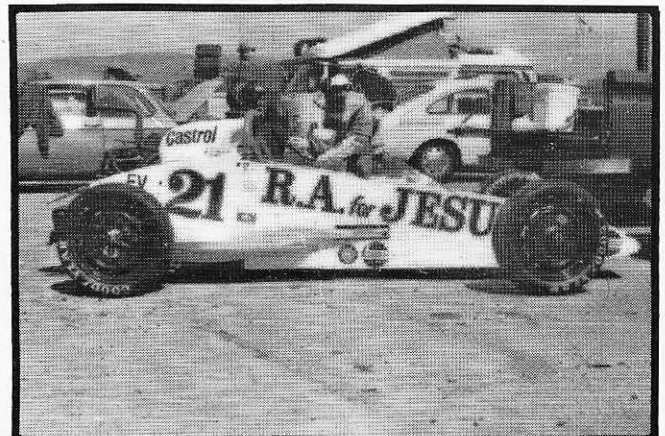
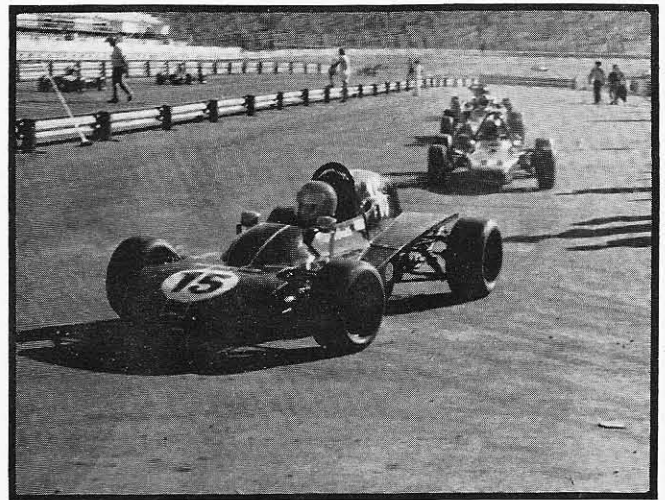
Cooney passed Firestone for good on the tenth lap and pulled away for fourth place although the Lola's water temperature was higher than Skylab. Firestone finished a disappointed fifth; the Titan displayed vicious oversteer on the new tires which were completely worn out by the checkered flag.

John Stiles' Lola was unable to match the leaders' pace and placed a lonely seventh. Hugh Mooney's Titan was equally secure in eighth after Rick Paronelli's McNamara succumbed to overheating on the 13th lap. Rich Gaulding's Lotus 61 inherited ninth ahead of Mike Parsons' Lola. Mark Munroe's Titan lost tenth when his engine blew on his final lap.

Phoenix National

Sept. 23, 1973 17 laps (47 miles)

1	Johnny Kastner	(Jim Russell Merlyn Mk24)
2	Bob Earl	(Martin Wells Elden MK8)
3	Dick Ferguson	(Ferguson Lola T200)
4	Dick Cooney	(Pacific Formula Lola T340)
5	Dennis Firestone	(KKW Trucking Titan MK6)
6	Chuck Pittenger	(Cuddy Royale RP16)
7	John Stiles	(Racing Services Lola T340)
8	Hugh Mooney	(RPM Titan MK.6C)
9	Rich Gaulding	(Gaulding Lotus G1G)
10	Mike Parsons	(Parsons Lola T200)
11	Don Smith	(Pacific Formula Falconer Elden)
12	Mike Conley	(Conley Merlyn MK11)



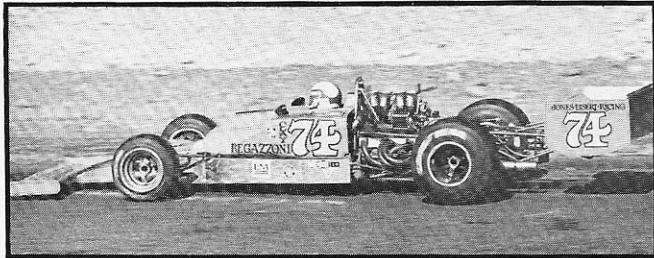
Some Sponsor!?!?
(Steve Mayer Photo.)

Kent Komments (continued from page 5)

his superiority and raced away to a "never to be challenged" lead. The interest in the early laps was provided by Scheckter charging from the rear of the field to second place, only to be displaced to third on the last lap by Mark Donohue, when his battery went flat. Hobbs, Lunger, Woodner and Bob Lazier all had trouble with over heating engines.

Tony Settember in his old McLaren Mk10, drove his finest race this year to finish fourth overall.

Regazoni looked a certain for second place in the initial stages, but was forced out due to a fuel leaking into the tub, which was caused when a rock fractured the high pressure pump mounting in the first heat incident with Scheckter.



The Jones-Eisert Racing Lola T-330 (Neely's Photo Service.)

Poor Eppie Weitzes lost his chance for a definite sale after totaling his car on lap one of the final, which caused Jim Hawes of Riverside to purchase Tony A-Z car instead.

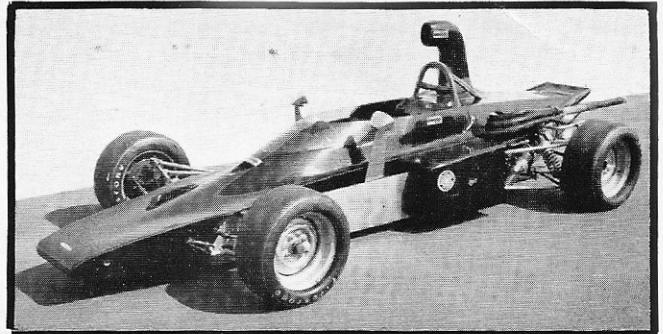
Warren Flinckenger and John Gimbel also drove good races to finish sixth and eighth.

Many words have been spoken about the future of Formula 5000 and it is now common knowledge that L & M will not be sponsoring the series next year.

No doubt there will be a sponsor for next years series and no doubt, that sponsor will go the same way as L & M, unless the track promotors and the SCCA spend more money and effort on advertising, so that the spectators are there for the sponsor to get the desired effect.

RESULTS

1.	Brian Redman	Lola T330	\$13,250
2.	Mark Donohue	Sunoco/Lola T330	\$ 7,550
3.	Jody Scheckter	Lola T330	\$ 4,200
4.	Tony Settember	McLaren Mk10	\$ 2,800
5.	Gerard Raney	Eagle	\$ 2,100
6.	Warren Flinckenger	Lola T300	\$ 1,800
7.	Mike Brockman	Lola T300	\$ 1,600
8.	John Gimbel	Matich A-50	\$ 1,450



Formula Ford Drivers

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The Wives

By Michael Vannatter

"Drivers for race six, Formula Ford, to pre grid area immediately, please." A sudden tenseness grips the pit of your stomach. You polish the windscreen several times, waiting in nervous anticipation, as you prepare the car for the race. Getting his driving equipment and laying it in the cockpit, you start to roll the car out of the paddock area and onto pregrid. "Number 13" yells the girl working pre grid, having to raise her voice over a blurring A sedan Corvette that just came off the track from the previous race. Positioning the car in the number 13 slot you feel a slight nervousness, although you've been through this exact same procedure dozens of times. Your husband, appearing relaxed, removes the helmet and gloves from the cockpit and hands them to you, as he climbs into the sleek looking formula car and prepares to become as one with the fast racing machine. You help him with the belts, cinching up the shoulder harness, and giving them an extra hard tug, because you know that there is that chance that something might happen and that these belts are all he really has to prevent him from serious injury.

The one minute sign goes up and the cars begin to start their engines. One or two at first until the entire field has started. As they pull away you really start to feel tense, hoping that he returns safely and possibly victorious. Completing the pace lap, all those cars looking so nice, so beautiful, but knowing their destruction capabilities. They head for the green and a sudden roar that you can hear for miles in all directions is emitted from the tailpipes of the race cars as they head for turn one. Well, he made it through safe. You start the stop watch as your husband comes around for the second lap. The next time around you give him the time T33 on the pit board. A good time, but you know he is

capable of better. Even though you don't really want to see him go any faster and drive any harder.

All through the race you watch, and concentrate entirely on your husband. He's been dicing with another car and it's been very close racing. This is the kind of racing you dislike most. This is the kind of racing where people get hurt. You really can't get into watching the racing, because you are too concerned for his safety. You are watching the flag stand, waiting for the checkered flag. When is it going to come? You want to see this race over with. As your husband gets sideways out of the last turn, your heart stops, but he collects it and continues the race to finally finish not quite as well as you, or he had expected, but you are very glad it is over.

Is this the kind of story that you would expect from the wife of an amateur Formula Ford driver? This was what I expected before I began interviewing these ladies at the regional race held at Willow Springs Raceway in Rosamond, California.

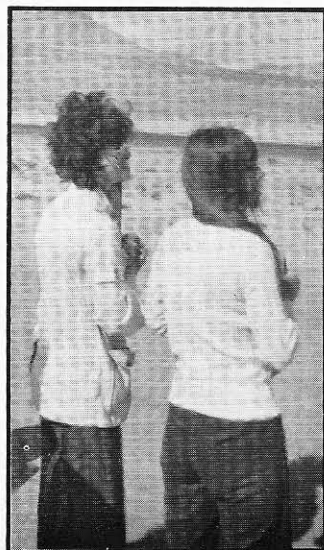
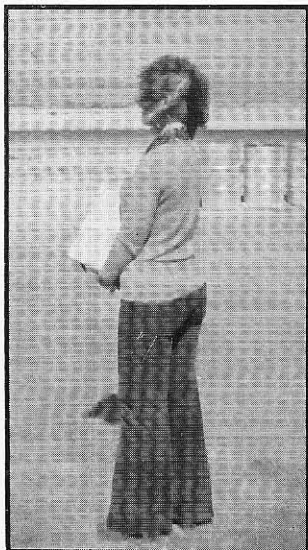
I first talked to Melinda Benton. A woman that could easily look like the wife of a race driver, with slim features, and wearing a pair of sunglasses that almost hid her entire face. She started to remove the image I had of a race driver's wife from my mind immediately after I began talking with her. "Totally supportive," she said, when I asked her about how she felt about her husband's involvement in racing, John Benton, who has been driving for 3 years, and is now driving in the pro super Vee series with Dick Cooney. She said that she was not scared when John was on the track, and that being injured while on the track was irrelevant, "You could break a finger typing," using that example as she is a writer by profession.



Of the wives that I talked to, I didn't find one that was against her husband racing. The unanimous feeling was that they wanted to see their husbands doing what they want to do, and that they have fun. Sandy Mayberry, the wife of Russ Mayberry, who campaigns a March 722 Formula B in regional races locally, said, "I would be very disappointed if we ever had to give it up," referring to their racing efforts.

Another very nice lady I talked with was Shirley Mariani, a driver's wife who keeps herself busy at the race track with two children and needlepoint, when she isn't helping Gene with the race car, a Royale RP16 Formula Ford. She told me that she really likes racing, "It beats watching TV." But she said, "During the race I wish it was over, but after I wish it wasn't." She seemed to be the only one that appeared somewhat nervous while her husband was racing. "Scared," she said, when asked her how she felt when he was on the track. Shirley seemed to have some aversion to her husband's racing when she said, "I wouldn't want to see him go any farther than Super Vee." Quite different from some of the other ladies who said that their husbands have Can Am or even Formula 1 expectations and that they were not against it at all.

Shirley told me about the time she saw her first Formula Ford race at Laguna Seca, all these race cars spinning and crashing, and said she was scared to death, realizing that this was what her husband wanted to do.



The crew chief of car number 75, a Titan Mk. 6c, is Cissie Sauerbrie, a very personable, attractive brunette, who would look more at home behind a typewriter than in the garage working on the car, or at the race track. Her husband Tom drives the car. She said that coming to the races is like having a two week vacation twice a month. This is one wife that really wants to see her husband reach his goals, and mentioned Can Am. She said she gets very disappointed when Tom doesn't finish well. I asked her if she ever discouraged Tom in getting into racing, and explained that "Racing is him" and that Tom had been involved in racing for a long time and that "It wasn't like I didn't know what I was getting into." She also liked the glamour in racing. When



she saw Helen Stewart, the wife of the World Driving Champion, she said, "Gee, that's the way I'm going to be, terrific."

The drivers wives certainly seem to have a job around the race track, they are always kept busy either with the car and helping their husbands, or with preparations for making the racing weekend a success.

Talking with these ladies was certainly interesting, and I learned a lot about what they go through as the Wife of a driver in a sport where there is a large amount of risk involved, not like that of tennis or even owning and flying a private plane. They add a lot to the racing scene, and I think that every driver should have one.





FRANÇOIS CEVERT

Francois Cevert (1944~73)

Everyone in motor racing shares the grief when we lose a competitor. None has been more deeply felt than the lose of Francois Cevert at Watkins Glen during the Saturday morning practice session for the United States Grand Prix. The 29 year old Cevert was the number 2 driver to Jackie Stewart, driving as Elf- Team Tyrrell- Ford. It was the third season in Grand Prix racing for the slender, tall French Bachelor.

Cevert began racing in 1967 in Formula 3. In 1970 he joined the Tyrrell team replacing Johnny Servoz-Gavin upon his retirement from motor racing. In 1971 Cevert finished third in the World Driving Championship Standings with second place finishes at Circuit Paul Ricard for the French Grand Prix and at the Nurburgring for the German Grand Prix. He scored his only victory in a Grand Prix at the 1970 U.S. Grand Prix at Watkins Glen.

1972 was somewhat of a dissapointing year for Cevert who had only two second place finishes at Nivelles and Watkins Glen and a fourth at Clermont-Ferrand. He also won a Can- Am race at Donnybrooke, Minn. driving the Young-American McLaren.

In 1973 Cevert finished second in six Grand Prix races: Argentina, Spain, Belguim, France, Holland and Germany. He also led two races at Zolder and Monaco. Francois was instrumental in leading the French Matra Sports Car Team to the Manufactuers Championship over Ferrari.

For 1974, Cevert would certainly have taken over as the Number 1 Elf- Team Tyrrell driver upon Jackie Stewart's retirement.

We at FORMULA feel shock and remorse at the tragic loss of this talented young driver. We express our heart-felt sympathy to Francois Cevert's family and many friends in motor racing.



Jackie Stewart Retires

Shortly after declining to participate in what would have been his 100th Grand Prix, Jackie Stewart announced his retirement from driving. Rumors this last season have pointed to this decision, and the unfortunate death of his Tyrrell stablemate seemed to clinch it.

Stewart won his third World Championship, and scored his 27th Grand Prix win this season with the very effective Elf- Tyrell Ford. This compares to Jim Clarks F- 1 record of 25 Grand Prix wins and two World Championships, and Juan Fangio's 24 Grand Prix wins and five World Championships.

Stewart has been earning an estimated \$500,000 a year in motor racing, and will continue to be involved in the sport via his ABC Television commitments and other promotional work.

We're sure everyone in the sport wishes him well, and are glad to see him retiring 'at the top'.



Fred Opert Racing



If you are planning to race a 4 cylinder single seater in '74 - why not buy it from the most successful single seater dealer in North America.

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Willow Springs Regional

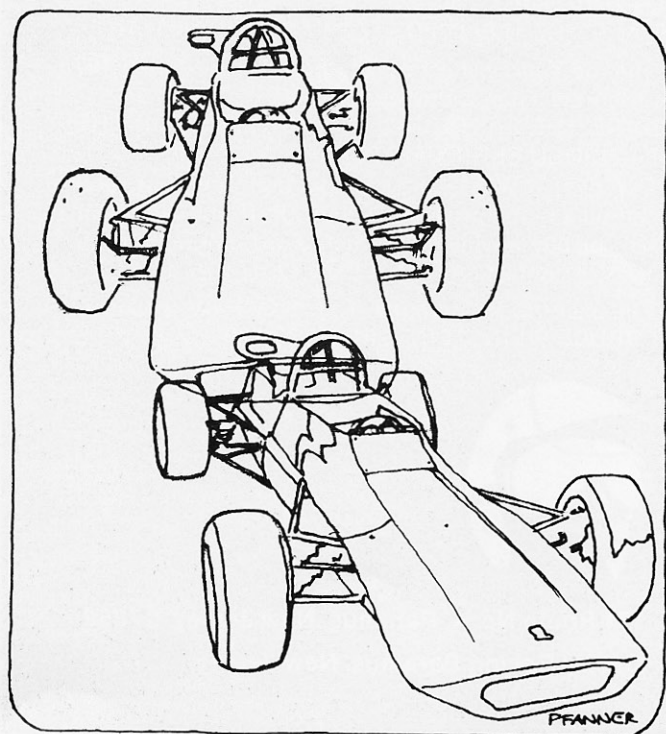
By Ed Pitz

The sand flew, the wind blew, Johnny Kastner flew, and little else was new at the Willow Springs Regionals on Sept. 6-7. As far as first place was concerned, even a cursory glance at the entry list removed any doubts. Johnny Kastner's Russell Merlyn headed the 38-car field; with the divisional crown wrapped up, Kastner is going after the regional title as well. Dick Cooney was entered but spent the weekend watching John Benton drive his Lola T340.

Saturday morning qualifying was hampered by gusty winds but for some obscure reason everyone was really slow. Kastner took the pole at 1m.32.097s. with Joe Cavaglieri's Lotus 69 a very distant second at 1m.34.832s. Ed Freutel's Elden led the second row at 1m.35.183s followed by Ken Sharp's Lotus 61 (1m.37.652s), John Benton's Pacific Formula Lola (1m.37.673s) and Don Smith's Pacific Formula Falconer Elden (1m.37.845s). Russell student Paul Kruper's Merlyn posted 1m.38.394s. but was eliminated in a practice incident at turn 9. Randy Carter, moving up from showroom Stock to a boat-tailed Elden, did 1m.38.681s. Swanson Motor Racing's Robin Jackson was ninth on the grid with 1m.38.820s. ahead of Tom Sauerbrei's Titan at 1m.39.275s.

The 16-lap qualifier was, predictably, a Kastner benefit, Johnny winning by a wide margin. Cavaglieri pulled out several seconds on Freutel but the Elden driver reeled in the Lotus in the closing laps and took second on the last lap.

Sauerbrei and Jackson moved up the chart and overhauled Ken Sharp for fourth place at the halfway point. This started a great carve-up that lasted until the checker with Sauerbrei holding the upper hand over Jackson and Sharp.



Benton retired with a flat tire on the second lap while Randy Carter went autocrossing at turn 9 a few tours later. Ed Brewster's Merlyn, going great from the ninth row of the grid, advanced as high as seventh before Howard Nudelman's MRE passed him. Gene Mariani's Royale had ninth place sewn up but a brief "moment" on the penultimate lap dropped him behind Randy Lumley's Lotus. Rob Krick's Lola ran well to place 11th after starting 27th. Don Smith's Falconer Elden never ran well and fell back to 12th.

Kastner repeated his Saturday performance in Sunday's 20-lap final, winning by 45.6 seconds for his third Regional triumph of the year. Robin Jackson drove beautifully, harassing Ed Freutel for 16 laps before moving into second place.

Joe Cavaglieri was never more than a couple of seconds further back and he moved ahead of Freutel on the same lap; however, the Lotus' Firestone tires were virtually worn out and Freutel took third by .68-second.

Howard Nudelman's MRE ran a close fifth for most of the race although he never got close enough to make a serious challenge. Sauerbrei's Titan faded to a lonely sixth after running a strong third on the opening lap. Ken Sharp was running seventh when he retired on the 14th lap when the coil wire fell out. John Benton drove the Pacific Formula Lola with great verve, charging from 37th to seventh in 12 laps; then he blotted his copybook by spinning at turn 3 and destroying the nose under the disapproving eyes of his wife and car owner Cooney.

All this let Steve Williams' hairily driven Royale into seventh which he kept to the flag. Randy Lumley's Lotus ended up eighth and was the last car to complete the full distance. Gene Mariani's Royale placed ninth ahead of Rob Krick's Lola. In his second race, Stu Hanssen turned in an excellent performance in his Lotus 51 and finished 11th after starting 29th.

The race was marred by an accident on the eighth lap when Joe Hadden's Crossle and Rich Rapp's LeGrand collided on the exit of turn 9. The LeGrand cartwheeled into the infield and landed upside down, breaking its rollbar, but the driver escaped with a sore shoulder. Hadden's machine slid to a halt at the pit entry, the driver uninjured.

Oct. 7, 1973 20 laps (50 miles)

- | | | |
|-----|-----------------|---|
| 1. | Johnny Kastner | (Jim Russell Merlyn MK24)
31m.30.820s. (95.197mph) |
| 2. | Robin Jackson | (Jackson Royale RP16) |
| 3. | Ed Freutel | (Robinson & Sammy Elden MK10) |
| 4. | Joe Cavaglieri | (Cavaglieri Lotus 69F) |
| 5. | Howard Nudelman | (Scientific Motors MRE) |
| 6. | Tom Sauerbrei | (Sauerbrei Titan MK6C) |
| 7. | Steve Williams | (Moth Prod. Royale RP16) |
| 8. | Randy Lumley | (Lumley Lotus 51) |
| 9. | Gene Mariani | (Western Art Stone Royale RP16) |
| 10. | Robert Krick | (Krick Lola T200) |
| 11. | Stuart Hanssen | (Hansen Lotus 51) |
| 12. | Mark Miller | (Miller Lotus 51) |
| 13. | Mark Munroe | (Autosport Titan MK 6) |
| 14. | Steve White | (White's Sanding Crossle 16F) |
| 15. | Don Smith | (Pacific Formula Falconer Elden) |
| 16. | Bill Cuddy III | (Cuddy Royale RP16) |
| 17. | Milt Seropan | (J. M. Seropan Merlyn MK.24) |
| 18. | Jim Boone | (Boone Lotus 61) |
| 19. | Mike Secrest | (Secrest Lotus 51) |
| 20. | Ray Wittbrod | (Wittbrod Brabham BT21) |

1973
WORLD DRIVING
CHAMPIONSHIP

	Argentina, Jan 28	Brazil, Feb. 11	South Africa, Mar. 3	Spain, Apr. 29	Belgium, May 10	Monaco, June 3	Sweden, June 17	France, July 1	Great Britain, July 14	Holland, July 29	Germany, Aug. 5	Austria, Aug. 19	Italy, Sept. 9	Canada, Sept. 23	United States, Oct. 7	TOTAL
1. Jackie Stewart, Scotland Tyrrell	4	6	9	9	9	2	3	9	9	6	3	2	71			
2. Emerson Fittipaldi, Brazil Lotus	9	9	4	9	4	6				1	6	6	1	55		
3. Ronnie Peterson, Sweden Lotus						4	6	9	6		9	9	9	52		
4. Francois Cevert, France Tyrrell	6		6	6	3	4	6	2	6	6		2	47			
5. Peter Revson, United States McLaren			6	3	2			9	3			4	9	2	38	
6. Denis Hulme, New Zealand McLaren	2	4	2	1	1	9	4						3	26		
7. Carlos Reutemann, Argentina Brabham						3	4	1			3	1	4	16		
8. James Hunt, Britain March							1	3	4				6	14		
9. Jacky Ickx, Belgium Ferrari	3	2					2		4				11			
10. Jean-Pierre Beltoise, France BRM			2						2	2	3	9	9			

SCCA L&M CHAMPIONSHIP FINAL STANDINGS THROUGH KENT, WASH, SEPT. 30:

1. Jody Scheckter
2. Brian Redman
3. Mark Donohue
4. Peter Gethin
5. David Hobbs
6. Eppie Wietzes
7. Brett Lunger
8. Tony Adamowicz
9. Jon Woodner
10. (tie) Derek Bell & Tony Settember
12. Max Stewart
13. (tie) Gus Hutchison & Bob Brown
15. Steve Pieper

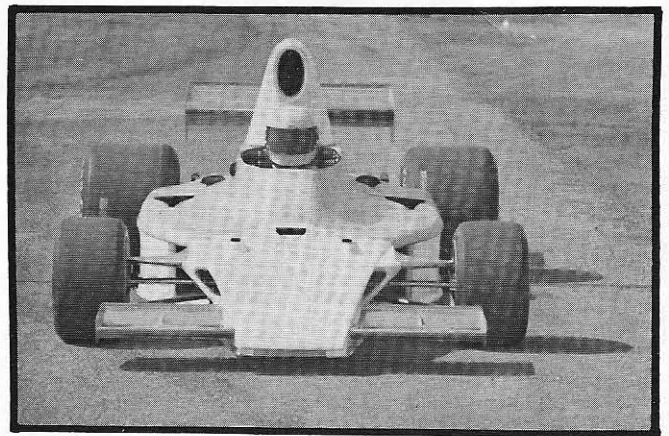
Roos In Glen F~B

Sweden's latest racing star, Bertil Roos, made the trip to Watkins Glen, to win the lucrative Colombo Yogurt Formula B race which followed the Grand Prix practice on Saturday.

Driving the Fred Opert Racing Brabham BT-40, Roos led all 22 laps, challenged only by Eppie Wietzes, who crossed the line only a few lengths behind in his Schweppes sponsored Ecurie Canada March. Third place was Skip Barber's Gene Mason Racing 'Go Navy' March, ahead of Thomas Klausler's Brabham BT-38. Roos won \$3000 for his efforts in the race.

Other finishers were:

5. James King- Leighton- Buzzard March 732
6. John Powell- Russell Racing School Brabham BT38
7. Bob Lazier - March 722
8. Mike Rand- March 73B
9. Chip Mead - Chevron B25
10. Ted Roman- March 722
11. Bill O'Connor- Brabham BT38
12. Craig Hill- JTX Brabham
13. Wayne Ricciardi- March
14. Bill Prout- March 705
15. Reg Scullion- March 712B




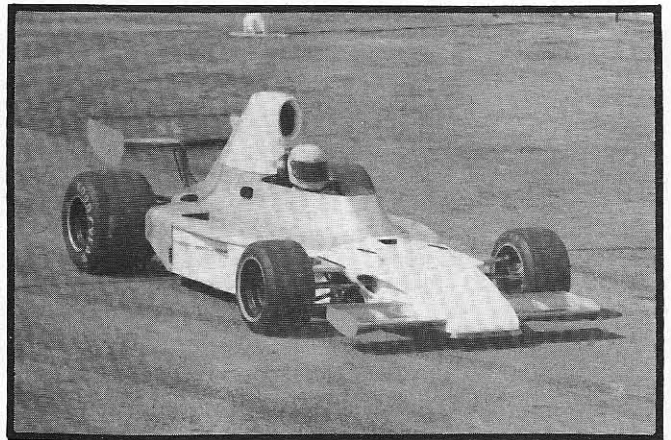
Gurney Eagle F-5000 F-1


With rumors about a Penske/Donahue F-1 Eagle, a Sam Posey F-1 works Eagle, a Sam Posey F-5000 works Eagle, A Winkleman F-5000 European works Eagle and on and on, what is the true story? The fact is no one knows, or is saying, probably because it is still too early to have any finalized plans for next season yet.

That the Roman Solblinsky design is good is becoming very apparent. Turbing 1 min. 17 sec. at Willow Springs with a cracked cylinder head can't be all bad. Sam Posey was the shoe for that outing, by the way.

The car still appears to be very much in the prototype stages, with many G-force indicators and radiator exit temperature indicators hung all over it.

We will all have to just wait until the final decisions is made to see the car race, but F-5000 is probably the best bet for 1974. 





TOM GLOY RACING

31 San Pedro Ct. (415) 939-1770
WALNUT CREEK, CALIFORNIA

Formula Ford Engine Building Procedure

by JOHN SHANKLE

When an engine first comes into our shop, whether it is new or used, it is taken to the disassembly area where it is dismantled. We do no other work here, such as machining or grinding. Upon disassembly everything is cleaned thoroughly and all of the parts are inspected, critical parts that require it are magnafluxed and then reinspected to see it, for instance a crankshaft would need to be ground, turned under or polished.

All of the engine pieces are then taken to the assembly area. The parts that need further work are separated. No machining or grinding is done in this area. Once it is known that the parts are useable, everything is measured. For the main bearings, we check the crank journal diameter, bearing housing diameter, the bearing shell thickness and from this we determine the clearance. The same procedure is used on the rods, with the big, end inside diameter being checked instead of the bearing housing diameter. If clearances are inadequate, the crank may be ground or the block line bored. We then determine the piston-cylinder clearance with the appropriate action taking place. It is also determined whether the cylinders are parallel and if the block deck is level.

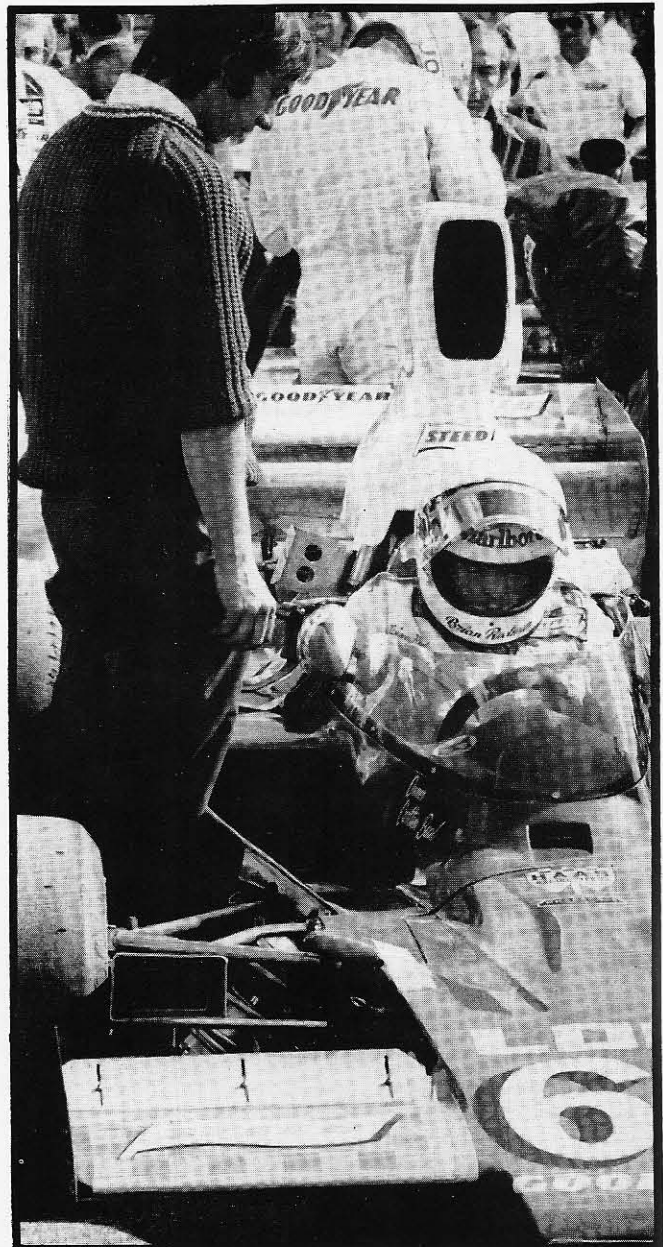
Most of the power is in the top end of the engine; head work, valves, cam timing, exhaust systems, carburation, ignition timing, etc.

The cylinder head work is done in another part of the building. The valves are ground, any porting and polishing is carried out, the deck height is determined and the block and head volumes checked to determine the compression ratio. All rotating parts are also checked for balance.

When all of the parts are completed they converge in the assembly area, and are assembled under the cleanest possible conditions. After assembly the engine goes to our dyno room.

On the development side of our engine building, we generally attempt to go about everything very scientifically. Sometimes it doesn't work that way and you just stumble upon the right solution. For example, on our Formula Ford exhaust system, we had known for about a year that our basic concept of a four into two into one system was correct. but until we were able to do extensive testing on the dyno did we find the right combination of pipe diameter and lengths. The horsepower increase was significant. The same concept applies to other engines, but we found that the four into one works better on engines that rev over 7500 RPM.

When developing an engine, there many variables to take into consideration. When we dyno test our philosophy is to only vary one thing at a time. We keep complete records on every change we make and what the conditions were for that specific test. All of our records are kept on file for future reference.



Brian Redman prepares for start of the first heat at the Seattle L & M Championship Round (Neely's Photo Service.)

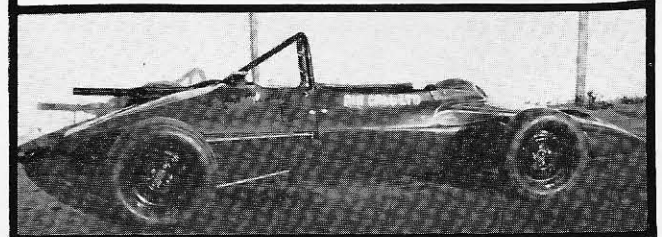
GRIFFO IMPORT PARTS

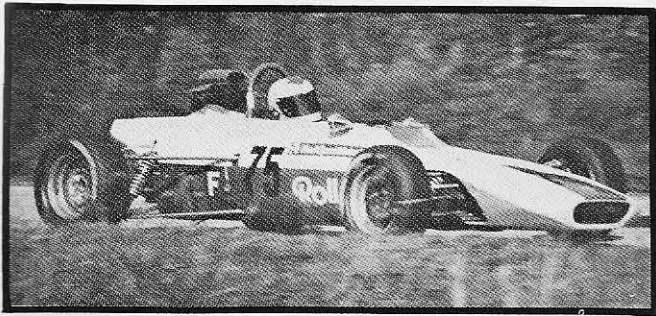
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Falstaff Challenge Cup

by John H. Boehr, Jr.

For the second year in a row, the St. Louis Region hosted the United States Formula Ford Championship Race at Mid-America Raceway, Wentzville, Mo. The race, this year, was run in the fashion of the L & M pro series, that is, two qualifying heats and a final race for the honors of being the top Ford driver in the U.S. However, the best Ford pilot in the country just happens to be from New Zealand. Formula Ford champ, David McMillan, driving Fred Opert's Titan, also was the second heat winner while David Loring from Concord, Mass. in a Merlyn Mk 20 won the first heat in a runaway drive.

The very first turn of the final race gave everyone a sneak preview of what the whole race was to be like. Two cars were involved in a metal to metal shunt which dropped Loring to eighth while McMillan and Vince Muzzin of Northville, Mich. fought a close battle throughout the entire race. In third after the first turn excitement was Richard Schmer of Ft. Collins, Colo. Schmer's oil tank played quite a role in the race a few laps later.

David Loring started showing his considerable talent immediately by moving up steadily, battling with David Washburn of Wheatridge, Colo. for third place which Loring eventually won. Muzzin finished in second after leading a few laps and then giving the lead back to McMillan.

Since forty-six cars started and twenty-seven finished, something dramatic obviously happened. That bit of drama was provided by Dickie Schmer dumping great quantities of oil over the entire course for several laps. One could actually see quite clearly the slippery stuff gushing from the rear of Schmer's Royale. Schmer should have been black flagged but was not and he finished in sixth position behind Bob Lazier's Titan. At the finish, cars remained at every corner of the course and several cars sat at more than one of the turns.

Robert Stewart of Baton Rouge, La. was slightly injured when someone backed into his shoulder with their exhaust pipe on turn 6. Things certainly change when club racers are running for money. And I still don't see how the U.S. Formula Ford Champion can be from New Zealand.

In the Formula Ford National race, Mike McFarland won his first National in his Lola T202. A very close race was run by the Watertown, Wisc. driver since his victory margin was only a half-second over Tim Cooper of Lake Lotowana, Mo. Robert Layman was third, Zan Smith fourth, and Bill Tempers finished fifth in the race which saw 14 out of 19 cars finish.

ST. LOUIS REGION, SCCA, SEPTEMBER 16, 1973
FALSTAFF FORMULA FORD CHALLENGE CUP,
RACE 3, CLASS: FF, STARTERS: 46, FINISHERS: 27

POS	NO	DRIVER/HOMETOWN	REGION	CAR	LAPS
1	75	David McMillan/New Zealand	NY	Titan	16
2	79	Vince Muzzin/Northville, Mich	Detroit	Crossle R5f	16
3	14	David Loring/Concord, Mass	New Engl	Merlyn MK20	16
4	91	David Washburn/Wheatridge, Col	Colo	Titan	16
5	34	Bob Lazier/Vail, Colo	Colo	Titan MkE	16
6	31	Richard Schmer/Ft Collins, Colo	Colo	Royale	16
7	73	Bill Harris/Nashville, Tenn	NY NE	Titan MK 6C	16
8	13	John Berget/Gratiot, Wisc	Blackhawk	Merlyn Mk 17	16
9	96	Mike McFarland/Watertown, Wisc	Milw	Lola T202	16
10	94	Jim Thomson/St Louis, Mo	St Louis	Lola	16
11	76	Bill Tempers/Fort Collins, Colo	Colo	Royale	16
12	36	Rod Bermer/Toronto, Can	Ontario	Crossle	16
13	15	Bernard Swanson/Fort Wayne, Ind	So Bend	Titan Mk 6C	16
14	47	Robert Layman/Detroit, Mich	Detr	Lola T202	16
15	19	John Hancock/Austin, Tex	Lone Star	Merlyn Mk11A	16
16	11	Don Guillet/Austin, Tex	Lone Star	Crossle	16
17	70	Loenard Campbell/Toronto, Can	Ontario	Crossle 25F	16
18	8	Ken Keifer/Independence, Mo	KC	Crossle 25F	16
19	10	Rod Garrison/Council Bluffs, Iowa	Nebr	Elden	15
20	40	Bart Hornbeck/Santa Ana, Cal	CSCC	LaGrand Mk 10F	15
21	92	Rick Sterling/Columbia, Mo	St. Louis	Merlyn MK 20A	15
22	88	Danny Burrett/Scarborough, Can	Ontario	Titan Mk 6C	15
23	74	Mark Musial/Manitowac, Wisc	Milw	Hawke DL10	15
24	26	Dominic Rossetto/White Fish Bay, Wisc	Milw	Tartaruga 15	
25	18	Jose Alvarez/Hammond, La	Delata	Titan Mk 6C	15
26	77	Edward Trudeau/Racine, Wisc	Milw	Winkelmann	14
27	3	Barry Findley/N Little Rock, Ark	Ark	Merlyn Mk 20A	14
DNF	9	Rick Houston/Houston, Tex	San Jac	Merlyn Mk 20A	14
DNF	16	Philip Kneifl/Omaha, Nebr	Nebr	Eldon Mk 10A	14
DNF	49	Mike Liken/Vail, Colo	Colo	Gondole Winkelman	12
DNF	72	Stuart Moore/Scarborough, Can	Ontario	Hawke DL2B	12
DNF	98	William Henderson/Golden, Colo	Colo	Winkelmann	9
DNF	7	Tim Cooper/Lake Lotawana, Mo	KC	Merlyn Mk20A	8
DNF	21	Bernie Sunier/St Louis, Mo	St L	Merlyn	7
DNF	52	Don Lindsay/Cincinnati, Oh	Cincin	Cortina	7
DNF	66	Zan Smith/Lakewood, Colo	Colo	Merlyn Mk 20	7
DNF	71	Robert Stewart/Baton Rouge, La	Cent. La	Titan	7
DNF	33	John Haight/Arlington Hts, Ill	Ind NW	Race Mark1	6
DNF	93	Scott Livingston/St Louis, Mo	St L	Winkelmann	6
DNF	17	Gary Posson/Indianapolis, Ind	Indy	Hawke D19	5
DNF	12	Mike Winn/Little Rock, Ark	Ark	Merlyn Mk 17	4
DNF	83	Duane Eitel/Lincoln, Neb	Colo	Winkelmann	4
DNF	29	Chuck Blinne/Rolla, Mo	St L	Lola	3
DNF	38	Don Sobering/Ontario, Can	Ontario	Crossle	3
DNF	99	Monroe Bolton/Wichita, Ks	Wich	Merlyn Mk X1A	3
DNF	48	Greg Mansfield/Indpls, Ind	Ind	Caldwell D9	1
DNS	1	Richard Messier/Manchester, NH	NE	Royale	
DNS	6	Jim Potnam/Burlington, Iowa	Gt River	Lola T204	
DNS	24	Nick Argol/Memphis, Tenn	Mid South	Lola T200	
DNS	0	Mike Landrum/Oswego, Ill	Chicago	Titan Mk 6B/c	
DNS	2	Steve Loudon/Dallas, Tex	Texas	Merlyn	
DNS	4	Thomas Klausler/Evanston, Ill	Chi	Elden Mk 10A	
DNS	55	Jerry Schaub/Forest Park, Ill	Chi	Elden Mk 10	
DNS	60	George Stefanec/Joliet, Ill	Chi	Crossle 20F	
DNS	90	James Tucker/Longmont, Colo	Colo	Merlyn	

ST. LOUIS REGION, SCCA, SEPTEMBER 16, 1973
FALSTAFF NATIONAL RACES, RACE 8,
CLASS: FF, STARTERS: 19, FINISHERS: 14

POS	NO	DRIVER/HOMETOWN	REGION	CAR	POS/CL	LAPS
1	96	Mike McFarland/Watertown, Wisc	Milw	Lola T202	1	16
2	7	Tim Cooper/Lake Lotowana, Mo	KC	Merlyn Mk20A	2	16
3	47	Robert Layman/Detroit, Mich	Detr	Lola T202	3	16
4	66	Zan Smith/Lakewood, Colo	Colo	Merlyn	4	16
5	76	Bill Tempers/Fort Cullens, Colo	Colo	Royal	5	16
6	31	Richard Schmer/Ft Collins, Colo	Colo	Royale	6	16
7	3	Barry Findley/N Little Rock, Ark	Ark	Merlyn	7	16
8	33	Jim Haight/Arlington Hts, Ill	Ind NW	Race Mk 1	8	15
9	6	Jim Putnam/Burlington, Iowa	Ct Riv	Lola T204	9	15
10	72	Thomas Dvorak/St Charles, Mo	St L	Lola T200	10	15
11	48	Greg Mansfield/Indianapolis, Ind	Ind	Caldwell D9	11	15
12	74	Mark Musial/Manitowac, Wisc	Milw	Hawke DL10	12	15
13	17	Tom Cooney/Indianapolis, Ind	Indy	Crossle 16F	13	15
14	45	Frank Murray/Manchester, Mo	St L	Merlyn Mk 11	14	15
DNF	89	Chuck Blinns/Rolla, Mo	St L	Lola T202	14	
DNF	19	Jenks Garrett/Arlington, Tex	Texas	Merlyn	13	
DNF	98	William Henderson/Golden, Colo	Colo	Winkelmann	6	
DNF	25	Ron Franklin/Enid, Okla	Okla	Hawke	3	
DNF	8	Ken Keifer/Independence, Mo	KC	Crossle	1	
DNS	15	Bernard Swanson/Ft Wayne, Ind	So BEnd	Titan		
DNS	13	John Berget/Gratiot, Wisc	Blackhawk	Merlyn		
DNS	9	Rick Houston/Houston, Texas	San Jac	Merlyn		
DNS	71	Robert Stewart/Baton Rouge, La	Cent. La	Titan		

Sears Point

Rough Rider National

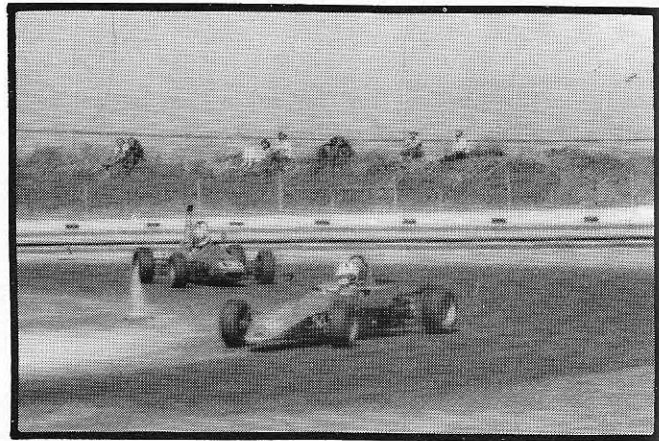
By Ed Pitz

After a three-year absence, National racing returned to Sears Point Raceway on September 15-16. San Francisco drummed up sponsorship from Rough Rider Sportswear and ended their National season on a bright note. Apart from a few isolated points, everything worked beautifully, the only black mark being the track surface which was extremely bumpy in several places.

The finale of the successful Gold Rush Series drew an entry of 34 Fords with several others not showing up. Among the nonarrivals were a couple of leading lights; Alan Holly has withdrawn from racing for the rest of the season due to lack of finance while Olympia driver George Sabin entered a hospital for treatment for a back ailment (unconnected with racing). Jim Heath spent the weekend spectating

Pre-race testing found several teams suffering extreme chassis wear due to excessive bottoming. The word spread down the driver's grapevine so virtually all the drivers started qualifying with their cars jacked up to the limit. While Ron Dyke's three year old lap record of 1m. 49.5s. remained unbroken, it wasn't for lack of effort. Surprise pole-winner at 1m. 50.36s. was Pat Walter who now has his Royale well and truly sorted. Filling the outside of the front row was the Elden of Bondurant School instructor, Bob Earl who recorded 1m. 50.55s. on familiar territory (the school moved to SPIR a month ago).

Bill Pugh's Dulon, complete with stove-pipe airscoop, was next up at 1m. 50.74s. despite brake problems traced to a loose balance bar. Pacific Formula's, Dick Cooney was a very pleased fourth at 1m. 50.83s. in his new Lola T 340. Bob Blackwood's Winkelmann recorded 1m. 51.04s. hampered by excessively stiff springs. Sixth fastest at 1m. 51.16s. was Gold Rush Series winner Marty Loft having his second race in the Olympia Bowin P6F. Adaptable to F/B and featuring rising-rate suspension, the car still needed some sorting but the combination of Loft and Bowin may be a victorious one



Pat Walter's Royale RP-16 leads Bill Pugh's Dulon through the pit-hairpin at Sears Point (Steve Mayer Photo.)

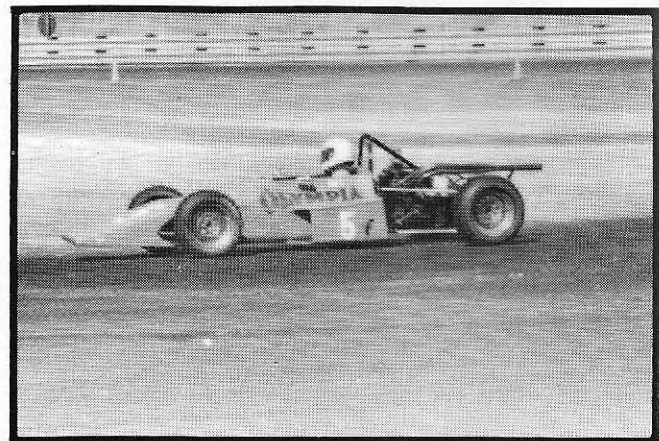
when ARRC time comes around.

Glen Biren was timed at 1m. 51.54s. in Brom Clegg's Bobsy now known as the BBC (Brom's Blue Car). Hugh Mooney experienced some bottoming in his Titan, but still turned 1m. 52.05s., 1/10-second quicker than Dan Marvin's Ken Castagnino-entered Titan. John Black's Titan filled out the top ten at 1m. 52.27s.

Having recovered from his leg injury, Dennis Firestone arrived with his KKW Titan, needing at least a second place to stay in the SoPac Division hunt. Things didn't look encouraging after qualifying for Dennis understeered down to 1m. 52.36s. before the engine let go. Fortunately, the team carried spare parts so the remainder of Saturday and Sunday morning was spent in the Bondurant workshop performing a rebuild.

The grid formed up without Mike Renn whose Merlyn suffered a chassis tweak after the throttle had stuck open at turn 4 in qualifying. The field took the green in good order and Walter led Pugh, Earl, and the rest through turn 1 and up the hill. Around the back side of the course, Pugh moved in front only to lose it again when the Royale neatly outbraked him at the hairpin turn 11. Close behind were Earl, Cooney, Blackwood, Loft, Mooney (minus the nose body section after an incident at the hairpin) Biren, Black, Marvin, Firestone and the rest in a colorful chain.

Earl's race came to an early conclusion as the oil pressure plummeted on lap 3 and he fell back to retire a few laps later. Mooney lost a couple of laps in the pits while the errant nose section was remounted.



Marty Loft in the Olympia Beer sponsored Australian built Bowin Formula Ford at the Sears Point Rough Rider National (Steve Mayer Photo.)

With five laps down and twelve remaining, Pugh was fractionally ahead of Walter with Cooney maintaining a close watch about a second in arrears. Loft had just taken fourth from Earl while Blackwood was all alone in sixth. Firestone had moved into seventh ahead of a close battle between Biren, Marvin, and Black.

Walter ousted the Dulon again on the eighth lap, but two laps later, Cooney made his bid, passing Pugh at turn 7 and outraking Walter beautifully at the hairpin. It was too beautiful for the Lola promptly spun and resumed back in third place.

Now it was two with Pugh leading the Royale after 14 rounds. On the following lap, however, the Dulon developed a sour note due to a cracked header and the Royale swept past on the penultimate round, looking like a sure winner. It all happened at turn 6, a long left-hand sweeper called the Carousel. The Royale spun and, by the time it restarted, it was too late. Pugh's ill-sounding Dulon took the checker 2.47 seconds ahead of Cooney's Lola and 4.21 seconds in front of a disappointed Walter.

Loft's handling seemed to deteriorate as the race wore on and his strong lead had dwindled to virtually nothing by the finish. On one lap, the Bowin brushed against the wall at the hairpin but Loft kept it on the island. Firestone watched his divisional chances fade with his brakes in the latter stages; Dan Marvin closed up to make a bid, but spun on the penultimate lap and ended up taking eight behind Biren. Richard Shirey's Lotus and Don Pepperdene's Le Grand climbed up the lap chart while trading blows for the entire race, Pepperdene winning ninth by .27-second at the checker.

Only six of the 31 starters were not running at the finish. Ron Dyke's three-year-old race lap record of 1m. 49.8s. survived this round. Pat Walter notched up a 1m. 49.99s. lap during his battle with Pugh.

SEPTEMBER 16, 1973
17 LAPS — 43.01 MILES

1. Bill Pugh	Ken Dodd Dulon LD4 31m. 34.27s. (81.73mph)
2. Dick Cooney	Pacific Formula Lola T340
3. Pat Walter	Walter Royale RP16
4. Marty Loft	Olympia Bowin P6F
5. Bob Blackwood	Blackwood Winkelmann WDF2
6. Dennis Firestone	KKW Titan Mk6
7. Glen Biren	Brom Clegg B.B.C.
8. Dan Marvin	Ken Castagnino Titan Mk6
9. Don Pepperdene	H & K Repair LeGrand 10F
10. Richard Shirey	Shirey Lotus 61
11. Jim Ashton	Sunshine Racing Titan Mk6
12. Charles Samuelson	Griffo Parts Elden Mk8
13. Bill Fitch	United Airlines Winkelmann WDF1
14. John Black	Black Titan Mk6
15. Pete Swan	Swan Merlyn Mk20A
16. Milt Seropan	Seropan Merlyn M24
17. John Kircher	Kircher Winkelmann WDF1
18. Rich Bradley	Lamont Cranston Crossle 16/20F
19. Joe Griesedick	Falstaff Merlyn Mk24
20. Terry McGrath	Foreign Automotive Hawke DL2

Formula SCCA

The F/SCCA event was a Merle Brennan benefit - almost, Brennan's F/A McLaren led 15 of the 18 laps before mechanical problems halted him out on the circuit. Bob Allen's Eagle went on to take the overall win and the F/A trophy. This touched off the most humorous incident of the weekend; one of the corner announcers, not realizing that the race was over,

became terribly excited at the sight of Allen slowing down on his cool-off lap.

Robert Hall drove beautifully to take second overall and the F/B win in his Nor Cal Aircraft March. Ron Southern's immaculate Brabham BT40 might have beaten Hall if he hadn't started at the rear; he had to settle for third after a terrific charge through the field. Courtney Rood's BT29 ran steadily to place fourth.

Dick Cooney's Pacific Formula Tui led all the way in F/SV while Les Hill's Titan routed the F/C opposition.

The worst accident of the weekend occurred in this event when Gregg Peterson's F/A Lola attacked the concrete wall at turn 10. The car was a near write-off but Peterson escaped without injury.

RESULTS

1.	Bob Allen	Manteca Ford Eagle	1A
2.	Robert Hall	Nor Cal Airport March 722	1B
3.	Ron Southern	Southern Brabham BT40	2B
4.	Courtney Rood	Intermotor Brabham BT29	3B
5.	Larry Walters	Walters Brabham BT29	4B
6.	Steve Jzmagian	Jxmagian March 722	5B
7.	Dick Cooney	Pacific Formula Tui BH3	1 SV
8.	Tom Gloy	Gloy Racing Lola T320	2 SV
9.	Max Mizejewski	MRE Brabham BT29	6B
10.	Les Hill	Schmid Insulation Titan	1C

Formula Vee

The Vee race attracted only 18 starters, was terrifically boring at half-distance, and produced a grandstand finish that had pit lane personnel jumping up and down.

The opening laps had Bob Klingler's Kwic and Jerry Lyon's Lear swapping the lead ahead of the Lynx's of Bob Cornish and Stu Fisher. A first-lap incident at turn 7 shuffled the rest of the field with two front-runners, Dick Renard's Fox and Brent Milner's Lynx restarting near the back.

Jerry Lyon's bid failed on the fourth lap when the right front tire deflated; a tire change dropped the Lear down to 16th. This left Klingler with a comfy four-second advantage over the Cornish-Fisher duo which he maintained for most of the remaining laps.

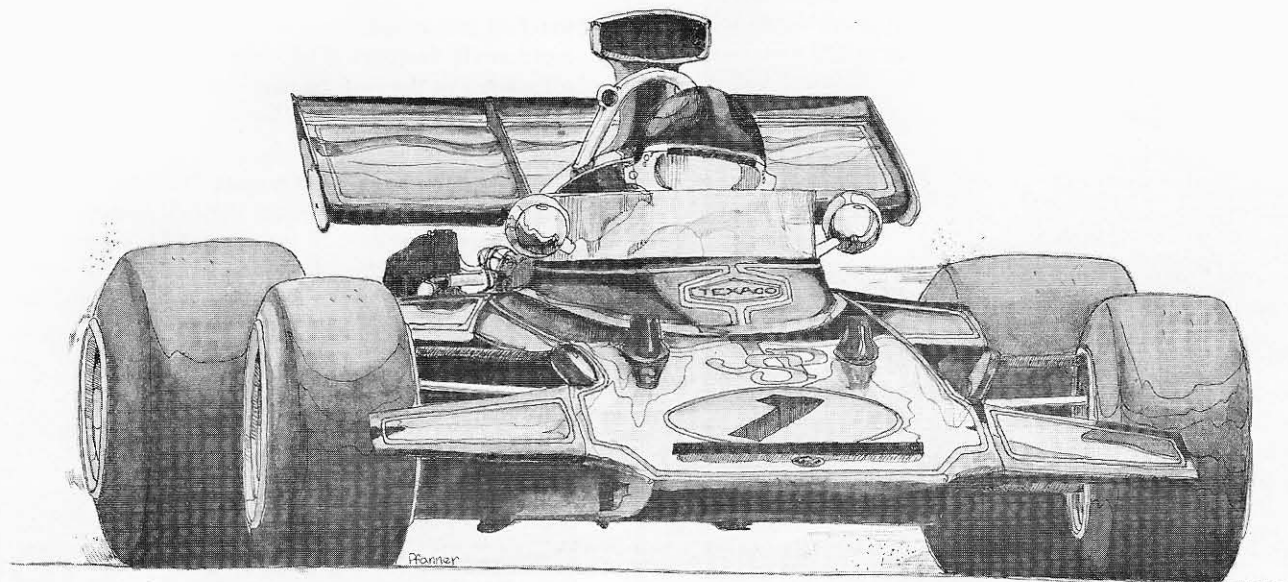
With five laps remaining, the race suddenly came alive as Cornish detached himself from Fisher and closed on Klingler. The Lynx took the lead going into turn 1 for the 13th time and Klingler tucked in behind. The Kwic retook the lead while braking for the hairpin on the final lap and the subsequent drag race to the checker went to Klingler by a foot or two; the winning margin was .06 second.

Fisher ended up third while Brent Milner's flight up the ladder, during which he set the fastest lap of 2m. 0. 96s., resulting in fourth. Stan Townes Zink placed fifth ahead of Ted Rugala's Autodynamics.

RESULTS

1.	Bob Klingler	Wild Enterprises Kwic 30m.33.01s. (73.29 mph)
2.	Bob Cornish	Cornish Lynx B
3.	Stu Fisher	My Bros Lynx
4.	Brent Milner	Bill's Auto Center Lynx
5.	Stan Townes	Anderson-Bebel Zink
6.	Ted Rugala	Larry's Bug Shop AD Mk 5B
7.	Domenic Sportelli	Group 11Sportelli
8.	Phillip Rendahl	Kwic-Seat-Bousfield RCA
9.	Rob Stratton	Stratton Zink
10.	Jerry Lyon	Young's Automotive Lear





Canadian G.P.

Peter Revson, after four hours of deliberation, by race officials, was declared the winner of the Canadian Grand Prix, the 14th round of the World Driver's Championship at Mosport Park, Ontario, Canada. The dispute marred an otherwise fine victory, the second of the season, for the Team Yardley-McLaren driver.

The race began in appalling conditions, the circuit being deluged by rain for two days. At the flag it was Ronnie Peterson's John Player Special taking the lead over Jody Scheckter's Yardley-McLaren, Carlos Reutemann's Brabham BT-42 and Niki Lauda's Marlboro-BRM, who charged from the fourth row of the grid.

At the end of the first lap it was Peterson followed by Scheckter, Lauda, Emerson Fittipaldi, Stewart, Reutemann, Revson, Cevert, Oliver, Wilson Fittipaldi, Amon, Hailwood, Hulme, Follmer, Pace, Hunt, Stommelen, Merzario, Schenken, Ganley, Gethin, Beltoise, Hill, Jarier and von Opel. On the second lap, Lauda made good use of the Firestone wet weather tires to put his Marlboro-BRM in the lead. By lap 19, Lauda's lead was up to 30 seconds, but the rain had stopped and as the track dried he was having a difficult time.

On the 17th lap, Ronnie Peterson, dicing with his John Player teammate Emerson Fittipaldi, slid wide in turn one and caught the guard rail, ending his race. By the 20th circuit, Lauda's front tires were nearly gone and he pitted for dry rubber, only to find eight laps later that his crew had inadvertently fitted intermediate tires, necessitating another stop for slicks and ruining his chances for a high placing.

On the 32nd lap, Scheckter and Cevert were dicing intently for 7th spot when they tangled in the downhill, left hand turn two, Cevert finding the armco and Scheckter grinding to a halt with a badly damaged tub. The only injury was to Cevert's temper as corner workers had to restrain him from graphically demonstrating his affection for Jody. At this point the officials decided to send the pace car out while the turn two mess was being tended to. The officials thought Howden

U.S. G.P.

The 15th and final round of the World Driving Championship, the United States Grand Prix was conducted at the Watkins Glen Grand Prix Circuit in Upstate New York. Ronnie Peterson won his fourth Grand Prix of the season, giving the John Player Special team and Colin Chapman the Manufacturer's Championship. James Hunt put in a tremendous performance to finish second, less than a second behind Peterson. The entire meeting was overshadowed by the tragic death of Francois Cevert, who died instantly in a high-speed practice crash on Saturday morning. The balance of the Elf-Tyrrell Team withdrew from the event, the remaining entries continuing grief-stricken and shocked.

The John Player Team Lotus entered JPS-Ford 72DS for Emerson Fittipaldi and Ronnie Peterson. Fittipaldi was third fastest qualifier at 1m 40.393s. while Peterson earned the pole at 1m 39.657s. Elf-Team Tyrrell entered three cars for Jackie Stewart, Francois Cevert and Chris Amon. Stewart and Amon's entries were withdrawn after Cevert's fatal practice crash. A lone Ferrari 312 B3S was entered for Arturo Merzario, who qualified 11th at 1m 41.455s. Yardley Team McLaren entered McLaren-Fords for Denny Hulme, Peter Revson and Jody Scheckter. Revson ended up 7th on the grid with Hulme 8th and Scheckter 10th. Revson's time was 1m 40.895s. Three Brabham-Ford BT-42's were run for John Watson, Wilson Fittipaldi and Carlos Reutemann. Reutemann was by far the fastest Brabham driver, qualifying 2nd at 1m 40.013s. Four Shadows arrived, the Embassy Racing Entry for Graham Hill and the UOP entries for Jackie Oliver, George Follmer and Brian Redman, Redman being the fastest of the Shadows turning a best of 1m 42.247s. for 13th place on the grid. Three March 731G's appeared; the works entry for Jean-Pierre Jarier, the Hesketh Racing entry for James Hunt and the Clarke-Mordaunt-Guthrie-Durlacher entry for Mike Beuttler, James Hunt was again the fastest March driver, turning a time of 1m 40.520s. for the 4th spot on the grid. The Marlboro BRM Team entered 3 BRM P160 E's for Clay Regazzoni, Niki Lauda and Jean-Pierre Beltoise, Beltoise turning

Canadian G.P.

Ganley was in the lead and promptly sent the pace car out in front of the Iso-Marlboro entry. When the green was once again put out, Ganley motored fantastically, leading for eight laps, when he was finally displaced by Jackie Stewart's Elf-Team Tyrrell on lap 51. E. Fittipaldi moved in front of Stewart 3 laps later.

All this time the Marlboro-BRM of Jean-Pierre Beltoise was actually in the lead followed by the UOP-Shadow of Jackie Oliver and Emerson Fittipaldi in 3rd. On lap 77, Fittipaldi passed Oliver and one lap later, two laps from the checker, both drivers passed Beltoise, who obviously was unaware that he was leading the race. At the flag Emerson Fittipaldi was the obvious winner, at least to Colin Chapman and Team Lotus, but way back on lap 47 Revson had passed Oliver, giving him a lead of 32.7 seconds over Fittipaldi when the checkered flag dropped. Despite the confusion, Peter Revson took a deserved Victory in his Yardley-McLaren.

Results:

1. P. Revson (McLaren-Ford) 80 laps in 1hr 59m 04.083s at an average speed of 99.130 mph.
2. E. Fittipaldi (JPS-Ford)
3. J. Oliver (Shadow-Ford)
4. J-P. Beltoise (Marlboro-BRM)
5. J. Stewart (Tyrrell-Ford)
6. H. Ganley (Iso-Ford)
7. J. Hunt (March-Ford)
8. C. Reutemann (Brabham-Ford)
9. M. Hailwood (Surtees-Ford)
10. C. Amon (Tyrrell-Ford)
11. W. Fittipaldi (Brabham-Ford)
12. R. Stommelen (Brabham-Ford)
13. D. Hulme (McLaren-Ford)
14. T. Schenken (Iso-Ford)
15. A. Merzario (Ferrari)
16. G. Hill (Shadow-Ford)
17. G. Follmer (Shadow-Ford)
18. J-P. Jarier (March-Ford)
19. R. von Opel (Ensign-Ford)

U.S. G.P.

the best BRM time at 1m 42.417s. earning the 14th grid spot. Team Surtees entered Surtees-Fina TS-14 A's for Mike Hailwood, Carlos Pace and Jochen Mass. Hailwood qualified the Brooke-Bond Oxo-Rob Walker car 6th in 1m 40.844s.

Frank Williams Racing ran Iso-Marlboro IR's for Howden Ganley and Jacky Ickx. A long Ensign Ford was entered for Rikky von Opel.

THE RACE

At the drop of the flag Peterson outdragged Reutemann into the 'Ninety' while Hunt drove around Fittipaldi on the outside into third place. Redman and Von Opel coasted to a stop going into the Esses with jammed throttle slides, the result of a dusty track surface. Revson was having clutch trouble as he did in Austria but wisely found neutral and started as the field entered the first turn. At the end of the first lap it was Peterson, Reutemann and Hunt nose to tail. The Position remained the same until the third lap when Hunt moved past Reutemann, apparently at no disadvantage running on Firestones. The front three pulled out a good lead over the field, followed by Hulme, Hailwood, Scheckter and E. Fittipaldi.

A rash of pit stops began with Howden Ganley's arrival

with a suspected puncture, which turned out to be a lose wheel bearing. He was followed by Lauda whose BRM crew diagnosed a malfunctioning fuel pump on his fourth stop in the pits. Wilson Fittipaldi made three stops; the first for a puncture, followed by a broken throttle spring and bad handling. Watson stopped with a misfire and eventually ended his race with a thrown rod. Redman began running again after a mechanic went out on the course to repair the throttle slides, but he was promptly blacked-flagged and disqualified for receiving outside help away from the pits. Scheckter dropped out after a tense moment when a rear upright broke. Both Hailwood and Pace dropped out with the identical suspension ailment on their Surtees'. Mass stopped with a burnt piston. Fittipaldi came into the pits to replace both front tires as he had locked the front brakes avoiding Scheckter as his suspension failed.

By this time Revson had moved up to 5th place after his clutch troubles on the line. Merzario's Ferrari looked very naked as it lost the rear wing, but he was able to continue, eventually having to stop to have the front airfoils removed to balance the handling. Hill, who was leading the works Shadows in his Embassy Shadow, visited the pits to have a flat tire tended to, but he was able to repass the works cars with a fine piece of driving. Jarier was having a good race until the last lap when something went wrong and he found the guardrail, doing his March no good at all.

Back at the front Peterson was still holding off Hunt but just barely. Reutemann was 9 seconds back, having had trouble in traffic as did Denny Hulme. Hunt drove a fantastic, mature race, never letting Peterson get more than 1.5 seconds ahead. On the second to last lap, Hunt turned the fastest lap of the race, nearly eclipsing Jackie Stewart's year-old makr. He finished .688 seconds behind Peterson and earned the Jo Siffert award for the second time in his first year of Grand Prix competition. Peterson won his 4th Grand Prix, his third in the last four races. He appears to be the man to beat in 1974.

UNITED STATES GRAND PRIX RESULTS Watkins Glen, New York

1.	Ronnie Peterson	JPS-Ford 72D	59 laps
2.	James Hunt	March-Ford 731	59 laps
3.	Carlos Reutmann	Brabham-Ford BT42	59 laps
4.	Denny Hulme	McLaren-Ford M23	59 laps
5.	Peter Revson	McLaren-Ford M23	59 laps
6.	Emerson Fittipaldi	JPS-Ford 72D	59 laps
7.	Jacky Ickx	Iso-Marlboro 1R	58 laps
8.	Clay Regazzoni	BRM P160 E	58 laps
9.	Jean-Pierre Beltoise	BRM P160 E	58 laps
10.	Mike Beuttler	March-Ford 731	58 laps
11.	Jean-Pierre Jarier	March-Ford 731	57 laps
12.	Howden Ganley	ISO-Marlboro 1R	57 laps
13.	Graham Hill	Embassy-Shadow DN1	57 laps
14.	George Follmer	UOP-Shadow-Ford DN1	57 laps
15.	Jackie Oliver	UOP-Shadow-Ford DN1	55 laps
16.	Arturo Merzario	Ferrari 312 B3S	55 laps
17.	Wilson Fittipaldi	Brabham-Ford BT42	52 laps

Bulletin

Peter Revson has signed as the number one driver for the UOP Shadow F/1 team. The two McLaren F/1 sponsors, Yardley (controlled by British American Tobacco) and Marlboro (controlled by Phillip Morris) had an eleventh hour conflict, resulting in Yardley dropping their plans for motor racing, and leaving Revson without a McLaren ride. Follmer will remain as Number 2, and Oliver is reported to have retired.

ARRC Preview

The ARRC formula car races for 1973 will most likely provide some of the most exciting racing the event has seen since its inception.

The Formula A race sees only one returnee from last year but Jerry Hansen has to enter the race as the favorite. He should receive a stiff challenge from L&M Series drivers Eddie Miller and Evan Noyes.

The Formula B clash has seven drivers returning from last years grid to battle for the honor Chuck Sarich won in Atlanta last year. Chuck Detrich and Tom Pumpelly have to be two of the drivers to be considered as probably winners.

The Formula C grid will see eight of last years qualifiers returning for a chance to walk away as winner in a class that may not survive the winter. Last years winner Harry Renyolds should repeat his trick of last year.

Race 15 for Formula Super Vee's will field ten of 1972's qualifiers and eight regulars from the Super Vee Gold Cup Series. The race should be close but Harry Ingle and Fred Phillips should be leading the pack at the finish.

The race of the week always seems to be Formula Ford and this years promises to be no exception. Even though only five of last years qualifiers are returning the race should provide sufficient excitement. Johnny Kastner, Marty Loft, and Vince Muzzin seem to be the hottest going into the race.

Formula Vee takes the honors for most returning drivers with twelve. Last years runner-up Bob Lazier and Robert Klingler are as good a picks as any in this extremely close class.

There is no doubt that formula car racing is on the way up as will be amply displayed at this years ARRC.

RACE 3: FORMULA F

NORTHEAST DIV.

1. Chris Gleason, Johnstown, Pa. Keystone Auto Products Titan
2. Bill Alsup, Woodstock, Vt. Heron Poma/Fullbore Oil Caldwell
3. Peter Moody, Woodbury, Conn. Drawn Metal Tube Co. Titan
4. Dan Torpy, Adelphi, Md. Titan

SOUTHEAST DIV.

1. Bob Rodamer, Merritt Island, Fla. Air Lease International Elden
2. Dr. Sheldon Dobkin, Miami, Fla. Royale
3. Tom Pumpelly, Mclean, Va. NTW, Inc. Elden
4. Louis Lingo,

CENTRAL DIV.

1. Vince Muzzin, Northville, Mich. Crossle 25F
2. George Stefanec, Joliet, Ill. Crossle
3. Dave Weitzenhof, Akron, Ohio Jim Harrell Racing
4. Michael McFarland, Watertown, Wis. Walter McFarland, Inc. Lola T202

MIDWEST DIV.

1. Tim Cooper, Lake Lotawana, Mo. Rutledge Oil Co. Merlyn
2. Zan Smith, Lakewood, Colo. LeMans Motors Merlyn
3. Richard Schmer, Ft. Collins, Colo. Woodrube Racing Royale
4. Bob Richardson, Colo. Spngs, Colo. Aircraft Mechanic, Inc. Titan Mk6

SOUTHWEST DIV.

1. Rick Houston, Houston, Tex. Butch Harris Racing Merlyn Mk20-A

2. John Stiles, Houston, Tex. Racing Services, Inc. Lola T340
- 3.
4. Bob Ferstl, LaPorte, Tex. Racing Services, Inc. Titan

NORTHERN PACIFIC

1. Martin Loft, Tacoma, Wash. Oly Beer/Import Auto Titan
2. William G. Pugh, Lafayette, Calif. J.G. Pugh Dulon
3. Bob Blackwood, Sausalito, Calif. Winkelmann
4. George Sabin, Portland, Ore. Olympia Brewing Titan

SOUTHERN PACIFIC

1. Johnny Kastner, Rosamond, Calif. Russell Racing School Merlyn
2. Dennis Firestone, Sun Valley, Calif. KKW Trucking Inc. Titan
3. Dick Ferguson, Los Angeles, Calif. Lola T200
4. Bob Earl, Sonoma, Calif. Elden, ADF

RACE 6: FORMULA C

SOUTHEAST DIV.

1. Dr. Bill Anspach, N. Palm Bch., Fla. Laminaire Corp. Chevron-Holbay
2. Ray Gage II, Ft. Lauderdale, Fla. Cooper Jr. -BMC
3. Bart Brownstein, Ft. Lauderdale, Fla. Brabham-Holbay
4. Van Durrett, Spartanburg, S.C. Kawasaki fo Gastonia Brabham-Kawasaki

NORTHEAST DIV.

1. Harry Reynolds, Pottstown, Pa. Brabham-Cosworth
2. Carl Whitney, Forge Village, Mass. Brabham-Cosworth
3. Philip Raeder, Jr., Delmar, N.Y. Terri Novotny Lotus-Renault
- 4.

CENTRAL DIV.

1. Jim Lloyd, Indianapolis, Ind. Matthews Lloyd Racing Brabham-Ford
2. Mikeal Bystrom, Minneapolis, Minn. Brabham-Ford
3. Norm Kirnberger, Warren, Mich. Brabham-Cosworth
4. Dick Drexler, Pewaukee, Wis. McLaren-HRE & James Miller, St. Croix Falls, Wis. Dalles House Supper Club Brabham-Cosworth

MIDWEST DIV.

1. Jim Liska, Lincoln, Neb. Lotus-Lucas
2. Steve Hughes, Wichita, Kansas Chevron-Cosworth
- 3.
- 4.

SOUTHWEST DIV.

1. Charles Irons, Mesquite, Tex. Alexis-Cosworth
2. Tom Watson, Richardson, Tex. BAP/GEON March-Lucas
- 3.
- 4.

NORTHERN PACIFIC

1. Michael Gilbert, Redmond, Wash. Lotus 41-Cosworth
2. Byron Snow, San Jose, Calif. Lotus-Ford
- 3.
- 4.

SOUTHERN PACIFIC

1. Doug Turner, Newport Beach, Calif. Trane Airconditioning Chevron-MRE
2. Rex Thwaites, LaJolla, Calif. Brabham
3. Dr. John Pennington, Bev. Hills, Ca. Falstaff Brewing Co. Tecno-Nova

RACE 8: FORMULA A

NORTHEAST DIV.

1. Ed Lowther, McMurray, Pa. Gulf Oil LeGrand-Chevy

- Gene Stanton, Philadelphia, Pa. Stanton's Auto Service Crossle 15F-Chevy

MIDWEST DIV.

- Bill Tempero, Ft. Collins, Colo. Cloverleaf Texaco Lola T192-Chevy
- Eddie Miller, Vail, Colo. Team RPM Lola T330-Chevy

CENTRAL DIV.

- Tuck Thomas, Minneapolis, Minn. Lancer Stores Lola T330-Chevy
- Jerry Hansen, Wayzata, Minn. Midwest Federal Lola-Chevy
- James Sechser, St. Louis Park, Minn. Pepsi-Cola McLaren-Chevy
- Evan Noyes, Jr., Cedarville, Mich. Eagle Creek Aviation McRae GMI-Chevy

SOUTHERN PACIFIC

- Michael Brayton, Newport Bch., Calif. Eagle-Chevy

RACE 9: FORMULA B

NORTHEAST DIV.

- Ken Duclos, Boxboro, Mass. Trojan Saber Saw Blades Brabham BT40
- Sebastiano Barone, Portland, Conn. March
- Frank Del Vecchio, Trumbull, Conn. Environmental Lubricants March
- Olney Mairs III, Malibu, Calif. Mairs Racing Brabham BT40

SOUTHEAST DIV.

- Jim Grob, Ft. Lauderdale, Fla. Jim Grob Racing Chevron B20
- Tom Pumpelly, McLean, Va. NTW, Inc. Elden
- Bob Lillquist, St. Petersburg, Fla. American Neon Corp. Lola T240
- Ted Roman, Atlanta, Ga. Campo Construction March 722

MIDWEST DIV.

- Porter Brownlee, Little Rock, Ark. B&B, Inc. Merlyn
- James King, Belleville, Ill. Leighton Buzzard March
- Carl McIntyre, Boulder, Colo. Lola T240
- William Brown, Memphis, Tenn. Brown Racing Brabham BT29

CENTRAL DIV.

- Chuck Dietrich, Sandusky, Ohio Dietrich Motors Brabham BT40
- Tom Klausler, Evanston, Ill. Brabham BT38
- Michael Hall, Chicago, Ill. Brabham BT40
- Bill O'Connor, Evanston, Ill. Traylor Engineering Brabham BT38

SOUTHWEST DIV.

- N.W. Johnson, Simonton, Tex. Chuck Berry Brabham BT29

NORTHERN PACIFIC

- Larry Walters, Tacoma, Wash. Brabham
- John Milledge, Mountain View, Calif. M&S Racing Developments Brabham BT40

SOUTHERN PACIFIC

- Bill Middleton, Newport Bch., Calif. Connor Enterprises Brabham BT38
- John Angus, Marina Del Rey, Calif. Brabham
- Terry Allard, Newbury Park, Calif. Terry Allard Racing Co. Brabham BT35
- Byron Hatten, Altadena, Calif. March

RACE 10: FORMULA VEE

NORTHEAST DIV.

- Reeves Callaway, Marblehead, Mass. Autodynamics, Inc. Caldwell D13

- Bob Cunningham, Northboro, Mass. Tobo Racing Autody namics
- Kip Laughlin, McLean, Va. Upar, Inc. Zink
- John Helming, Ledyard, Conn. Autodynamics

SOUTHEAST DIV.

- Rollin D. Butler, Greenville, S.C. Zink
- Harvy Templeton, Winchester, Tenn. Shadowfax
- Robert Haynes, Columbia, S.C. C.W. Haynes & Co. Zink
- Dave Webb, Clearwater, Fla. Kendall Oil Ventura

MIDWEST DIV.

- David Washburn, Wheatridge, Colo. Trailerland Zink
- Bob Lazier, Vail, Colo. Tivoli Lodge Zink
- Fred Stout, Brentwood, Mo. Lynx
- Bill Noble, Manhattan, Kansas Nobles Auto Works Lynx

CENTRAL DIV.

- Harold MacDonald, Southfield, Mich. Mazuro Motors Lynx
- Lloyd Helson, Milford, Ohio American Financial Zink
- Larry Wood, Columbus, Ohio Repro Group Ltd. Lynx
- Dennis Ura, Pontiac, Mich. Lynx

SOUTHWEST DIV.

- David Voss, Richardson, Tex. Zink
- William Kindred, Irving, Tex. Butch Harris Zink
- Bob Kirby, Dallas, Tex. Cowsert Automotive Zink

NORTHERN PACIFIC

- Robert Klingler, Livermore, Calif. Wild Enterprises KWIC
- Robert Cornish, Redwood City, Calif. Lynx
- Richard Renard, San Jose, Calif. Ryder Truck Fox RE-2
-

SOUTHERN PACIFIC

- Dick Replogle, Westlake Vlg., Calif. Olympia Brewery Oly-RCA
- Bill Robinson, Crestline, Calif. Bandido Racing
- John McCollister, Surfside, Calif. Zink

RACE 15: FORMULA SUPER VEE

NORTHEAST DIV.

- Tom Bagley, State College, Pa. Royale
- Don Bradley, Baltimore, Md. Royale RP14
- Ray Heppenstall, Glenside, Pa. Ray Heppenstall, Inc. Royale
- Jack Rabold, Ephrata, Pa. Rabold Foreign Car Tui AM29

SOUTHEAST DIV.

- John Finger, Greenville, S.C. Simoniz Royale RP9
- Dave Yoder, Plantation, Fla. Racetech Lola T320
- Harry Ingle, Charlotte, N.C. Zink
- Ron DeMarco, Boca Raton, Fla. Royale RP9

MIDWEST DIV.

- John Saucier, Midwest City, Okla. Zietler
- Joe Wedig, Cottage Hills, Ill. Lola T252
- Bill Nees Jr., Prairie Village, Kansas Hawke DL5
- Keith Thomas, Lawrence, Kansas Lola T252

CENTRAL DIV.

- Howdy Holmes, Ann Arbor, Mich. Sun Racing Lola T252
- Ken Cobb, Aurora, Ill. Lola T252
-
- Bob Wheelock, Houston, Tex. Coca Cola Lola T252

SOUTHWEST DIV.

- Ben Blankenship, Houston Tex. Lola T252
- John Hancock, Austin, Tex. Lola T250
- Fred Phillips, Shreveport, La. TUIBH3
- Jon Q-Petersen, Shreveport, La. Petersen Racing Enter. Royale

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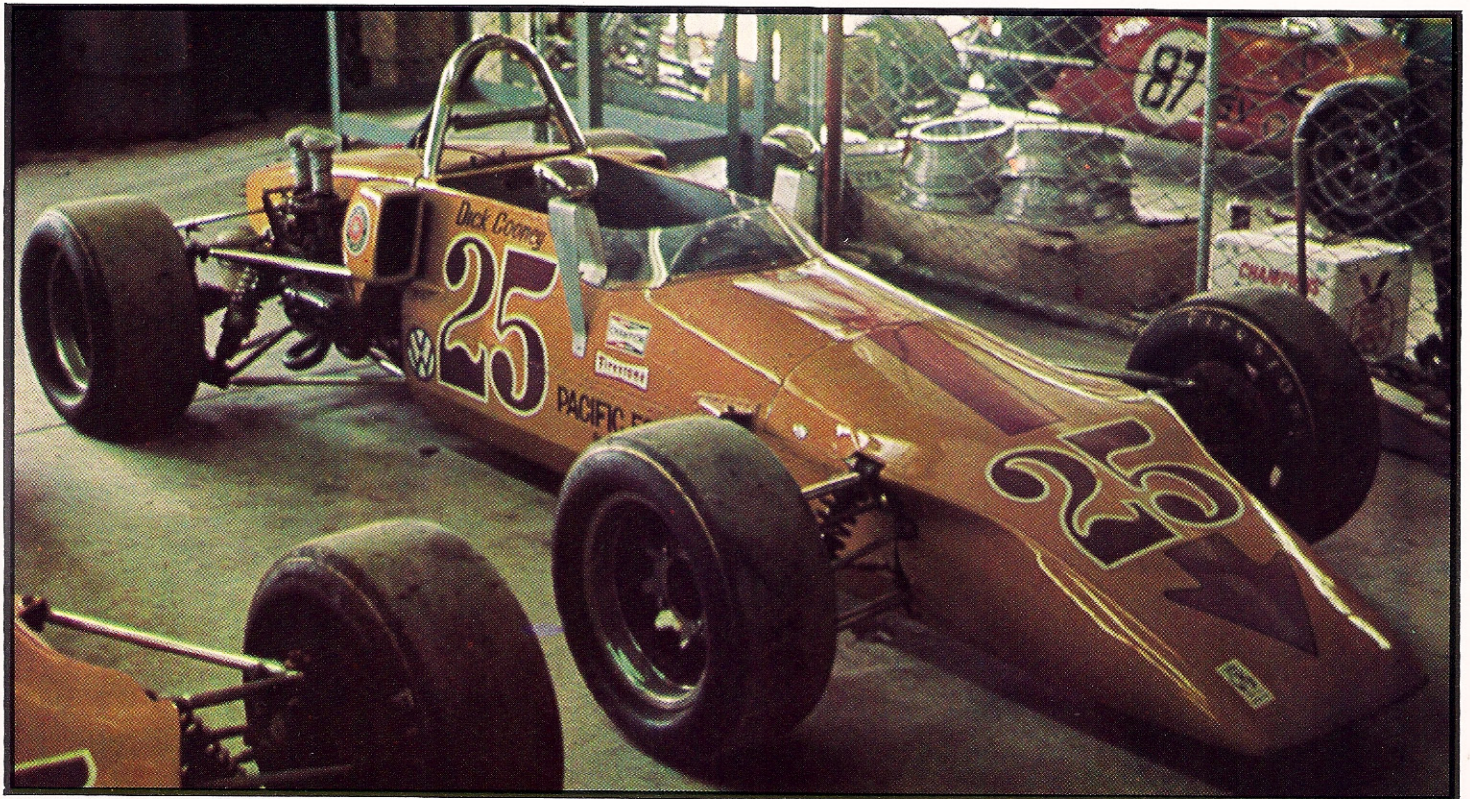
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Driver Profile: (continued from page 11)

However, at this point, I haven't found a class that offers as much as Formula Ford does. I've found that the aspect of competing in a keenly competitive class offers more to me than any other car or class.

FORMULA: Do you have any favorite courses?

FIRESTONE: Laguna Seca. It's just a fantastic track; it offers turns and elevation changes you won't find on any other track and it gives a driver a chance to show his worth. It also demands that the car be set up just right.

This is a complete contrast to Riverside where a driver needs only a heavy right foot, a good engine, and a new set of slicks to be competitive.

I also enjoy the Monterey area which is really beautiful. I think the San Francisco Region puts on a hell of a good show.

FORMULA: What are your feelings as you're sitting on the prep grid before a race?

FIRESTONE: I'm always nervous. When I started racing, I thought that it was something that I would get over after a few races. Now, after 25 or 30 races, the butterflies and perspiration are still there. I guess it's the anticipation of the green flag and that first lap which is always brutal.

FORMULA: What advice would you give to a newcomer to Formula Ford?

FIRESTONE: Well, the problem is that nobody listens to advice - myself included - but if someone did ask, I would tell them to cool it for the first two or three races. I tried to go flat out in my first few races and all that I proved to myself was that I couldn't keep the car on the track; I was driving over my head.

My advice is to play it cool and build yourself up to speed. The whole world's not watching and expecting a new champion.

FORMULA: Are you satisfied with the manner in which SCCA conducts its affairs?

FIRESTONE: I think SCAA has its good and bad points but, at this time, I don't have any suggestions about improvements. As long as I am racing in SCCA, I feel that I should try to support it and I think everyone should do that. There are a lot of people at the track who are giving up their free time to help run a race and they deserve my support.

FORMULA: Any other comments?

FIRESTONE: I believe that a very important part of our team hasn't been given the gratitude and acknowledgment that they deserve. I'm the one who wins the points and trophies and gets the write-ups. Nothing is ever mentioned about the two people who, prior to a race, spent many hours finely tuning the chassis, preparing the engine, and checking every nut and bolt to make sure that the car works just right. They're the unsung heroes of racing - a common occurrence in all forms of racing - but I'd like to make those acknowledgement to my mechanic Bob Sampo. Without Bob I wouldn't have a team. Our record speaks for itself; I've finished every National race that I've started this year and only once did I finish out of the top six - at Riverside where I finished seventh after starting at the back of the grid. I'm very proud of the work that Bob has done in making our team effort more complete and competitive. I also thank Jim Smith for assisting him.

ARRC Preview

NORTHERN PACIFIC

1. Stephen Griswold, Berkeley, Calif. Cronus Tui AM29
2. Tom Gloy, Walnut Creek, Calif. Lola T320
- 3.
4. John Benton, Chicago, Ill. Pacific Formula Tui BH3

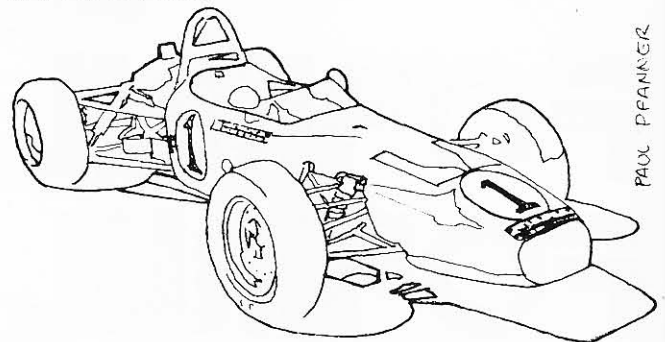
SOUTHERN PACIFIC

1. Charles Montague, Fullerton, Calif. Dynamic Auto Center Crossle 24F
2. Frank Maka, San Bernardino, Calif. NGK/REPCO Lola T320
3. Bill Robinson, Crestline, Calif. Bandido Racing Royale
4. Dick Cooney, Huntington Bch., Calif. Pacific Formula Tui BH3

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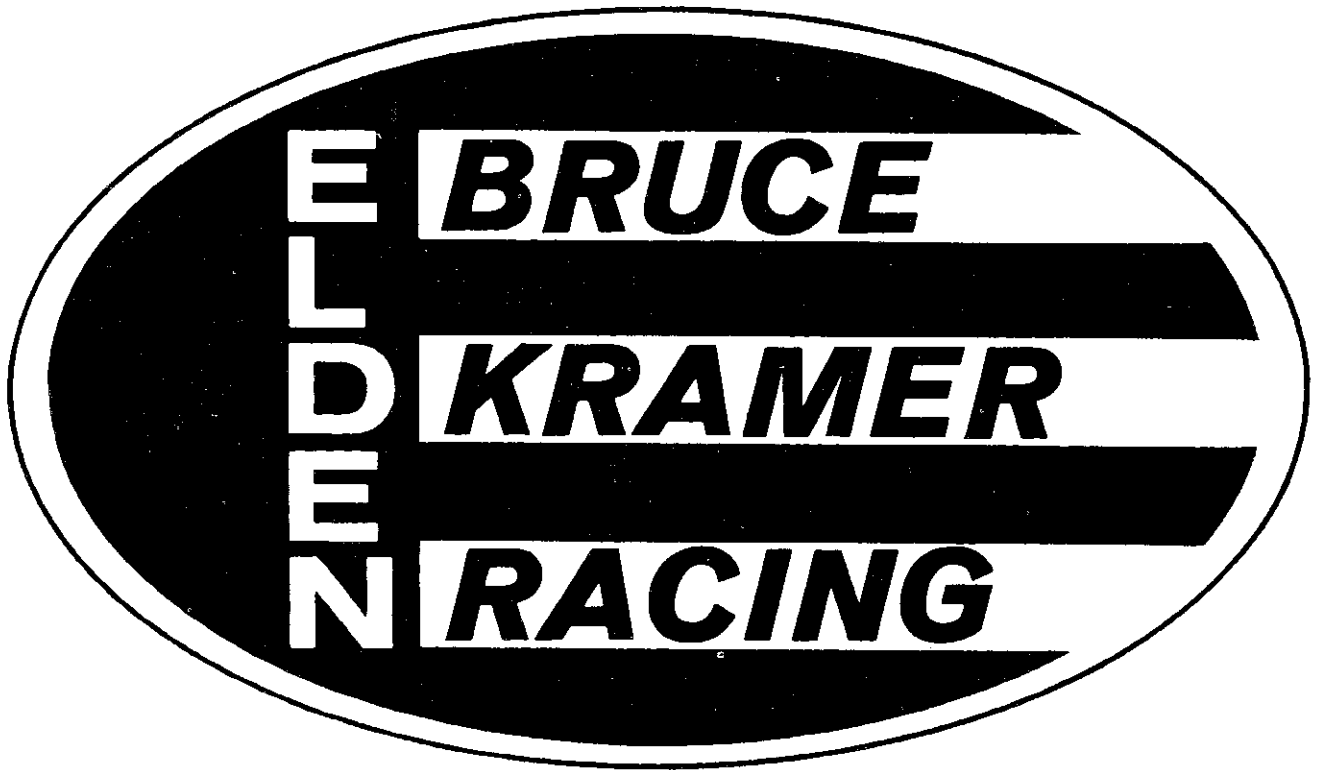
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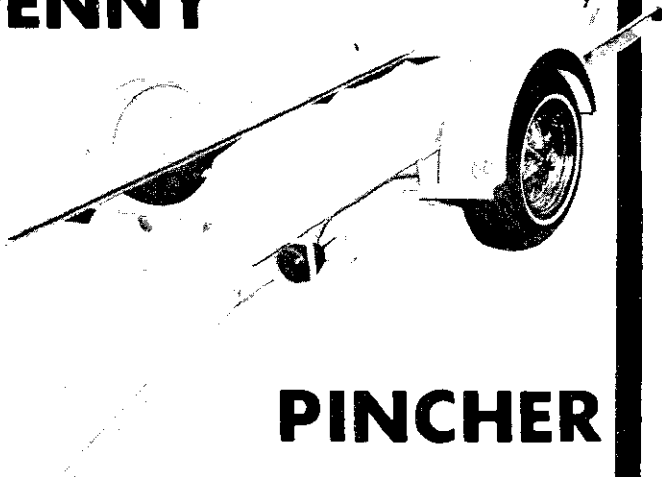
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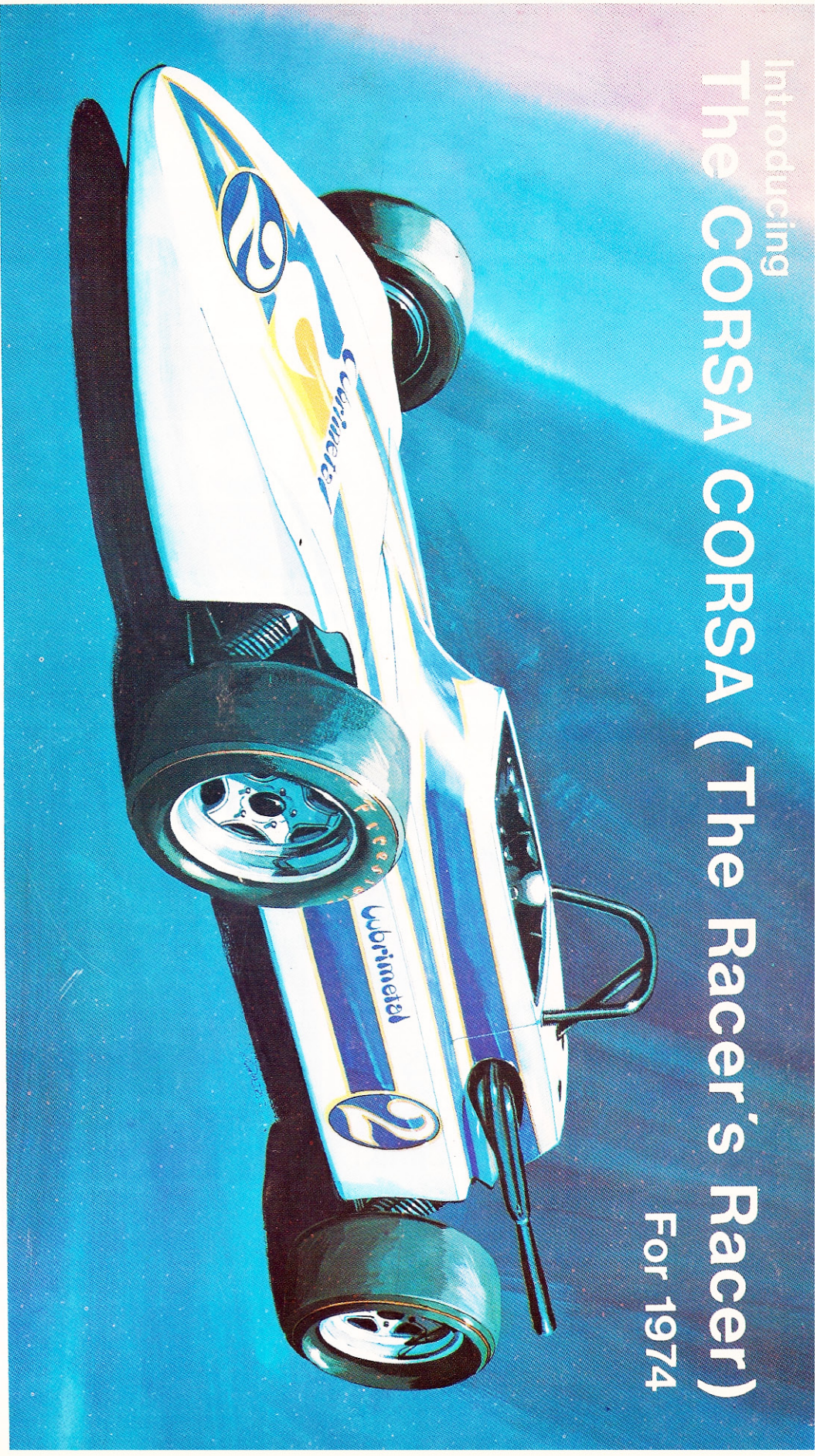
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