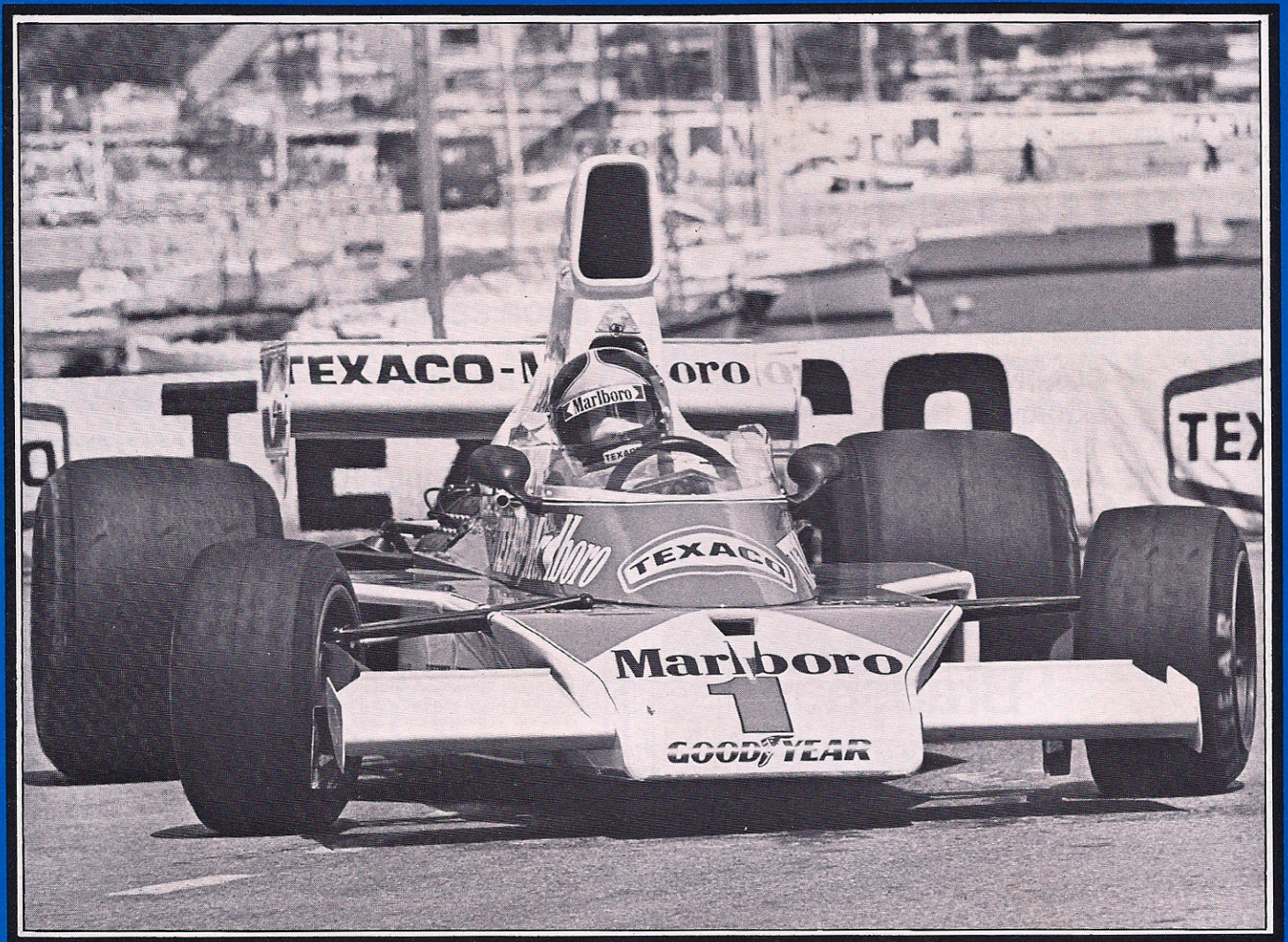


FORMULA

Vol. 2 No. 6

July 1975 One Dollar

Pocono F-5000
★
Indy 500
★
Monoco Grand Prix



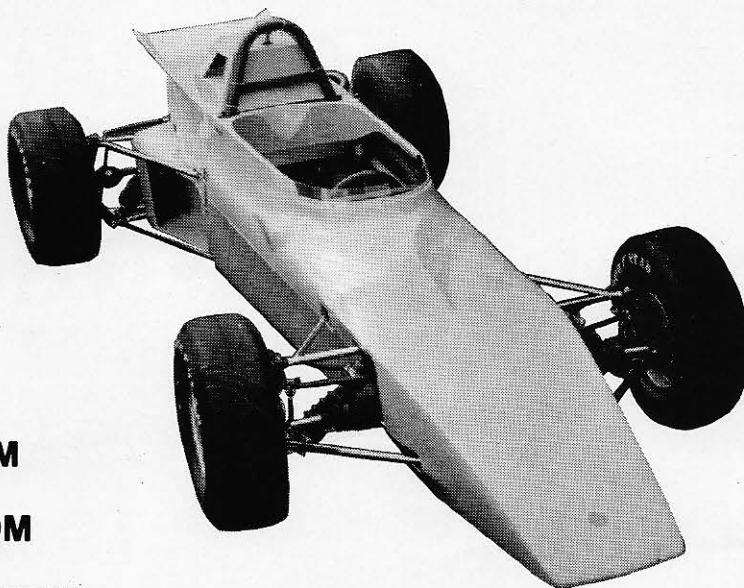
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FORMULA

Vol. 2 No. 6

July 1975

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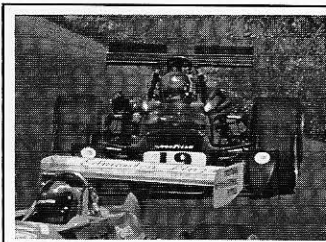
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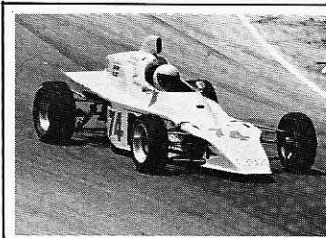
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COVER: Photo by Jeff Hutchinson. Emerson Fittipaldi in practice for the Monaco Grand Prix.



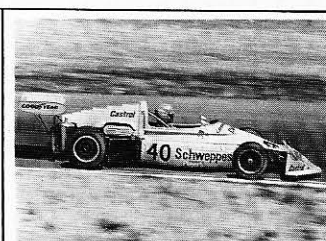
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What ever happened to Brett Lunger? Last year Brett was the number one driver for Dan Gurney's F-5000 effort, this year he's driving a 3-year-old Formula Atlantic car. Herb Cook finds out why.



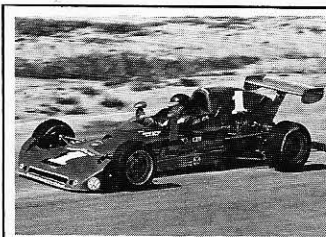
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Formula Ford Hotshoes Richard Shirey and Chuck Pittenger locked horns again at the Riverside Memorial Day Nationals. FORMULA'S Ed Pitz was there and has all the details.



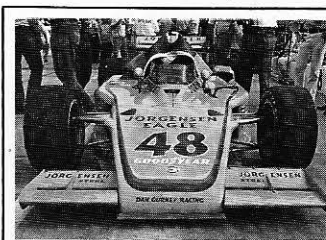
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Chris Waddell reports on Bertil Roos' victory in the first round of the Player's Challenge Series for Formula Atlantic cars.



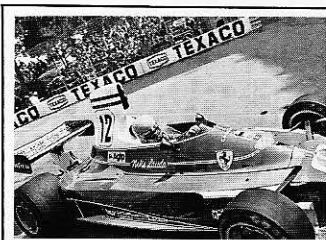
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Eddie Miller piloted his Carl Haas Lola to its second victory in three starts, serving notice that he is the new man to beat in Super Vee. By Bruce Czaja.



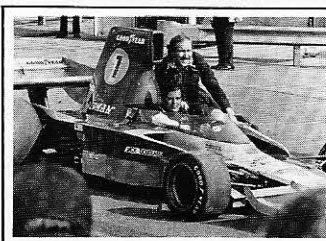
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Gordon Kirby reports on the greatest spectacle in racing: the Indianapolis 500. The event was shortened by rain and when the rains came it was Bobby Unser who ended up with his second Indy win.



27

Monaco: Niki Lauda drove a flawless race to score his first victory of 1975 and the first win for the new Ferrari 312T. By Jeff Hutchinson.



33

Brian Redman and the Haas/Hall team started this year's F-5000 series just as they had the two seasons previous; in the winner's circle.

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Model RF-75 standard equipment includes: Best rated SCHOLAR uprated engine, AMPEP jointed throughout, four steel and four alloy wheels with GOODYEAR slicks mounted on the latter. Total price F.O.B. Detroit, \$8,200.00 Limited time parts offer, "cost plus handling", phone for details! ALSO LYNX Formula Vee kits, 1974 SCCA National Champion, \$1,550.00.

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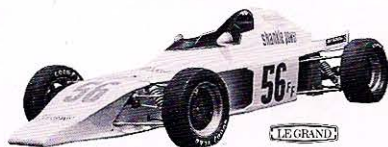
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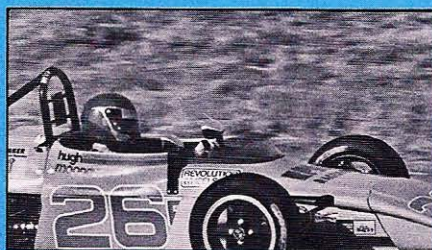
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FROM THE DRIVER'S SEAT

by Hugh Mooney

The best thing currently happening on the West Coast Formula Ford racing scene is the program the Bob Bondurant School of High Performance Driving and the San Francisco Region of SCCA have put together. Basically the program consists of two restricted spectator regionals featuring a total purse of \$10,000 (\$5000 for each event) for Formula Fords to be held at Sears Point International Raceway, Sonoma, Calif., July 26-27 and August 16-17. All classes will run as normal with the exception of the FF event.

The Formula Ford race will highlight the week-end and the race format will be altered, the most drastic change being the use of standing starts. The idea behind standing starts is purely for show and spectator appeal. The starts will be directly in front of the main grandstand and will be four abreast. Each front row car will be a heat race winner, second row will be second place heat race finishers and so on. There will be ample track time available, as the track will feature open practice for FF cars only on Friday, July 25. The FF races will be held on the short 1.8 mile course which will allow the spectators to see more of the race. The cars will lap in just over one minute.

From the entry list the promoter will select the drivers for each heat race, seeing to it that top drivers will be spread evenly through each of the four heats, which will consist of 15 laps each. Starting positions for each heat will be determined by drawing straws. The first seven finishers will advance to the 25 lap main event and 8-15 place finishers will advance to a 20 lap semi-main, of which the first eight will be allowed to tack onto the back of the main.

The purse breakdown is fairly good with nearly \$1300 up for grabs in the semi-main event, the winner of which will receive \$500. The winner of the main will take home a check for \$1000, while second place will see \$500. All in all, eighty (80) checks will be issued to drivers, which is eighty more than at a normal Regional or National. The racing format and schedule look great and I hope every FF driver within towing distance makes every effort to attend this event.

The format, if successful, is one that can be implemented in many other areas throughout the country, and this is just

what Bill Benck, General Manager of the Bondurant Driving School, has in mind.

Working closely with the San Francisco Region, Bill and Bob Bondurant were able to come up with this program and then sell it to Denver. Denver didn't just jump for it though. Ron Zimmerman, Director of Club Racing, was opposed to the standing start idea. This is what you might expect from the SCCA: they wouldn't know a good promotional package if they saw one. In fact, they have one and don't even know it, or don't act like it anyway, but that is another article. At any rate, basically what will happen is the track will allow the Region to use the facility free of charge, will pick up the tab for the extra insurance to put on a spectator race, and in return will receive the revenue from the Formula Ford entries. Entry deadline for the first event is July 18.

On the other side of the coin, while the SF Region is working on putting together good racing programs, the California Sports Car Club Region is busy lousing theirs up.

The Falstaff sponsored Memorial Day Nationals at Riverside produced the first blackmail ordeal I've heard of in club racing.

An overdriving protest was filed by two emergency workers against two FF drivers during the Regional but it was disallowed. The Formula Ford Racing Association in turn wanted to protest the emergency fire truck for dumping gross amounts of water in the turn seven area, because the truck's water created the alleged overdriving situation and actually caused drivers to spin off course, one car receiving extensive damage. Needless to say, a heated debate followed. It was by that time too late to file a protest, but the drivers made their point and a crew manned the firetruck and I followed in a pick-up truck with Bud Turner, a Cal Club Governor.

The vehicle did in fact spill large amounts of water, and Turner wanted it fixed before the races the next day. The FFRA was happy that it was to be fixed and dropped the whole thing. As a result of all this confusion the Chief of Emergency called the Chief Steward that evening at his home and proclaimed that unless there were waving yellow flags posted in all corners, allowing no passing whenever the fire truck went on the track, the crew would refuse to work the event.

The Chief Steward foolishly went along with this blackmail-like demand, even after being informed of, and advised to use, other and safer means of solving the problem.

It is all history now. A protest was filed immediately following the FF race against the Chief Steward for illegal use of the yellow flag but the protest was disallowed. However, the Chief Steward and all the Stewards of the meet did receive written reprimands.

It's just amazing. While some regions are advancing and promoting racing, others seem to be working in the opposite direction. Racing at the club level has enough problems without this kind of internal hassle.

matters of the moment...

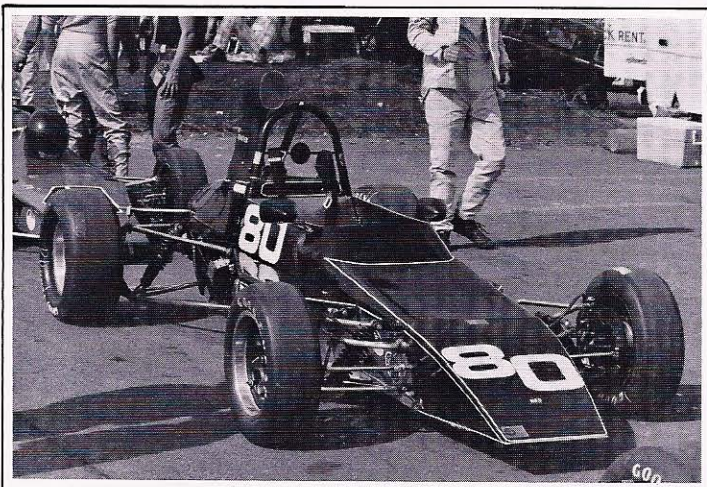
Jeff Hutchinson Photo



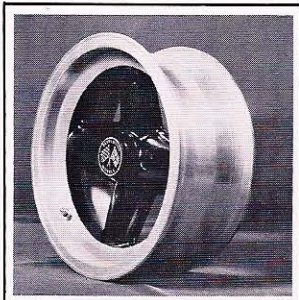
● Tony Brise, the latest British racing sensation, has signed with Graham Hill Racing for the remainder of the F1 events this season. Brise will continue to drive the Modus Formula Atlantic car in the John Player series where there are no date conflicts.

● Stimola Race Preparation will be starting a new school this winter. The school will teach basic preparation techniques, chassis alignment and driving techniques. Students will be allowed to use their own race cars to learn proper procedures.

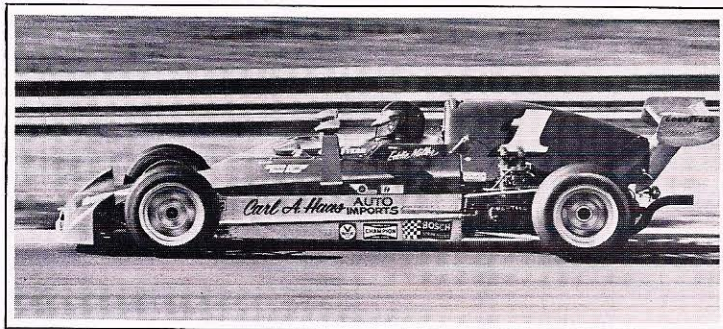
● VW of America has announced there will be no change in Formula Super Vee. They will continue to use the present air cooled type IV engine through the 1977 season.



● 75 Ray Formula Ford. Rayrace will custom build a few Ray 75F cars to order. This is the English Formula Ford that Richard Morgan drove in his successful bid for the British Championship. It can be ordered with Minister or Rowland engine, Minilites, Willans belts, Hewland Mk8 or Mk9, etc. For more information and specifics contact: Bart Hartman, 4701 N. Federal Highway, Fort Lauderdale, Florida 33308 (305) 771-5101.



● New from Revolution! The American Revolution, Inc. now has in stock their latest Formula Ford wheel for immediate delivery. The new 7.7 lb wheel features 5/8ths" offset, inward angled spokes for brake caliper clearance and the Revolution exclusive "cantilever" wheel flanges. Zink manufacturers are now specifying Revolution Wheels for their FF cars. The new wheel lists for \$86 plus lugs. For your nearest Revolution dealer refer to their ad on page 35.



● Eddie Miller will be spending a week or so with a USAC team and driver in order to determine whether it is feasible for him to try for a "rookie" license at Indianapolis in 1976. Eddie's primary goal for 1976 will be to race Formula 5000. Look for him in a car as early as the Long Beach F5000 event September 28th.

● Jim Cook, a nationally recognized figure in public relations and marketing, has been named director of the newly-formed Marketing Division of the United States Auto Club.

● Tom Davey wrote off his Lola Formula Ford at Nelson Ledges June 8th. Tom luckily escaped unhurt after ending up in a tree.

T.F. Cocking Photo

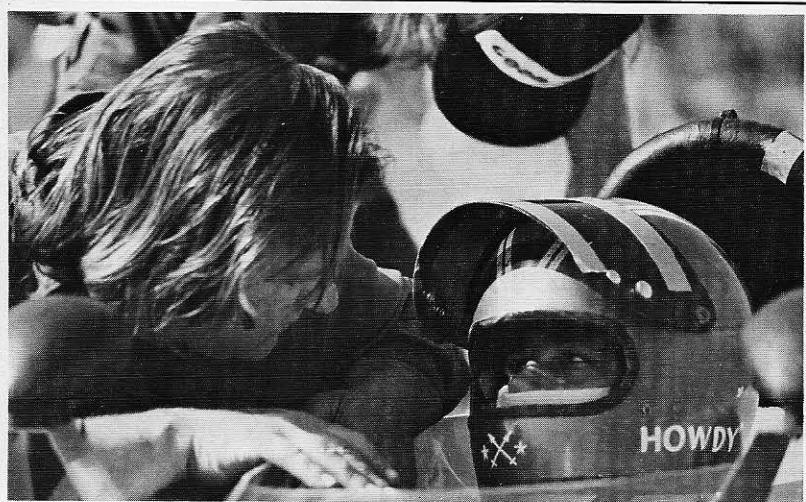


ADF designer David Bruns.

● A group of Formula Ford drivers have approached David Bruns, designer of the ADF Formula Ford, with the idea of designing a Formula Atlantic car. Some initial drawings have already been worked out and if the "Bruns Mobile" becomes a reality it will be identified as a BA-1. Knowing the ability of Bruns, as shown by the superb ADF, the Atlantic machine could be a real sensation. The group is now looking for the financial backing needed to proceed with the project.



● **Cromodora**, the largest manufacturer of diecast magnesium wheels, introduced a new Formula Ford racing wheel on the American market. Distributed by Euram Imports of Berkeley, California, the exclusive North American importer of Cromodora, the golden, 13 x 5½" wheel has 0 offset and 3¼" bolt-circle diameter. (The 4¼" bolt-circle version will be available within a month.) Like all Cromodora wheels, it has 60 degree tapered inserts for the lugseats, precision pressed into the magnesium. List price with immediate delivery: \$85. For Production Sedan racing, a new 7 x 13" wheel is being prepared by the Cromodora factory.



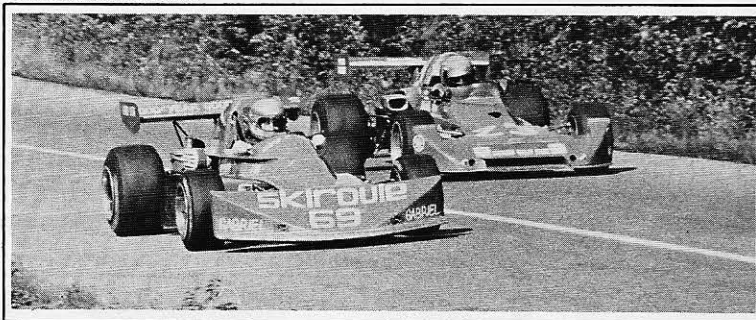
Bunce and Holmes; new equipment

John McCollister Photo

● **Howdy Holmes** will have a new Lola T324 Formula Super Vee in time for the Watkins Glen round of the Robert Bosch Gold Cup. His T322, as you may have read elsewhere, was destroyed in a fire as the Wilbur Bunce team was returning from Lime Rock.

● **Al Unser** resorted to driving his new Lola T400 at Mosport after rolling his trusty T332 into a ball during qualifying. Word was the team was not very anxious to run the car, as it only had about twenty-five test laps on it.

Chris Waddell Photo



● **The Player's Challenge Series**, round three, held at the Grimli circuit, produced a new winner, Gilles Villeneuve. The race was run under extremely adverse conditions, namely a lot of rain. Roos, apparently "put off" by the rain, ran only 19 laps then called it quits. Bobby Rahal was second, followed by Price Cobb and Bill Brack. Brett Lunger and Tim Cooper completed the top six finishers.

● **James Hunt** wins the Dutch GP. Hesketh Racing scored its first championship Formula One race on the Zandvoort circuit June 22nd at the Dutch Grand Prix. Ferrari drivers Niki Lauda and Clay Regazzoni were second and third, while the Brabham team of Carlos Reutemann and Carlos Pace finished fourth and fifth. Tom Pryce in the Shadow rounded out the top six finishers.

● **The Elkhart Lake June Sprints** provided some extremely close competition among the formula car classes June 22nd. Dave Witzenhoff scored a victory in the FF event over the hard charging Tim Evans, both drivers in Zink Z10s. The race for third produced a photo finish with Gary Hackbarth taking the verdict over John Stiles by about three inches. John Hagdal, Mazuro/Lynx, won the FV race over Terry Fatchell. Other class winners were: FA - Jerry Hansen; FB - Chuck Dietrich; FC - James Miller; FSV - Harold MacDonald.



● **Greg Sorrentino**, President, Different Drummer Racing, has announced a Sterling Mags contingency award program for professional Formula Ford events in the States. The first two events to benefit from the program will be the Nelson Ledges FF-2500, June 28 & 29 and the Sears Point Bondurant event July 26 & 27. For full information contact Greg Sorrentino, Different Drummer Racing, P.O. Box 511, Warren, Michigan, 48090 (313) 939-4451.

● **Bill Alsup** will have a new Lola T324 for the Watkins Glen event, having traded in his Tui BH3 for the more competitive Lola chassis.



Brack's Column

by Bill Brack

The best laid plans . . . that describes my first two Player's races in 1975. Although I had a second and a third, that's not good enough to win another Canadian Championship.

At Edmonton we found the STP Special rather spooky during practice in some of the corners and tried to iron that out. Then rain came in the last session and we were stuck back in the 15th spot in the 38 car field.

Interestingly enough a lot of good people were a long way back also, and in coming through to third I got a chance to look at some of them. Some big dollar efforts just weren't ready for the first race. I guess they thought they could win easy money without much hard work.

66

The organizers added Walker to the back of the grid, which seemed a bit unfair to those who had tried but not finished the qualifying race.

99

Our car initially ran really well but as it got lighter the handling went away. The result was four wheels off and fourth place. I got back to third though as the car excelled under braking, and that's where I finished.

A week later, at Westwood, we again tried different suspension tweaks, changing three sets of springs during the day. The first session was the important one and that's when most of the quick times were done, including mine, good enough for third fastest.

The qualifying race that added the final five cars onto the 30 car grid featured the arrival of Dave Walker, ex-F1 driver, who had been busy building his Lola T360 throughout practice and qualifying. A flat tire in the race meant that he finished seventh and wouldn't start, or

so we thought.

But the organizers added Walker to the back of the grid, which seemed a bit unfair to those who had tried but not finished the qualifying race. Everyone rolls out the red carpet for these ex-F1 drivers, which maybe is why they are ex-F1 drivers.

In the main race Walker damaged his nose, having it removed in the pits before continuing. At this point the officials should have pulled him in as he was a moving chicane, going so slowly it was dangerous. Walker should have the experience to know that he was in the way and should have quit for the day. He wasn't accomplishing anything and I think he made a bit of a fool of himself.

From the start of the race, Bertil, in

second, chopped off pole sitter Bobby Rahal going into the first corner and I was third. I got past Rahal and then Roos when the Swede seemed to slow after 20 laps. It looked as if Bertil had had it but then he was back in my mirrors and past me into first again.

Handling problems again as the fuel load lightened meant I could do no better than second. With just two laps left Bertil was up to his old tricks, putting four wheels off while lapping a slower car. He got going again and although I closed to within two seconds, I couldn't catch him before the chequered flag.

Klausler took third which was unfortunate. If he had been lower I would have been second in points by myself, but that gives me a target to shoot at for Gimli. ■

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1973 Brabham BT40, 8 races from new, choice of tires.

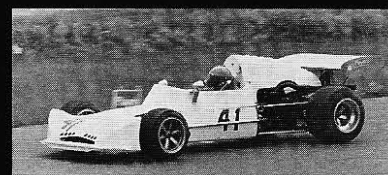
1973 Brabham BT41-FC, Faulkner body work, 5 speed L-S Mk9 gearbox. The quickest FC car in the world.



1974 Chevron B27, ex Jaussaud, 2 races from new.

1972 Chevron B20, ex Robertson, Canadian Championship car.

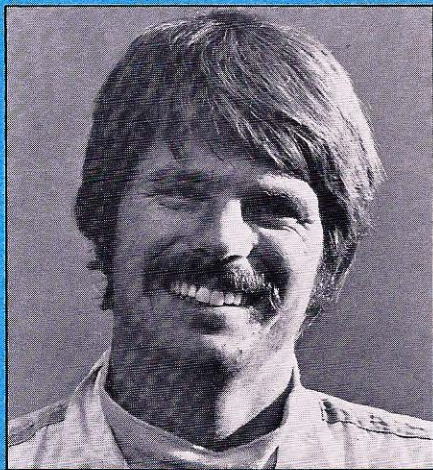
1973 Rondel-Motul F2 car, 4 pot brakes, Konies, all aeroquipped.



1974 March 74B, ex Bobby Brown, 8 races from new. Aeroquipped, Konies



Fred Opert Racing, Inc.
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TECHNICALLY SPEAKING

with J. Peter Halsmer

More About Engines

Carburetors: The main areas of concern in the carburetor are venturi size, emulsion tube, air and main jets, float settings, and fuel pressure. For the average racer, the best answer for the venturi, emulsion tubes and float settings is to find out what is currently being used in that class from a reliable source. These items should not change for a given carburetor.

Air and main jet settings can change though, and should be per dyno information for that particular engine, or derived from on-track information by someone who knows what he's doing. Eighty percent of the time jetting won't vary from track to track; but if the conditions warrant it, don't dally. As Chuck Willis of CRW Engineering says, "a rich mixture costs very little horsepower, but a lean one can cost a lot of bread"! If nothing else, get someone to show you what (1.) too lean and (2.) detonation look like on your spark plugs. These two can be expensive buddies to have hanging around.

Fuel pressure for the typical Webers used on a Twin Cam or BDD is 3 to 4 psi with ample volume. That means a minimum of a 5/16" passageway on a typical 2 to 3 ft. length line. Remember, if your fuel line is exceptionally long, you have more restriction than a short one of the same internal dimension. Keep in mind if you are thinking of making changes in carb settings (and this is true of virtually everything on the engine), many things are critically interrelated. Carburation to exhaust, exhaust to cam, cam to combustion chamber, combustion chamber to ignition timing, ignition timing to carb, etc. One change can require other changes.

Word of wisdom - do preventive maintenance, and leave the development work up to the experts. Most amateur race cars at a typical SCCA race have close to the proper components on them to win with,

but often they aren't developing their potential, i.e. improper chassis set-up, improper brake balance, engine not running to peak potential, malfunctioning shocks, etc., not to mention the driver. Preventive maintenance is the answer here!

One last word on carbs. The Webers on a BDD or Twin Cam are mounted with a certain amount of vibration damping in the form of steel springs or rubber. Usually no problem occurs unless the engine is a real vibrator (balance problems). If so, with too tight a carb mounting, you will notice a high speed miss. This can also give erroneous plug readings so beware. Don't get too loose on the carbs though, or you are likely to suck an o-ring if it is that type of seal. Something on the order of 1/8" movement at the trumpets with moderate force on the carbs should be fine.

Cylinder heads: Assuming that the engine is running properly to begin with, there are some clues to keep an eye on.

Valve clearance should be monitored - possibly after every race. On the BDD engines, according to Chuck, any dirt eating will close the tolerance up quickly. If the tolerance is opening up, it's a good bet that the lash caps are beating away. If it gets to the .020" area, it will swallow a valve.

Another clue is excessive use of water, or excessive blowing out of water past the radiator cap. This can be an indication of combustion leakage into the water jacket through either the head, head gasket, or cylinder areas (a cracked or leaking gasket).

For you guys that want to do your own head work, particularly on a BDD, the best advice is don't! Here are a couple of examples why. The BDD head, if just put on the block and bolted down without special locating studs, will probably not be in quite the right position. Valves, pistons, and head have a better than even chance of interfering with each other. The cam sprocket for the timing belt uses a tapered fit with the front of the cam and nothing else to locate it. If you ever take it off, you had better be prepared to re-time the cam. There are probably a number of not readily apparent problem areas that await your intrusion. If you have the experience and knowledge, fine; if not, let an expert do it. You will be ahead on both time and money.

If you think you have a cylinder sealing problem, a useful test tool is either a leak down tester or just an old spark plug modified so you can put air pressure to a cylinder. By listening at the carb, exhaust, or crankcase breather you can identify the culprit area, if there is one (leaking valves or rings). Remember there will always be some leakage, but if it blows your hair back when you lean over the carb, chances are the intake valve is no longer doing its thing properly. This check should be done with the piston being tested at Top Dead Center. Keep in mind the crank will want to turn with a lot of power if it is a little bit off when you add the air!

The advantage of a leak down tester over just air pressure is that it gives a relative indication of % of leakage. It's not just saying there is a problem, but it is in-

dicating how bad it might be.

Short Block: The cylinders and crankshaft area have their own special importance. In particular when disassembling, be careful to note the condition of the bearings, rings, etc.

Bearing wear in particular areas can indicate specific problems with line bore, possibly bent crank, rod big end condition, etc.

Too much clearance between the ring and the ring land on the piston is a common problem. Inadequate ring sealing and resultant power loss can occur from this or even ring breakage. Chuck recommends replacing the rings whenever removing the pistons. A good honing of the cylinders is also necessary to re-seat the rings. When disassembled, the crank, rods, and pistons should be crack checked. A good visual inspection should be given to all components too. Again, remember what they should look like when they are operating properly!

Distributor: A good timing light will indicate roughly how the typical distributor is operating. In good condition, the timing can move 2-3 degrees when the engine is running as seen with the light. This is typically due to lash in the gears and bushing wear in the distributor. When you start to see 5 degrees plus variation start thinking about a cure.

Oil Pumps: If you feel there is a problem with the oil pump, check the end play—it's usually the culprit. .00125" to .00250" is acceptable; any more and the oil will sneak back where it came from instead of building up pressure and flow. Be aware also that low oil pressure can be due to many other areas like excessive internal engine losses, high temperatures, gauge problems, etc.

Sealants: Chuck says absolutely no sealers on a head gasket. As for other gaskets he uses Gasegacinch on gaskets that seal well on their own. It's good for holding them in place. It also comes off easily with solvent. For areas that need a sealer to stop leaks, the Silicone Seal of Silastic is excellent; it just doesn't clean off as easily.

Reassembly: A torque wrench and cleanliness are musts. Also in particular, the cam lobes and followers should get a moly/disulphate assembly lube of some sort. This area in particular gets high loads right away upon starting, but only gets lubed by the oil baths it sets in. The lobes can easily be damaged if care isn't taken. Just plain oil is fine for the rest of the engine assembly.

Some Do's and Don'ts: Don't idle under 2500 RPM or the cams can be damaged. Try to stay away from push starting the BDD. The timing belts have been known to jump a cog, bending valves in the process. An air cleaner is really a good thing, not only saving valves and seats, but cylinder bores as well. Chuck has really noticed a dramatic increase in cylinder wear in the BDD over the Twin Cam due to dirt. He feels a lot of it is due to the higher piston loadings and speeds in the BDD engine.

I hope this has helped in at least showing you there is a lot to be aware of in proper race engine maintenance and care.

continued next page ►

I also hope for your sake that at least your first work on any unfamiliar engine will be done by some reputable individual, (1) you have confidence in, (2) who specializes in that particular type or class of engine, and (3) who does a fair quantity of work.

Remember, what works great for a Formula Ford engine might not be the hot tip for another class engine. Any "good" engine builder will tell you he isn't prepared to turn out a competitive engine unless he has some pretty current and extensive experience with that particular type.

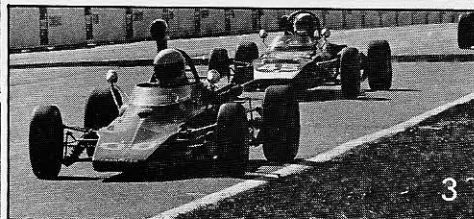
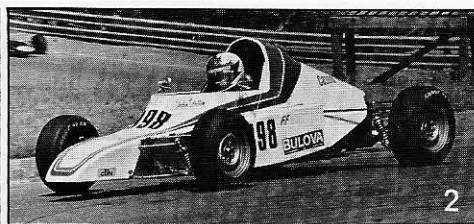
I would like to thank Chuck Willis of CRW Engineering in Anaheim, Cal. for contributing greatly to this article, particularly the specifics on the BDD and Twin Cam engines. Chuck is probably "the" man to know if you're in the FB or Formula Atlantic classes.

As for specific timing, jetting, valve clearances, etc., use the manufacturer's or builder's specs. You should have an awfully good reason for deviating from them. Because Fast Freddy in his super-la-pe-pe Formula X uses five degree ignition timing and 1/2" valve clearance and wins races with it is no reason for you to do it!

Good luck—see you next month on brakes and electrics. ■



(1) Start of the Bulova FF feature event. (2) The Canadian Ferret Mk4. (3) White leads Gough and Harrison.



Photos by Author

Mosport Bulova

by Chris Waddell

Veteran Ontario FF racer Dave White today came out of a year's retirement to win the first round of the 1975 Bulova Championship at Mosport Park. White's Lola T342 beat the Crossle 25F of Nigel Gough (who was later disqualified) by 13.3 seconds after 20 laps of Mosport's 2.459 miles.

White took the lead on the second lap when the Crossle 25F of pole sitter Don Sobering retired with a broken exhaust system. Nigel Gough and Dulon MP15b driver, Burke Harrison, were scrapping for second place until the two came together at Moss hairpin on the seventh lap and the resultant damage to the Dulon forced Harrison out; the Crossle driver resumed with a bent wheel.

Royal Oak, Michigan driver Keith Averill filled the third place spot with his new Hawke DL12 and held that position for only two laps before he

was forced to call it quits because of a water pump failure. Averill's retirement moved the Canadian built Ferret Mk4 driven by John Scratch into third position. Closely following were Lance Leonelli's Crossle 25F, and Titan Mk6 driver Heinz Snizek.

By half distance Snizek had moved past Leonelli for fourth. Gough was slowly dropping back from White's Lola which now held a 7.2 second lead. John Scratch's Ferret was another 13.9 seconds back in third, with fourth place man Heinz Snizek only 1.5 seconds behind Scratch. Leonelli retired on the second to last lap, handing fifth place and top American finish to the Hawke DL12 of Michael Strawbridge.

Dave White held on for the win over Gough who was disqualified for being underweight, moving the finishing order up one place. ■

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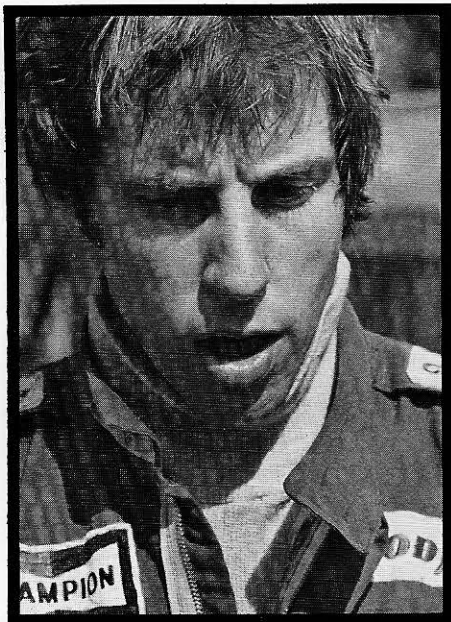
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Brett Lunger

by Herb Cook

Brett Lunger's career has something in common with that of the late Peter Revson. Besides the fact that both men were/are constantly (and erroneously) referred to as heirs to fabulous family fortunes, both reached a point in their advancement towards international racing stardom when racing's invisible barrier stopped their progress cold. Solid. Immobile.

Revson, after his first short fling at F-1 ended in 1965, spent five years wandering in the relative obscurity of American professional racing — the netherworld of second driver for first rate TransAm teams, or first driver for second rate CanAm and TransAm teams. When his talent, which had been obvious all that time, was rediscovered by his old friend Teddy Mayer of Team McLaren, and he was given good cars again, Revson res-

ponded with the CanAm title in 1971 and the pole at Indianapolis.

Now Lunger, after a three-year dash that appeared destined to earn him an F-1 ride, has come face to face this summer with American racing's equivalent of a high school football team taking on the Pittsburgh Steelers. Unable either to beg or buy a ride in F-1, F-5000 or USAC Championship cars, Lunger is languishing away the 1975 season as an uncompetitive, middle field runner (driving as teammate to John Nicholson in one of Allan McCall's overaged Tuiss) in Canada's National Championship, the Player's Challenge Formula Atlantic Series.

Not that there's anything wrong with the Player's. It's as competitive, if not more so, than F-1 with a recent grid of 32 covered by only 2.5-seconds. But it doesn't attract the worldwide attention that the "premier" openwheel formulae do. And it's only a seven-race series with a couple of big bucks special events like Three Rivers and Watkins Glen added on. Not the kind of series one undertakes with the object of keeping racing skills sharp.

The inactivity is the major drawback so far as Lunger is concerned. He knows from previous experience the dangers of racing too little. Introduced to the sport in 1965 by George Alderman (the 1974 Goodrich Radial Challenge Champion), Lunger made a false start in 1966, 67 and 68 trying to run CanAm cars. With too much car, too little experience and too few races, he admits he looked terrible. A hitch as an officer in the Marine Corps ended what he now calls his biggest mistake and gave him time to think over his approach to racing. He returned in 1971 to score impressively in his own QuickOver Lola F-5000 car, and did equally well driving for Carl Hogan's Haggard Slacks team in 1972 and 73. Last year, driving Dan Gurney's Jorgensen Eagle, Lunger scored the team's only F-5000 win in a heat at Ontario Motor Speedway.

After the 1974 season, it appeared Gurney would keep Lunger on with F-1 late this year a probable goal. But it didn't work out that way. Bobby Unser is the sole Eagle driver this year, and despite an Indy 500 win, rumored economic difficulties have shelved Gurney's F-1 hopes. Lunger is left with the F-Atlantic.

Nothing more.

"I would like to be doing more," Lunger said. "It's just a matter of money. Contrary to many of the rumors I've been hearing, I don't have the keys to Fort Knox. I can't sell off half the DuPont Co. to get the money to go motor racing. I have to work very hard to find support for any races I might do."

"My financial position in my early years allowed me to advance quicker than I would have if I had not come from a wealthy family. But I now have no money of my own and I have no access to family money (Lunger is related through his mother to the DuPonts). In fact, I must earn my living through motor racing."

Unfortunately, most of the sponsors Lunger has approached lately seem to know about the DuPont Connection . . . and little else. Although he has no money with which to buy rides, all potential sources of money don't seem to think he needs their help. They base their offers accordingly.

"I was let down a couple of times this winter by people I thought had a program put together," Lunger said. "Formula 5000 is good racing and it's financially viable, but the problem is getting a good, competitive ride. I had thought that I would be running with the same people I was running with last year and thought that I would have a very good chance of winning the series. The new Eagle is a very competitive car. But I was expecting some things to happen from certain quarters that did not happen. There are some options open to me, but in my position it is simply not feasible for me to go motor racing unless I have a chance to win every time I get on the track."

"This means that I must go out and sell not only myself to potential sponsors, but (and this is the key) I must be able to sell those services which can be achieved through motor racing. Over the years, I've been fortunate to learn a lot about those services and I know that today's sponsor is in a position to get a whole lot more than just exposure from racing," Lunger said.

But right now, as was the case with Revson before him, no one seems willing to give Lunger the chance to prove his point. The real frustration he feels in butting against American racing's invisible barrier is that he knows he has talent both on the track and in the marketplace. Other young racers (Lunger is 29 . . . "I'll be 30, another awesome barrier, in November," he said) also feel it. This frustration is a characteristic of the American racing scene that came into being with the transition of the sport into a business. And it is a characteristic which if left unchanged, may frustrate the desires all of us share to see American drivers carry the colors into the international racing circus tent. ■

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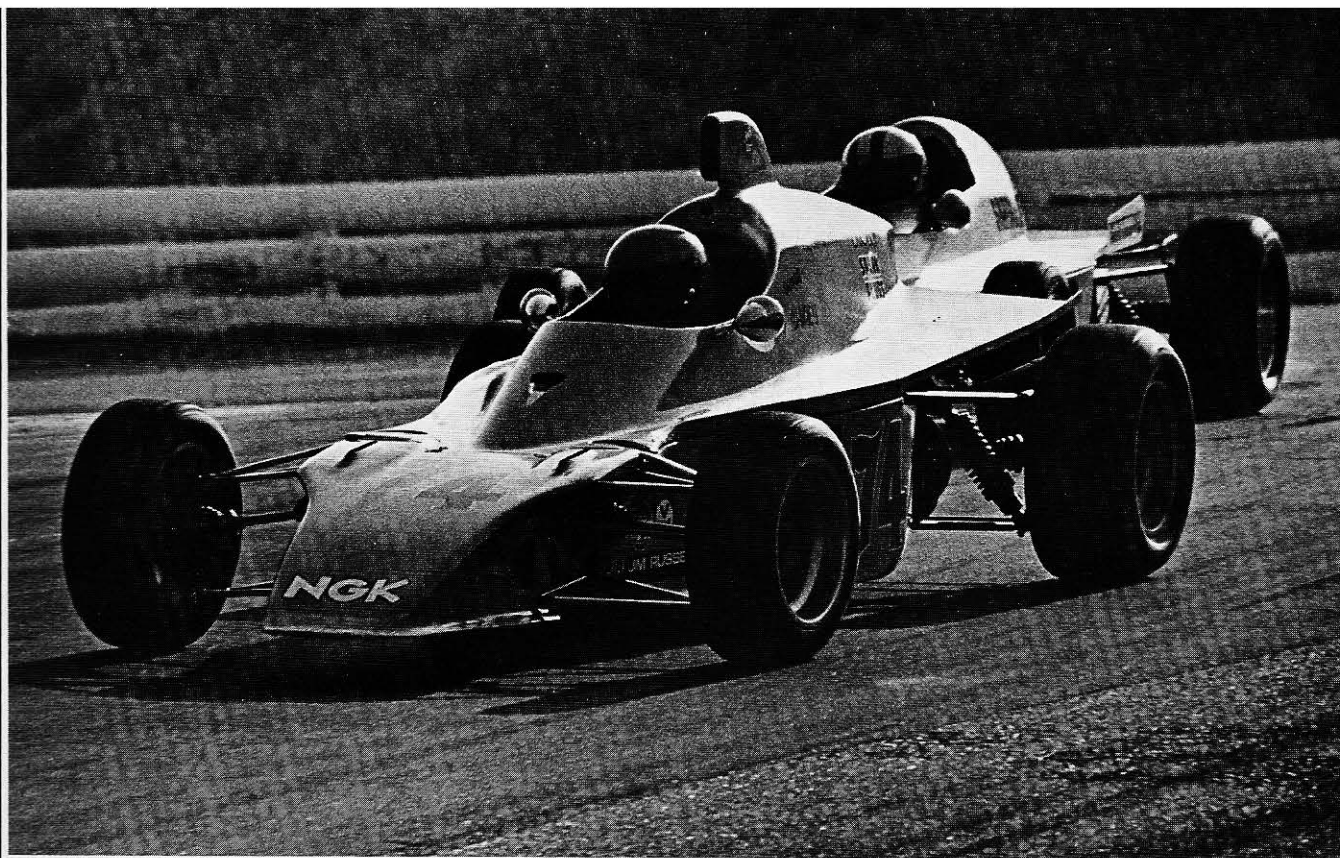
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Riverside Nationals: Shirey Scores Again!

by Ed Pitz

A seemingly bad decision by the Chief Steward to yield to the demands put down by the Chief of Emergency had somewhat of a dampening effect on the races. Because of incidents during the FF race on Sunday the Chief of Emergency declared to the Chief Steward unless the waving yellow flag was used over the entire course when the fire truck went on the track they wouldn't work the event. For some races this proved to be a real disappointment. Eleven of seventeen laps of the production car race were run under this condition. The action prompted a post race protest.

entry & qualifying

The top contenders in the SoPac Division, Chuck Pittenger and Richard Shirey, clashed again on Memorial Day at Riverside. Shirey repeated his February win in fine style and now has 33 points to Pittenger's 34.

The 40-car entry contained more changes than usual for this time of the season. Rick Ricketts had lost his MRE ride and showed up in Frank Briggs' Lola T340. Ricketts' place was taken by Bob Earl, the TP Racing Team riding high

after Earl's second place at the Westwood National.

Dick Ferguson was back in the Phantom after showing promise in the Gold Cup rounds. Johnny Kastner drove the new Merlyn MK29 and praised the car's handling despite being down on power. Hugh Mooney drove his Eon Oil Elden for the first time since last September and celebrated his return with an impressive first-ever win in Sunday's Regional.

Brad Lovette ran his new Crossle, having finished assembling the car the evening before. Brad settled in quickly and reeled off a 1:31.7 on his ninth lap of practice.

The qualifying results gave every indication of an epic race. Only three seconds blanketed the top 20 led by Richard Shirey's ADF at 1:30.0. The Shirey's are eagerly awaiting their first child which is expected to arrive in late June; word has it that some unusual pit signals are being readied for Laguna Seca!

Dan Marvin's Titan surprised many by grabbing the other front row slot in his Titan MK6. Chuck Pittenger's Valley Racing Services LeGrand, having undergone a complete overhaul, qualified fourth behind Earl.

A lot of the conversation in the pits focused on Dennis Firestone who was expected to run. Although various rumors had linked him to three different machines, the defending SoPac FF champion showed up only as a spectator.

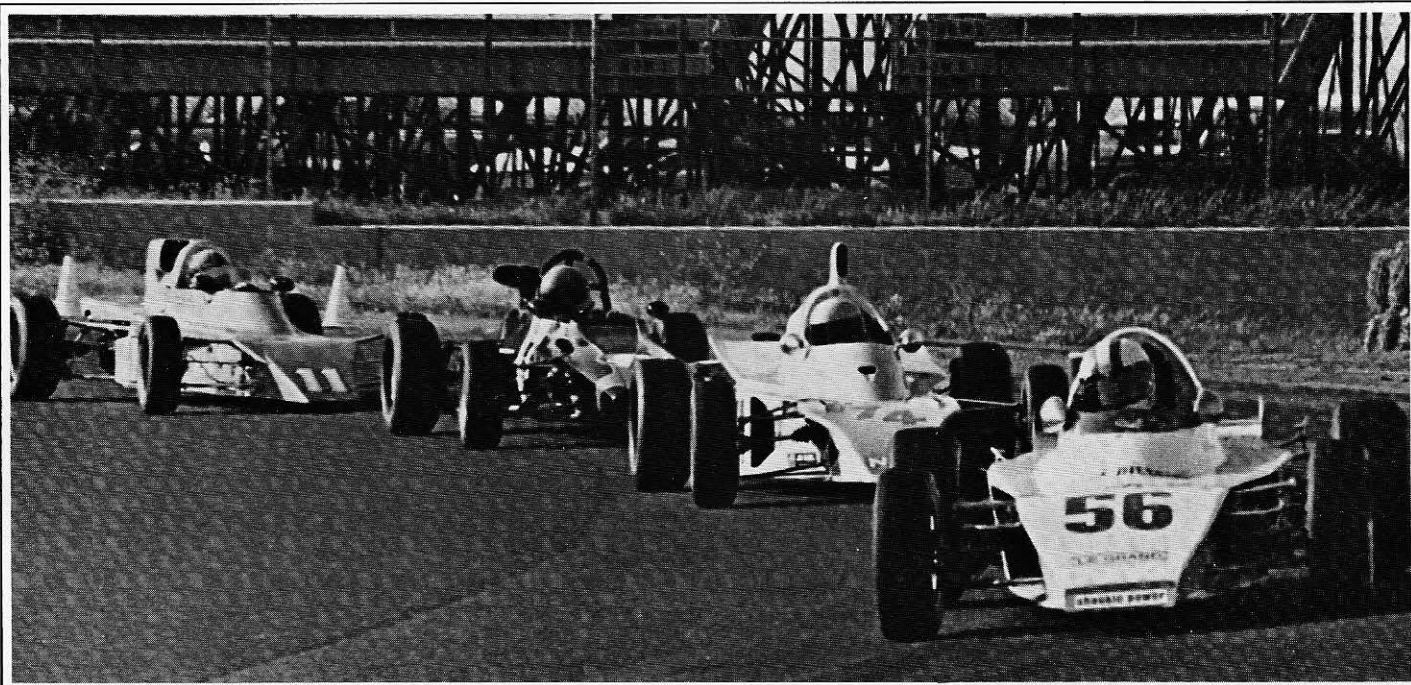
race

The 20 orderly rows of cars dissolved into mayhem at the sight of the green flag. Pittenger made a magnificent start to lead Shirey, Marvin, and the rest around turn 2 and out of sight, but Shirey drafted past the LeGrand on the back-straight and finished the first lap in front. Right behind were Pittenger, Marvin, Dick Ferguson, Hugh Mooney, Bob Earl, Brad Lovette, Tim Cox, Bill Pugh, and David Bruns.

By the third lap, the front bunch had swelled to a dozen cars with the inclusion of Rick Ricketts and Johnny Kastner. Mid-field action was impossible to score, some four seconds separating 13th man John Benton from Richard Eshleman's Merlyn in 29th!

Shirey and Pittenger, swapping back and forth and working together, drew out

continued next page ►



First lap action see's Pittenger leading Shirey, Marvin and Ferguson through Riverside's turn six.

T. F. Cocking Photos

a two second margin by the fifth lap. Marvin lost a lap in the pits after contact from another car had unhinged the bodywork; the Titan rejoined right behind the two leaders and hung on with little difficulty for the rest of the race.

Tim Cox, whose Zink was handling decently for a change, worked up to third with Bob Earl in close attendance. At this point, a couple of incidents brought the whole circuit under the yellow for a few laps and the front runners closed ranks.

The green was back out on the ninth tour and Shirey completed the next round ahead of Pittenger, Ferguson (smoking and losing oil visibly), Earl, Mooney, Cox, Kastner, Bruns, Ricketts, and Lovette. At turn 7 there was a general melee; Ferguson spun and collected Earl and the front group broke up again.

Shirey and Pittenger remained tied together till the very end although the LeGrand's front sway bar had managed to disconnect itself. At the finish, it was Shirey first by a few lengths for his second National win of the year.

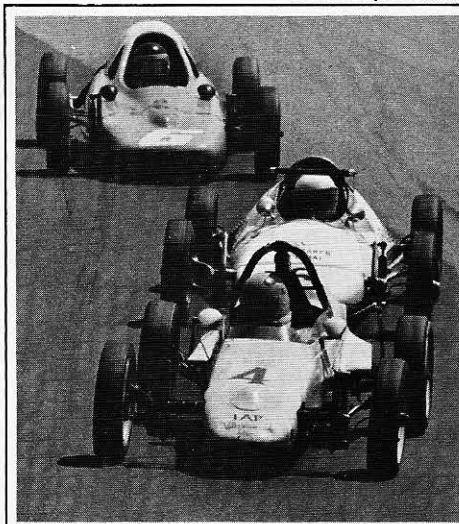
Cox, Bruns, and Mooney struggled fiercely for third. The Zink driver looked ready for a best-ever National result but a front tire blew on the final lap at turn 7. Bruns was left to take the verdict from Mooney.

Ricketts and Kastner collected the remaining points, the Merlyn driver having spun in the Ferguson-Earl incident. John Benton finished seventh, making it a good day for Formula Magazine runners, while Rick Paronelli was very pleased to take eighth in the Corsa.

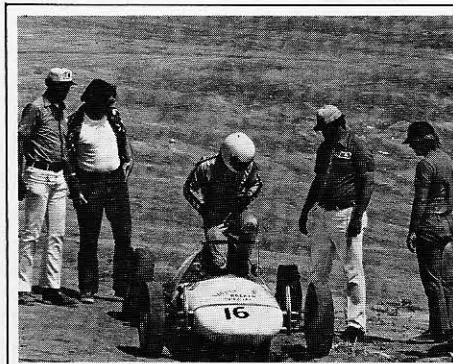
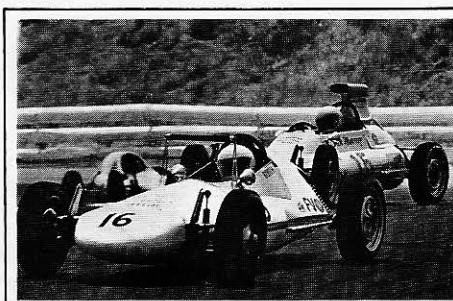
Restaurant King Sam Nicolosi held on to ninth after a terrific battle with Stu Hanssen, Barry Blackmore, Pat Walter, and Ken Hedman. Rob Kolowich was

next followed by Lovette whose visor had become so coated with Ferguson's oil that the Crossle spun off at the dogleg. Thirty-two of the forty starters made it to the finish.

Rob Gloye Photo



Brent Milner just ahead of Booth's Cheetah and the D-13 of Billesbach.



Bob Booth had a great ride in his Cheetah until the last lap.

Formula Vee

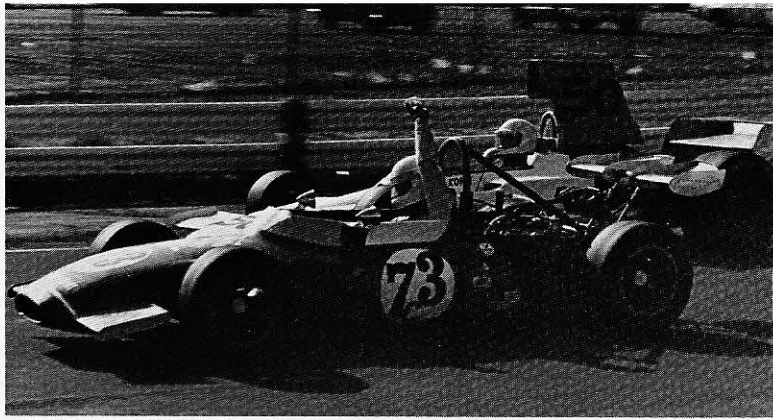
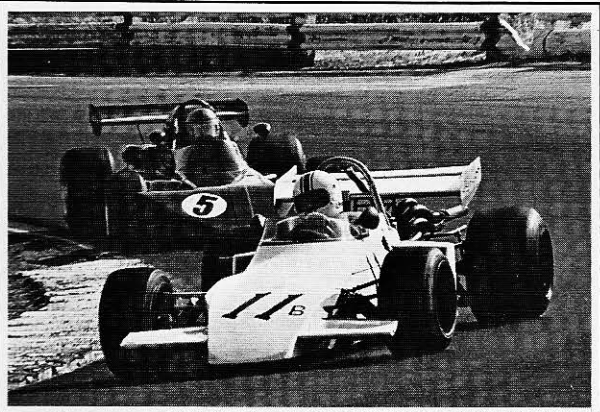
The F/Vees came out of the woodwork on this occasion with 26 National starters and twice that number in the Regional. The points round saw a great dice between Brent Milner's Lynx and Bob Booth's Cheetah for the honors. They looked evenly matched but a great finish was spoiled when the Cheetah got a flat tire at turn 6 with one lap remaining.

Milner coasted to his second straight National victory ahead of Mike Billesbach's Caldwell. Billesbach had shadowed

the two leaders for most of the race before he was delayed by traffic.

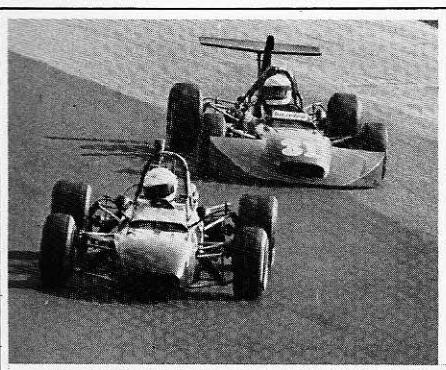
Dick Murray's Zink beat out Mike Cherry's Phenix for third after a long battle. Doug Lueck's Phenix-Hawke emerged from a heated debate with Tom Blair's Bandido and Clyde Cabrinha's Zink to capture fifth. Cabrinha spun out of the dice with a few laps to go and was almost overhauled by Stan Townes' Zink in eighth place.

John Courtright's Caldwell finished ninth ahead of Peter Przybylla's Lightning Bug, Kingsley Fife's Zink, and Don Lyon's RCA.



(LEFT) Pete Halsmer's BT38 just ahead of Sauerbrei's March 742. (RIGHT) Dr. John Korn laps Eric Stromwell's Cooper.

Rob Glove Photo



Pennington and Bazeley battle for Formula C honors.

Formula SCCA

Dr. John Korn's F/A Lola T330 won the F/SCCA round following a race-long scrap with Dick Workman's F/A Lola T332. Workman led the first six laps before Korn slipped by and kept the doors closed for the duration.

Tom Sauerbrei's second outing with the Consolidated Aeronautics March was his best yet. After scoring a superb come-from-behind Regional win, Sauerbrei all but ran off with the National laurels and broke the lap record to boot. Pete Halsmer's Brabham BT38 led Sauerbrei

during the opening laps before dropping into second in his season's debut.

Frank Monise's Brabham BT29 looked all set for third in F/B before slowing with handling problems in the final laps. Doug Turner's March annexed third only two seconds ahead of Dick Hayes' ex-Opert Chevron B27. In his first race in a year, Hayes drove very well from the back row of the grid.

Monise ended up fifth in class just ahead of Jim Hall's March. Larry Wright's Brabham finished seventh in class after "doing a Richard Petty at turn 2" while Bill Cooper's ill-sounding Brabham placed eighth.

Formula Ford Grid

RICHARD SHIREY ADF MK II 1:30.0	DAN MARVIN Titan MK 6 1:30.2
BOB EARL MRE 1:30.5	CHUCK PITTENGER LeGrand MK 13F 1:30.6
DICK FERGUSON Phantom 1:30.9	BRAD LOVETTE Crosale 30F 1:31.0
HUGH MOONEY Elden MK 19 1:31.2	DAVID BRUNS ADF MK II 1:31.3
BILL PUGH B.P. Special 1:31.4	TIM COX Zink Z-10 1:31.4
RICK PARONELLI Corsa 1:31.4	RICK RICKETTS Lola T340 1:31.4
HECTOR VASQUEZ MRE 1:31.8	DON PEPPERDENE LeGrand 10F 1:31.8
JOHNNY KASTNER Merlyn MK29 1:31.9	KENNY HEDMAN Merlyn MK25 1:32.0
STU HANSEN Merlyn MK 24 1:32.4	JOHN BENTON Lola T340 1:32.5
SAM NICOLASI Merlyn MK 25 1:32.6	PHIL CALIVA Lola T340 1:32.7
BOB BLACKWOOD Lola T340 1:32.8	BARRY BLACKMORE Lotus 69F 1:33.0
WES MARUMO Crosale 25F 1:33.0	FAT WALTER Dulon MP17A 1:33.0
JOHN GIANELLI Titan MK 9 1:33.3	BOB KOLOWICH Titan MK 6C 1:33.4
LYNN BENTSON Merlyn MK 25 1:33.6	ART SPARKS Royale KF16 1:34.0
DAVE STEWART Crosale 20F 1:34.4	JON ROGERSON Royale KF16 1:34.6
CHARLIE WRIGHT Zink Z-10 1:34.7	RICHARD ESHLMAN Merlyn MK 11A 1:34.8
RAY BLOMSTER LeGrand 10F 1:36.2	TED FAIS Titan MK 6C 1:36.2
BOB HUNSAKER Merlyn MK 24 1:36.8	JIM PAUL Winkelmann KHF5 1:37.1
JEFF TOUSLEY Merlyn MK 25 1:38.5	STAN MURAWSKI Lotus 69 1:38.6
JEFF NELSON Royale KF16 1:39.4	LOCKE de BRETTEVILLE Winkelmann WDF2 2:01.4



Results

F/Ford

1. Richard Shirey, Flat Out Promotions ADF MK II
2. Chuck Pittenger, Shankle LeGrand MK 13F
3. David Bruns, Motor West Magazine ADF MK II
4. Hugh Mooney, FORMULA Magazine/Eon Oil Elden Mk10
5. Rick Ricketts, Frank Briggs Lola T340
6. Johnny Kastner, Jim Russell Merlyn MK 29
7. John Benton, Formula Magazine Lola T340
8. Rick Paronelli, Corsa Works Ltd. Corsa
9. Sam Nicolosi, Nicolosi Merlyn MK 25
10. Stu Hansen, Hei-Mac Sports Car Merlyn MK 24

F/Vee

1. Brent Milner, IAP Volks-Werks Lynx.
2. Mike Billesbach, Coldwater Racine Caldwell.
3. Dick Murray, Murray Co. Zink.
4. Mike Cherry, Cherry Phenix.
5. Doug Luck, Renson Automotive Phenix-Hawke.
6. Tom Blair, Blair Bandido.
7. Clyde Cabrinha, Autopair Zink.
8. Stan Townes, Townes Zink.
9. John Courtright, Courtright Caldwell.
10. Peter Przybyla, Foreign Motors Lightning Bug.

F/SCCA

1. Dr. John Korn, Jomar Racing Lola T330 F/A.
2. Dick Workman, Workman Motors Lola T332 F/A.
3. Tom Sauerbrei, Consolidated Aeronautics March 742 F/B.
4. Pete Halsmer, Paul Anderson Brabham BT38 F/B.
5. Doug Turner, Turner March 722 F/B.
6. Dick Hayes, Hayes Chevron B27 F/B.
7. Frank Monise, Jr., Monise Brabham BT29 F/B.
8. Jim Hall, Swanson Motor Racing March 722 F/B.
9. Larry Wright, Red Baron Steak House Brabham BT29 F/B.
10. Bill Cooper, Cooper Brabham BT35 F/B.

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Ross Morris Photo

Edmonton Player's

by Chris Waddell

The trio that made the 1974 Player's Challenge Series such a success was at it again at Edmonton International Speedway as the Canadian Formula Atlantic season opened for 1975.

But there was a difference, and it was coloured yellow and blue. In one of his most impressive performances to date, Bertil Roos put the problems of the past behind him and began his full time association with Ecurie Canada and sponsors Schweppes, Castrol and Goodyear on a good note with a seven second win over the Lola T360 of Tom Klausler.

Roos, driving a works supported March 75B, was aided in his victory by the disappointing qualifying performance of defending Player's champion Bill Brack in his new STP Chevron B29. But that's rushing the story.

Forty-three cars entered the series opener and 37 of them made the field, as the 110 percent qualifying rule was rigidly enforced by the organizers. If the race itself provided few surprises, the same certainly could not be said for qualifying.

Last year the Lolas were noted for their straight line speed so it was really not startling to find them on the front row making good use of Edmonton's long drag strip/main straight. Klausler's Traylor Lola was on the pole but he was

joined by series rookie Bobby Rahal. The Chicago native made an immediate impression as he threw his car around and had a couple of spins just to show everyone that he was really trying.

Ex-Shierson teammates James King (March 73B) and Chip Mead (March 75B) shared the second row with times that both drivers admitted were a bit optimistic. Behind them were Roos and another relative newcomer, Don Breidenbach, both in March 75Bs. The Swede was starting a bit further back than in past races, but he didn't seem a bit ruffled about it, a distinct departure from his mental attitude in 1974.

Peter Ferguson's Samsonite Chevron B29 and the Jensen Exotic Plants B29 of Bruce Jensen were seventh and eighth quickest, while Californians Jon Woodner (Interscope March 75B) and Tom Gloy (Lola T360) were next up. Woodner was finding his car very different in every respect from his F5000 machine and was not helped by an almost complete lack of rear brakes throughout the weekend, that would not respond to any Carroll Smith tweaks.

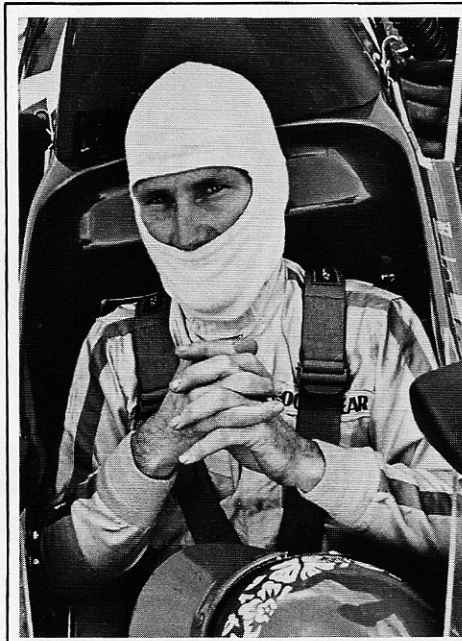
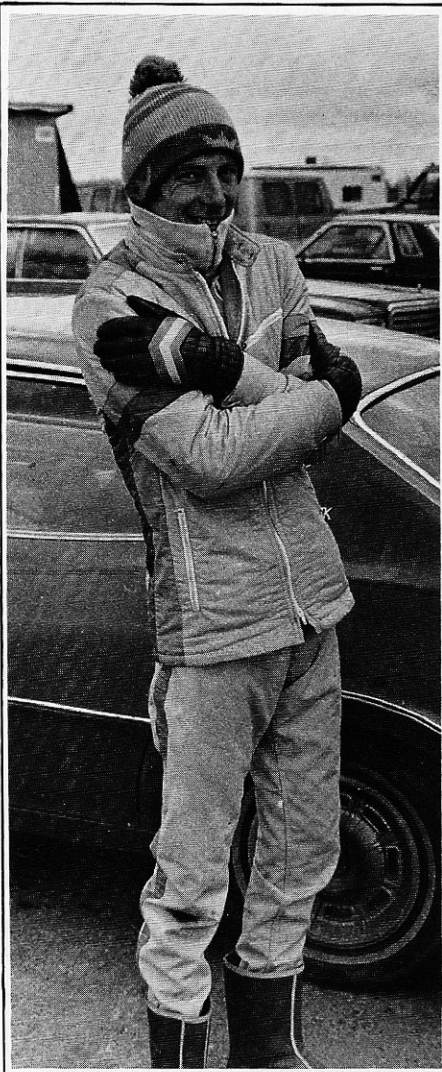
What about the rest, you ask? They just weren't quick enough in the cold temperatures (40/50 degrees F.) and 20-30 mph head winds. John Nicholson, British F/Atlantic king, was thinking that

his three year old Tui might just not be able to get the job done, while teammate Brett Lunger had another excuse for his 21st starting spot. His foot was very swollen and painful, his tendons having been damaged "while crossing the street."

The Bill Scott Lola T360s of Elliott Forbes-Robinson supported by Penthouse magazine, and 1974 Player's top rookie Howdy Holmes, were plagued with minor bothers. Bill Brack had similar woes and spent a lot of time fiddling with suspension and bodywork alterations. In the end he found himself with a motor that was going off and rain in the final qualifying session ruined his day. Thus he was 15th just behind EFR but still ahead of Holmes in 22nd.

All was dry for the race the following day however, and after a slow pace lap, the 40 lap contest around the 2.53 mile track got underway. General confusion followed the dropping of the green flag and a mass jumped start was the result, with some of the cars further down the field making good use of the mix up. Klausler led lap one followed by Breidenbach, Gloy, Roos, EFR, Craig Hill, Jensen, Mead, Nicholson, King, Woodner, and the rest in one screaming mass of BDA engines.

Bertil got to second on lap two and then closed in on Klausler. But it was not



(LEFT) Ber-r-r-r-r-til Roos. (TOP) Bob Young found out that Lolas don't float. (CENTER) Ex-Super Vee Champion Elliott Forbes-Robinson. (RIGHT) Rebacque crunched his Fred Opert Chevron B29 during practice.

the old Roos trying to shove his nose inside at every corner looking to squeeze into first. Now Bertil took his time, waiting for the best moment, a moment that seemed inevitable.

While Roos was searching for a way past the Traylor Lola, a fluorescent red streak was moving through the field. Brack was giving it everything he had. He was still 15th after lap one, but then went to 11th, ninth, sixth, and fifth on successive laps. He finally took Breidenbach for third on the seventh lap. The Chevron was superb under braking and Brack seemed able to pass at will, diving underneath one or two cars at a time in the last corner before the drag strip.

But for Klausler and Brack it was not to last. On lap ten Brack was back to fourth after dropping two wheels off the road. He had been trying just a bit too hard. The defending champ was back in third three laps later but he was not going to catch Roos on this day. By lap eleven Roos was on top to stay.

Despite an incident with a backmarker on lap 14, Bertil quickly accumulated a lead over Klausler, who's times were going off drastically.

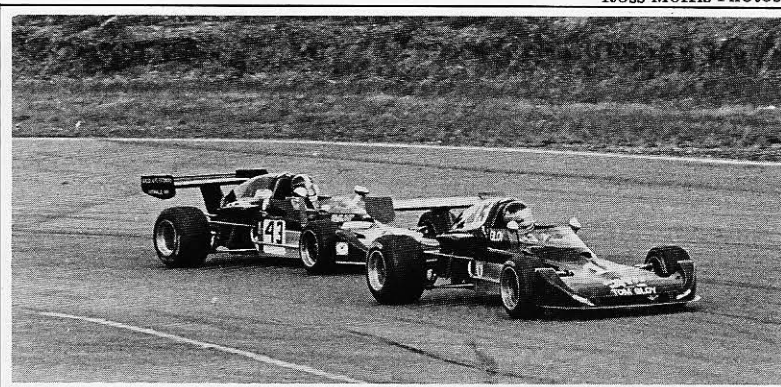
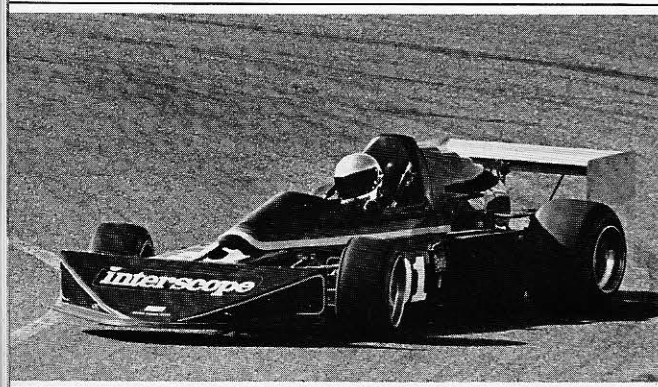
Roos' lead was built slowly but steadily and at half distance he was 4.6 seconds up on Klausler. Brack was a further 9.3 seconds in arrears while Breidenbach was another 7.1 seconds back in fourth, ahead of Gloy. Hill and Jensen joined the Californian in a three car scrap for fifth, trailed by Karlberg's Lola T360, Woodner's March and Bobby Brown's Chevron.

Some had already fallen by the wayside and more would follow. EFR initially popped into third but it was shortlived as he was on the sidelines after eight laps, the victim of electrical failure. The fifth place battle ended on lap 22 when Hill left the road after a collision with a lapped car, his Gabriel Strider March 75B's rear upright broken. On the same lap

continued next page ►



Tom Gloy finished an excellent fourth in his Formula Atlantic debut.



(RIGHT) Jon Woodner slides his Interscope March around Edmonton. (LEFT) Tom Gloy just ahead of Alan Karlberg.

Breidenbach lost any hope of a good finish as a broken battery terminal needed repairs before he could continue. Then on lap 26 a spin by Bruce Jensen dropped him a lap behind the leaders.

Up front Roos looked in no danger as he lengthened his lead over Klausler to seven seconds at the finish. The 1974 ser-

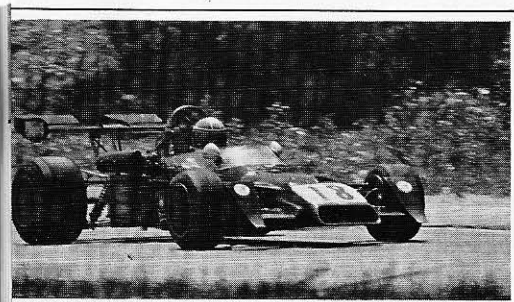
had a miserable weekend, rolling his B29 in a testing accident prior to practice. Parts were air freighted from England but the car could not be made ready in time for the day's dry qualifying periods. He was added to the grid in a separate race morning qualifying session and drove to tenth at the finish.

For Rahal it was a disappointing day. Problems with the master switch forced him into the pits on the pace lap and he started late, making a couple of pit stops before things were put right. From that point on he went well, despite having a wing that grew looser by the lap as the bracket began to break.

Watkins Glen winner Bill O'Connor had a wild ride in qualifying as a rod end broke on the straight, and then ran out of gas in the race, later finding a leak in the fuel vent.

All told it was an encouraging start to perhaps the most competitive series in North America, and an especially sweet victory for Roos, who lost the 1974 Edmonton event after he passed under a yellow flag.

Despite the many challengers and over 20 new cars on the grid at Edmonton, Roos, Klausler and Brack have served notice to the field that they are still the ones to beat.



Marc Sproule Photo

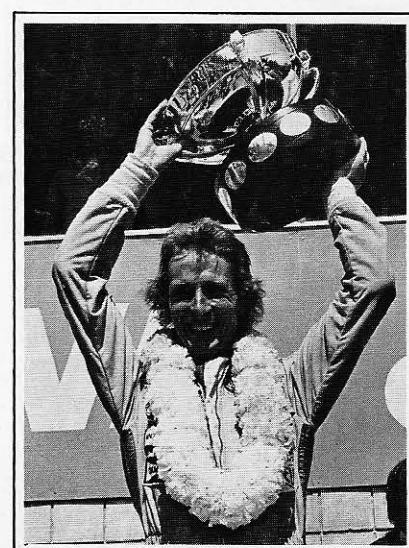
John Nicholson's Tui BH2.

ies runner up was a further ten seconds ahead of Brack. These three were secure in their finishing positions, but Gloy was coming under increasing pressure from Karlberg. Despite clouds of blue smoke from desperate last minute braking efforts, Gloy held on for fourth.

Woodner was steady in taking sixth while Holmes had a smooth drive to seventh. Then came Nicholson in eighth and Venezuelan Bobby Dennett in a Fred Opert Chevron B29 Opert's Mexican F2 sensation, 19 year old Hector Rebaque,

STARTING GRID

Bobby Rahal Lola T360-McCoy 1:28.908	Tom Klausler Lola T360-Whitehurst 1:28.608
Chip Mead March 75B-Hart 1:29.350	James King March 73B-Nicholson 1:29.283
Don Briedenbach March 75B-Nicholson 1:29.880	Bertil Roos March 75B-Hart 1:29.626
Bruce Jensen Chevron B29-Hart 1:30.115	Peter Ferguson Chevron B29-Hart 1:30.080
Tom Gloy Lola T360-Smith 1:30.156	Jon Woodner March 75B-Cosworth 1:30.130
Craig Hill March 75B-Hart 1:30.277	Jon Nicholson Tui BH2-Nicholson 1:30.248
Elliott Forbes-Robinson Lola T360-Scott 1:30.492	Bobby Brown Chevron B29-Whitehurst 1:30.364
Alan Karlberg Lola T360-Racing Services 1:30.751	Bill Brack Chevron B29-Hart 1:30.555
Bobby Dennett Chevron B29-Hart 1:30.787	Gilles Villeneuve March 75B-Swindon 1:30.761
Vince Muzzin March 75B-Cosworth 1:30.989	Jon Milledge GRD BT2-Cosworth 1:30.793
Howdy Holmes Lola T360-Scott 1:31.298	Brett Langer Tui BH2-Nicholson 1:31.022
Price Cobb March 75B-Race Shop 1:31.499	Mike Hall Lola T360-Smith 1:31.348
Tim Cooper March 75B-Williams 1:31.872	John Storr Brabham BT29-Cosworth 1:31.676
Ron Householder Brabham BT40-Cosworth 1:32.294	Juan Cochessa Chevron B29-Hart 1:32.101
Jay Erickson March 73B-Smith 1:32.446	Bill O'Connor Lola T360-Smith 1:32.894
Bob Fisher Chevron B27-Hart 1:33.931	Syd Demovsky March 75B-Cosworth 1:33.066
Jim Batchelor March 75B-Cosworth 1:34.236	Gordon Munroe Brabham BT29-Cosworth 1:34.133
Bob Young Lola T360-Smith 1:34.868	Michael Bystrom Brabham BT38-Taylor 1:34.433
Tom Weichmann Lola T360-Slatten 1:35.980	Gordon Strom Brabham BT35-Strom 1:34.931
Hector Rebaque Chevron B29-Hart	Rick Bradley March 722-Smith 1:36.864

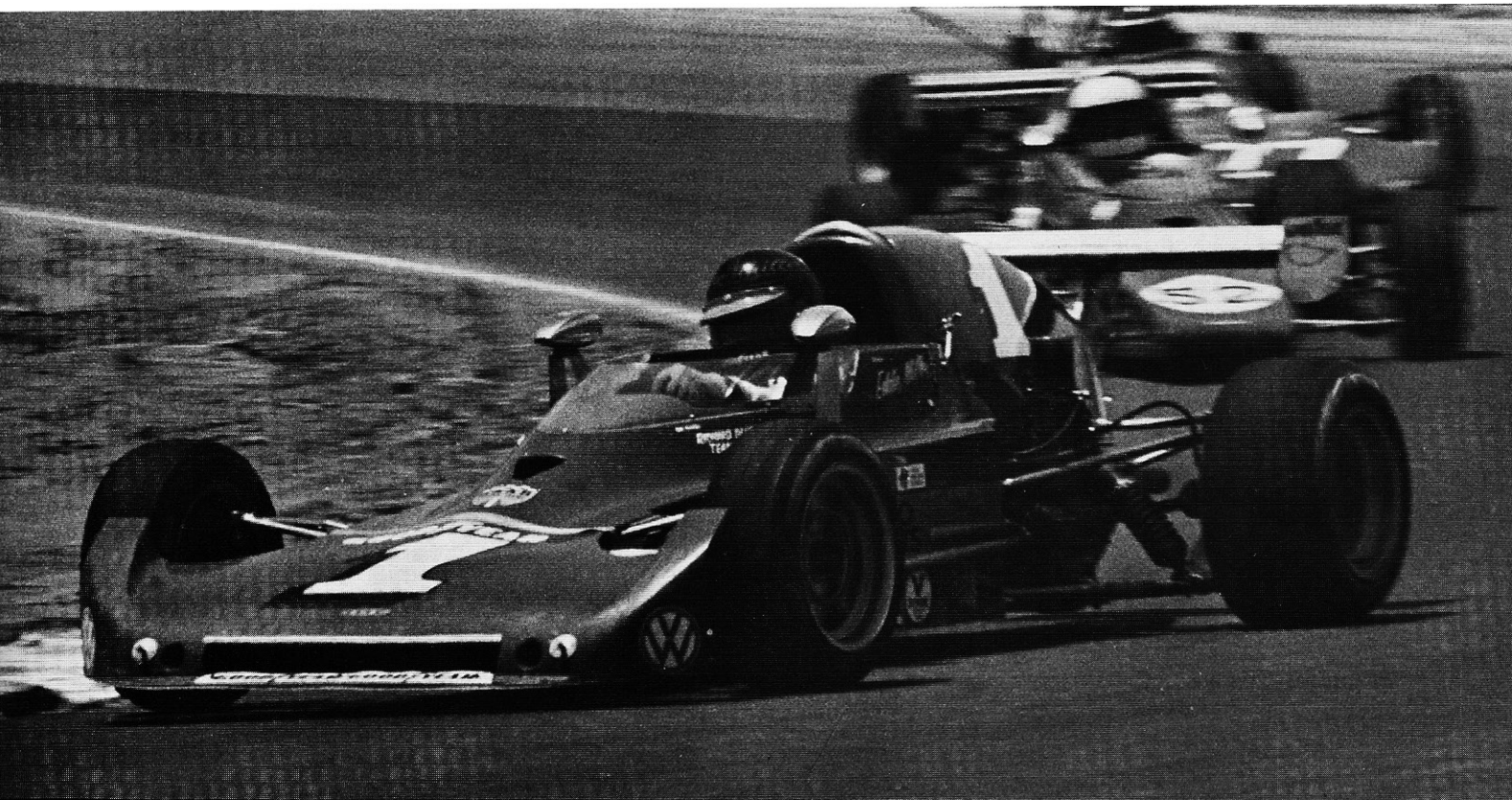


Results

1. Bertil Roos, Schweppes March 75B-Hart, 40; 2. Tom Klausler, Travler Lola T360-Whitehurst, 40; 3. Bill Brack, STP Chevron B29-Hart, 40; 4. Tom Gloy, Lola T360-Smith, 40; 5. Alan Karlberg, Lola T360-Racing Services, 40; 6. Jon Woodner, Interscope March 75B-Cosworth, 40; 7. Howdy Holmes, Scott Lola T360-Scott, 40; 8. John Nicholson, Tui BH2-Nicholson, 40; 9. Bobby Dennett, Opert Chevron B29-Hart, 39; 10. Hector Rebaque, Opert Chevron B29-Hart, 39; 11. Peter Ferguson, Samsonite Chevron B29-Hart, 39; 12. Mike Hall, United Racing Lola T360-Smith, 39; 13. Bruce Jensen, Jensen Exotic Plants Chevron B29-Hart, 39; 14. Bobby Brown, Chevron B29-Whitehurst, 39; 15. Gilles Villeneuve, Skiroute March 75B-Swindon, 39; 16. Syd Demovsky, March 75B-Cosworth, 39; 17. Vince Muzzin, March 75B-Cosworth, 38; 18. Chip Mead, March 75B-Hart, 38; 19. Bob Fisher, Chevron Hart, 38; 20. Gordon Strom, Brabham BT35-Strom, 38; 21. Gordon Munroe, Brabham BT29-Cosworth, 38; 22. Don Briedenbach, March 75B-Nicholson, 38; 23. Juan Cochessa, Opert Chevron B29-Hart, 37; 24. John Storr, Brabham BT29-Cosworth, 36; 25. Jay Erickson, March 73B-Smith, 36; 26. Tim Cooper, March 75B-Williams, 36; 27. Jim Batchelor, March 75B-Cosworth, 34; 28. Brett Langer, Tui BH2-Nicholson, 32; 29. Bobby Rahal, Lola T360-McCoy, 28; 30. James King, March 73B-Nicholson, 28; 31. Price Cobb, March 75B-Race Shop, 23; 32. Craig Hill, Gabriel Strider March 75B-Hart, 21; 33. Ron Householder, Brabham BT40-Cosworth, 15; 34. Elliott Forbes-Robinson, Penthouse Lola T360-Scott, 8; 35. Rick Bradley, March 722-Smith, 3.

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Michael Hewitt Photo

Two For Fast Eddie

Riverside Robert Bosch VW Gold Cup

by Bruce Czaja

Eddie Miller of Lakewood, Colorado became the first driver in the 1975 Robert Bosch VW Gold Cup Championship to claim more than one victory for the season. Miller put his Haas Lola in the lead on the second lap and was never headed for the balance of the 50 mile event, the fifth stop on the Super Vee circuit.

Eleven more cars showed up at Riverside than had been at Laguna Seca the week before for the Super Vee's and IMSA's first pro stop at the famed Southern California track. Most of the newcomers were local SCCA competitors who took advantage of the two West Coast races to get some extra time in their cars and also the chance to pick up a little pocket money. Thirty-nine cars tried qualifying for the event, and all would have made the field had they elected to run.

Most of the front runners came out of the Laguna race with only minor problems, so there were no dramatic car rebuilds in the six days between races. Practice and qualifying were both scheduled for Friday, which gave the crews little time to make any drastic changes. Most used the morning sessions to familiarize themselves with the circuit, check gear ratios, and adjust carburetion. No major surprises were expected and none occurred,

as the usual group of Phillips, Miller, Holmes, Melville, Bagley, and the other regulars set the pace in the practice sessions.

Laguna Seca runner-up Benny Scott was really looking forward to the race. He makes his home in nearby Hollywood and was about the only one of the Super Vee contingent that was getting any ink at all in the local, jaded, ball and stick oriented Los Angeles press. As has been stressed all season, Benny has run strongly, but as yet has been unable to put two good races together. Riverside was not to be one of the races he would want to remember. He was the first of the front runners to go out, when he blew the engine in his Viceroy/Black American Racers Lola in the morning session, before qualifying. The team did not have a spare on hand, so the only thing they could do was pack up the car and head for Benny's shop to rebuild the engine. It was not the engine rebuild or the lost time that bothered the team, but rather the fact that they would have to start from the back of the grid, since the afternoon session was the only qualifying period scheduled.

Tom Bagley turned out to be the fastest qualifier in the 45 minute session, with a time of 1:52.116 or 105.961 miles per hour. The long, 3.3 mile circuit was

used for the race, and Bagley's Kent Oil Zink seemed perfectly at home on the track. The car's very low, sleek profile was the best to have on the long back straight, which is where the Pennsylvanian seemed to make up most of his time.

Fred Phillips, coming off his win at Laguna, was the second fastest qualifier, only one thousandth of a second slower than Bagley's best. Fred's Elden also features wide flat areas like the Zink and the car literally flew around the circuit.

The fastest Lola/Royale etc. round-bodied qualifier was Eddie Miller in the Haas Lola. The best Eddie could manage was a 1:52.498. The three drivers are of near equal ability and would probably turn about the same times in the same car, so one can speculate that the different aerodynamic shapes probably accounted for most of the difference in the qualifying times.

Richard Melville held down the fourth spot on the grid in his Heppenstall prepared Lola. Richard lost the points lead to Phillips at Laguna and was determined to do what he could to win it back. Like Fred, the Jamaican is not spectacular in his style nor is he blindingly fast, but he is consistent. Ray Heppenstall does a good job in setting up the cars and Richard is almost always around when the race ends.

continued next page ►

Howdy Holmes again had problems qualifying the Wilbur Bunce/E-Z Wider Lola. He was only able to manage three laps before the engine let go. Even so, he was able to record a time of 1:53.320 which was good enough for fifth spot. Fortunately Wilbur Bunce's shop is based in Anaheim so Wilbur was able to pack up the car and take it back to rebuild the engine for the next day's race. Howdy was especially frustrated by the turn of events as he felt excellent and thought he would have gone substantially faster than he did if he had been able to run a few more laps. Holmes' teammate on the Bunce team, Peter Moodie, put his Lola next to Howdy's with a time just fractionally slower.

Bill Neuhooff again led the three-car Bill Scott Racing effort by qualifying

off the pole. Lyons and Hancock, who are good mid-field runners, failed to post qualifying times, along with Allen Turner, Ron Dykes, and Wally Farrell. Slowest of those who did record a time was Pete Pittman who brought his home-made Aardvark in with a time of 2:07.967. The car did not look much better than it ran.

Of the 39 qualifiers only 35 made it to the grid. As the field was called to the grid, poleman Bagley discovered that he had a major problem with his Zink - it would only fire on three cylinders. Scratch one pole sitter. He was able to effect repairs and the car more or less ran but it was never right throughout the race, which was a pity after all of the hard work he had put into the car.

At the drop of the flag Fred Phillips

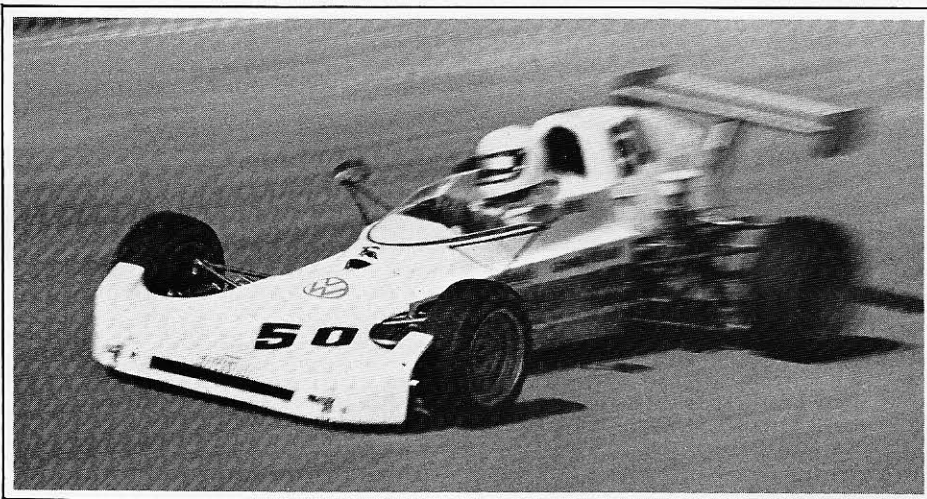
made a slow march back through the field. The engine just wouldn't put out the horses and after nine laps Fred packed it in.

With Phillips heading for the back, Benny Scott thought it would be a good idea to head for the front. He started picking off backmarkers on the first lap and was carving his way through the field in good form when again his car failed him. After moving into 7th place within five laps, Benny found himself out of the race with another engine rebuild in his future. As noted, it was not a race he will want to remember.

After Phillips dropped out of the lead, there was no race for first spot. Eddie held a comfortable three to four second margin which he seemed able to increase at will. Of all the cars competing in the series, Eddie's is probably the closest to a factory effort. The car is entered by Carl Haas, who is the North American importer for Lola cars. As such, Carl has a definite interest in seeing his team car as well do well. In all of the races so far this season the Haas car has been right near the front, no matter who was driving, which is pretty good advertising for the make. Since the race is a combination of car and driver, we'll just say that both performed as they should and Eddie motored easily to the finish, claiming his second victory of the year.

With the race for first settled, the rest of the field decided to see what they could do about grabbing the remaining points. Melville and Holmes were engaged in a tremendous battle from the third lap on. For a bit, Holmes dropped back, almost a second behind, but by the tenth lap he was right on Melville's tail looking for a place to get by. With five laps remaining, the two ran nose to tail the entire 3.3 mile length of the track. Both were flawless, never putting a wheel wrong, never giving the other an advantage. In spite of the long back straight, Holmes was never really able to get a good draft on Melville to slip by; or perhaps he never tried. He seemed content to try and pressure Richard into a mistake. By the last lap it became apparent that Melville was not going to wilt under fire, so drastic measures were called for. As they came down the back straight for the last time, Holmes slipped into the draft and used it to tuck the nose of the E-Z Wider car on the inside at turn nine. Flat out, the two went almost side by side through the sweeping right-hander, neither giving an inch and both knowing that the slightest bobble would have dire consequences. Howdy held the inside through the turn and got just the slightest jump coming out of the corner. The official start-finish line was at timing and scoring, which was just up from the exit of the turn and the two crossed it almost side by side, with Holmes having the advantage by a hair. They finished 3.9 seconds behind Miller.

Michael Hewitt Photo



Jamaican Richard Melville in the Heppenstall prepared Lola T324

seventh with a time of 1:53.403. This was the first time that he had ever raced at Riverside and he was pleased with the time, although even he felt that there were probably a few more tenths to be gained if there had been more time on the track.

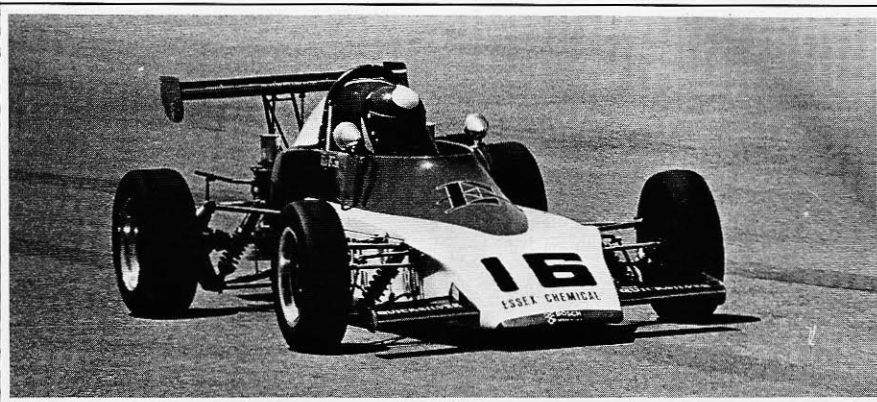
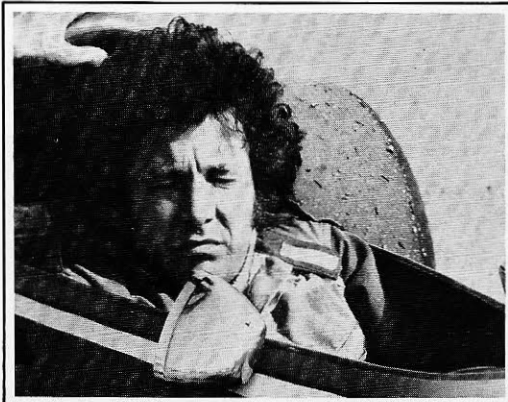
Dick Renard put his Lola T-252 in eighth spot, the highest local qualifier. Jerry Jolly turned in a creditable 1:53.837 to claim ninth in his new Lola. During the practice session, Jerry had Elliot Forbes-Robinson take a few laps in the car to help set it up. Elliot's advice must have been sound as Jerry ran much better than he had at Laguna.

Herm Johnson continued his strong showing as the Wisconsin driver claimed tenth spot. Billy McConnell had worked some of the bugs out of his Essex Chemical Tui to qualify eleventh. Harry MacDonald was twelfth in the second Bill Scott Racing Royale.

Besides Benny Scott, who missed the qualifying session, others in trouble were Bob Lazier, Bill Alsup, Galen Lyons, and John Hancock. Lazier's Supernova Tui was mired in the 20th grid position, one behind Alsup's Zeitler prepared Tui. Their times were more than four seconds

jumped into the lead, followed by Miller, Melville, Holmes, and Moodie. The field stormed through the esses into the tight turn six, all of the front runners negotiating the turn without problems. The middle of the pack was not so lucky though as Richard Turner and Galen Lyons came together in the braking area. The oil cooler on Lyon's car was split by the crash which left a huge pool of oil in the braking area of the turn. Fortunately, the incident happened on the wide part of the turn and not in the fast line where it surely would have spelled disaster for the cars coming through on the next lap. As it was, everyone slid a little as they came through the second time and quickly developed a great respect for the corner.

Herm Johnson and Dick Renard also drove themselves out of the race when they both said hello to the boiler-plate wall which lines Riverside's infamous turn nine. With this sudden outburst of bent metal, most people failed to take note of the fact that Eddie Miller had squeezed past Phillips for the lead. Fred was definitely having a problem, as Melville also went by on the second lap. Holmes was the next to get past Fred as the Elden



(LEFT) Fred Phillips naps in his Elden at Riverside. (RIGHT) The West Coast proved rough going for the Essex Chemical team.

The third place finish had to be disappointing to Melville, even though he did recapture the lead in the Gold Cup standings. It marked the third time this year that he lost a finishing position on the last lap. He must be wondering if all of the hard work in the early parts of the race is worth it. One of these times, though, he'll be the one charging from behind to take a better spot.

Peter Moodie drove his best race of the year to take fourth at the finish. He had some excellent dices with Bill Neuhooff and Billy McConnell throughout the race on his way to the highest finish of the

year. McConnell claimed the fifth spot, followed by Neuhooff. Neuhooff's two teammates, Harry MacDonald and John Barringer, did not fare well after running strong in the early stages. Barringer went out after five laps with broken points, after moving into the top ten from the 16th grid spot. MacDonald had a firm lock on seventh behind Neuhooff until the last laps when suddenly the Royale started blowing out great plumes of smoke. Harry pulled it into the pits with one lap to go after rearranging the insides of the VW powerplant.

Bob Lazier ran a steady race to finish

seventh, followed by Jerry Jolly in a very creditable performance. Bill Alsop followed Lazier through the field to finish ninth, just ahead of Bill Henderson's Lola.

For the pace setters in qualifying, the race was a disaster. Phillips wound up 25th and Bagley, although he ran until the end, 18th.

After five races in the series, Richard Melville has moved back into the lead with 50 points, earned by top five finishes in each of the races. Phillips held onto the second spot with 47 points, followed by Miller with 40.

STARTING GRID

TOM BAGLEY
Kent Oil Zink
1:52.116

EDDIE MILLER
Carl Haas Lola T-324
1:52.498

HOWDY HOLMES
Wilbur Bounce/E-Z Wider Lola
1:53.320

BILL NEUHOFF
Bill Scott Racing Royale
1:53.403

JERRY JOLLY
Lola
1:53.837

BILLY McCONNELL
Essex Chemical Tui
1:54.215

DICK FERGUSON
Tui BH-3
1:54.698

CHUCK MONTAGUE
Crosbie 24F
1:55.149

LEE MUELLER
Thor-Fire Lola
1:55.574

BILL ALSUP
Zeidler Tui
1:56.106

RICHARD TURNER
Le Mans Lola
1:56.891

DENNIS BLACKWELL
Zeidler
1:56.749

MARK ISAACS
Heppental Royale
2:00.307

JOHN KALAGIAN
Lynx D
2:00.857

BOB LILLQUIST
Lola
2:00.822

SHELTON LINDSAY
Tui
2:02.079

PETE PITTMAN
Aardvark
2:07.967

ALLAN TURNER
Lola
No Time

JOHN HANCOCK
Tui
No Time

WALLY FARRELL
Lola
No Time

FRED PHILLIPS
Elden Mk 14
1:52.117

RICHARD MELVILLE
Heppental Lola T-324
1:52.906

PETER MOODIE
Wilbur Bounce Racing Lola
1:53.355

DICK RENARD
Renson Automotive Lola
1:53.770

HERM JOHNSON
Lola
1:54.095

HARRY MACDONALD
Bill Scott Racing Royale
1:54.522

HARRY VISGER
Lola
1:54.881

JOHN BARRINGER
Bill Scott Racing Royale
1:55.412

HAROLD KIRBERG
Western Lola
1:55.835

BOB LAZIER
Tivoli Lodge Supernova
1:56.748

WILLIAM HENDERSON
Thor-Fire Lola
1:57.262

MARK FELSON
Le Mans Lola
1:59.909

STEVE SALEEN
Tui AM-29
2:00.532

ANDY BURGRAFF
Royale
2:00.738

MAX SCHOWANGERDT
Venture
2:01.683

DON SCHOENY
Tui
2:04.291

BENNY SCOTT
Viceroy BAR Lola T-324
No Time

RON DYKES
Royale
No Time

GALEN LYONS
Royale
No Time



Bruce Czaja Photo

OFFICIAL RESULTS OF IMSA-ROBERT BOSCH VW GOLD CUP AT RIVERSIDE, CALIFORNIA Saturday, May 10, 1975 Run over 3.30 Mile Course (15 Laps)

1. Eddie Miller, Carl Haas Lola T324, 15, \$3250. 2. Howdy Holmes, Lola T322.15, \$1700. 3. Richard Melville, Lola T324, 15, \$1000. 4. Peter Moodie, Lola T324, 15, \$900. 5. Billy McConnell, Essex Tui, 15, \$800. 6. Bill Neuhooff, Royale, 15, \$500. 7. Bob Lazier, Tui, 15, \$400. 8. Jerry Jolly, Lola, 15, \$350. 9. Bill Alsop, Zeidler Tui, 15, \$300. 10. William Henderson, Lola, 15, \$250. 11. Harold Kirberg, Lola, 15, 12. Harry Visger, Lola, 14, 13. Andy Burgraff, Royale, 14, 14. Steve Saleen, Lola, 14, 15. John Kalagian, Lynx, 14, 16. Ron Dykes, Royale, 14, 17. Bob Lillquist, Lola, 14, 18. Tom Bagley, Kent Oil Zink, 14, 19. Lee Mueller, Lola, 14, 20. Mark Felson, Lola, 14, 21. Mark Isaacs, Royale, 14, 22. *Harry MacDonald, Royale, 13, 23. *Pete Pittman, Aardvark, 13, 24. *Max Schowengerdt, Venture, 12, 25. *Fred Phillips, Elden Mk 14, 9, 26. *Dennis Blackwell, Zeidler, 9, 27. *Charles Montague, Crosbie 24F, 7, 28. *Benny Scott, Lola, 5, 29. *John Barringer, Royale, 5, 30. *Dick Ferguson, Tui, 4, 31. *Galen Lyons, Royale, 2, 32. *Richard Turner, Lola, 2, 33. *Dick Renard, Lola, 1, 34. *Herm Johnson, Lola, 1, 35. *Shelton Lindsay, Tui, 36. *Allan Turner, Lola, 37. *Don Schoeny, Tui, 38. *John Hancock, Tui, 39. *Wally Farrell, Lola.

* Not running at the finish
** Did not start

POINT STANDINGS AFTER FIVE EVENTS

Richard Melville, 50 pts; Fred Phillips, 47 pts; Eddie Miller, 40 pts; Bob Lazier, 36 pts; Howdy Holmes, 35 pts; Tom Bagley, 30 pts; Benny Scott, 28 pts; Peter Moodie, 18 pts; Bill Neuhooff, 17 pts; Billy McConnell, 16 pts; Bill Alsop, 16 pts; Red O'Connor, 15 pts; Jon Batchelor, 15 pts; Harry MacDonald, 7 pts; Galen Lyons, 7 pts; Herm Johnson, 6 pts; Lee Mueller, 5 pts; Volker Bruckmann, 4 pts; Dick Renard, 4 pts; Jerry Jolly, 3 pts; Kirk Stowers, 2 pts; John Hancock, 2 pts; John Barringer, 1 pt; Jim Ashton, 1 pt; Bill Henderson, 1 pt.

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THE INDY 500



by Gordon Kirby

Just as it was turning into a fascinating struggle involving driving, pit-work and tactics between Bobby Unser and Johnny Rutherford and their respective All American Racers and McLaren Cars teams, this year's Indianapolis 500 suddenly ended, 26 laps before it should have. A short but heavy burst of rain brought an early end to a race that had become one of the best 500's in recent history.

For more than two hundred miles the 59th Indianapolis 500 was a hard, four-cornered battle between the Wildcat of Wally Dallenbach, the Coyote of A. J. Foyt, the Eagle of Bobby Unser and the McLaren of Johnny Rutherford. Leading strongly throughout most of this fight was Dallenbach who pushed his way through the field from the seventh row of the grid and snatched the lead by the sixtieth lap. Thereafter Dallenbach slowly

drew away from the others while Foyt and Unser fought among themselves just ahead of Rutherford.

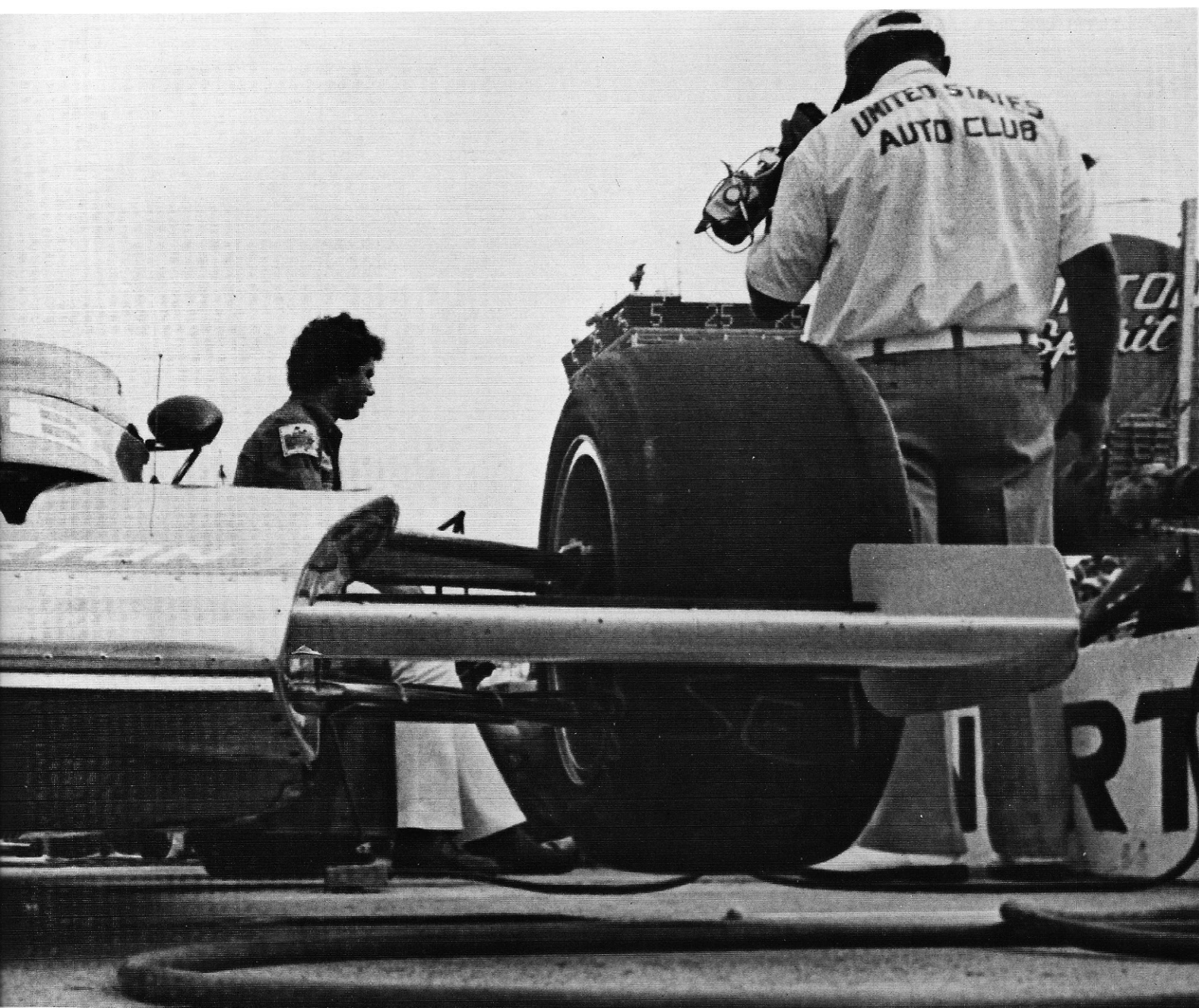
Dallenbach maintained his strong control over the long middle stages of the race, stretching his lead to a cushion of twenty seconds. Meanwhile the four team managers calculated and re-calculated their fuel consumption figures, trying to assure themselves that they would have enough fuel to be able to increase their turbocharger boost for the final laps and hoping also that their machinery, being driven very close to flat-out at all times, would carry their man through to the end.

But then Foyt lost almost a full lap when his engine hesitated a few times on the very lap that he was coming in to refuel. Suddenly A. J. was out of the hunt and his hopes for a fourth Indy victory

seemed to have evaporated. Then Dallenbach, holding his lead despite a deflating tire, came sweeping past the pits trailing a cloud of blue smoke. He pulled the Wildcat to the inside through the first turn and coasted around to the pits to retire with a burned piston.

So it was finally Unser's Eagle versus Rutherford's McLaren. But before they too had a chance to attack those final critical laps, the darkening sky grew suddenly black, the wind picked up and blew coolly across the Speedway. Just as the two leaders swept into the pits for what both teams claimed was to be their final load of fuel, a short, hard rainstorm emptied itself on Indianapolis. Both cars were able to do only a single additional lap before the race was stopped.

Bobby Unser crept slowly down the streaming front straight to score his sec-



Bill Jennaro Photo

ond Indianapolis victory and the first for Dan Gurney's All-American Racers. "We had plenty of fuel left," Unser said after climbing from the Eagle. "We didn't turn the boost up until late in the race and I think we could have handled anything Rutherford had."

entry

More than ever before this year's Indy 500 promised to be a bright spot in a comparatively glum USAC Championship season. This would be one of three races this year (the other two being the California and Pocono 500 milers) where all of the USAC teams would be in attendance. It would also be the only time during the year when all those teams would have the time to tune their complex, highly-stressed machines to an equal state

of competitiveness. The long, tiring month of preparation for the United States' biggest sporting event would see to that.

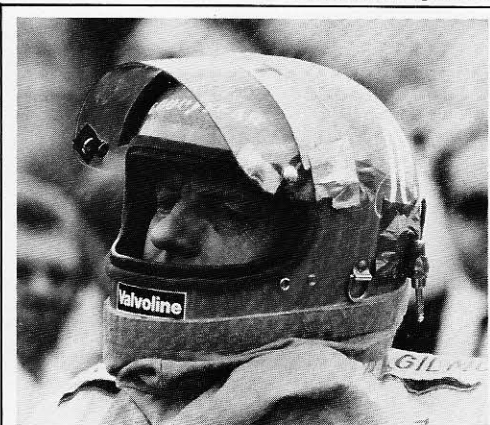
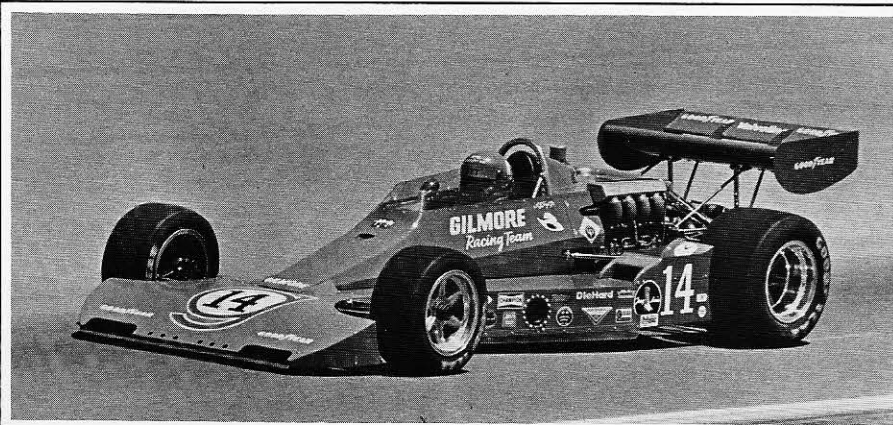
Heading the field was USAC National Champion Bobby Unser and his old reliable Jorgensen Steel Eagle-Offenhauser which Dan Gurney's All American Racers has run only once before this year (to a second place finish in the California 500). The car was still based on its 1973 monocoque and was unchanged from its California specs.

The McLaren team, last year's Indianapolis victors, brought along a pair of their new M16Es with modified radiator nacelles, wings of a slightly flatter curvature and chassis pick-ups for stock-block engines. This latter modification was in anticipation of USAC's possible change to a stock-block formula (and perhaps also

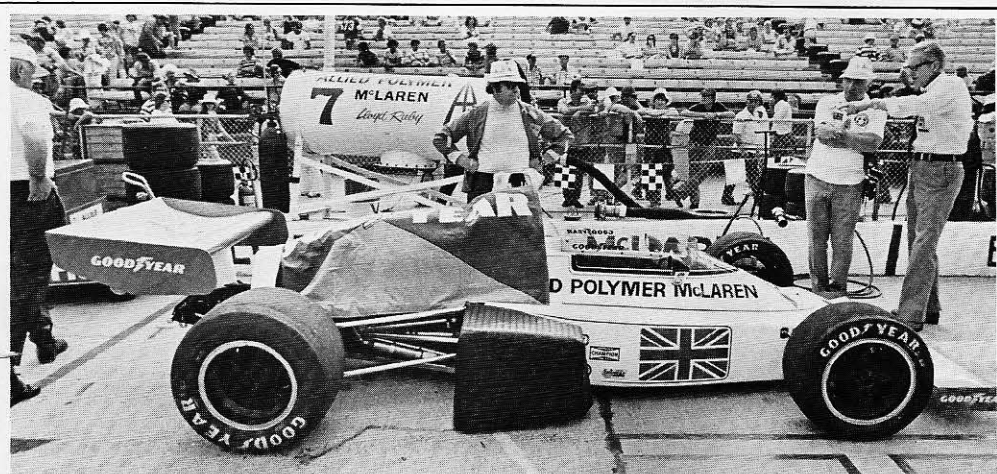
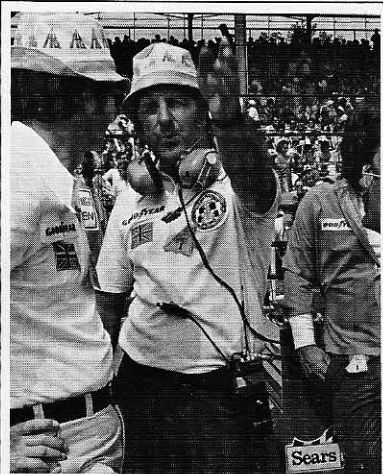
to provide the team with a Formula 5000 test-bed?). Regular man Johnny Rutherford had his Gatorade car with which he won the short track race at Phoenix while the white flanks of the other car carried the only note of foreign participation in this year's race in the form of Allied Polymer Sponsorship and a pair of large Union Jacks for 47-year old Lloyd Ruby's one-off drive for the team.

Rutherford's car also carried a computerised instrumentation package which would monitor fourteen of the car's critical functions (such as ride heights, lateral acceleration, manifold pressure, turbo-charger airflow, fuel flow, etc) and transmit the information back to a data bank recorder located in a truck parked in the infield. This computer weighed forty pounds and would be used only during practice.

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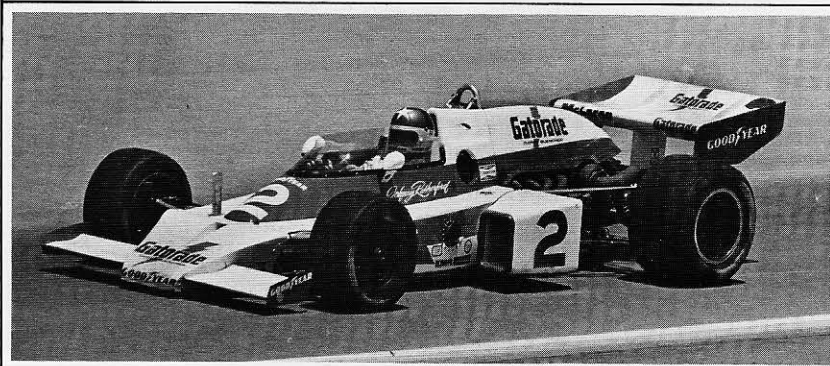


Jim Drago Photo



Bill Tennison Photo

(TOP) "Super Tex" A. J. Foyt collected his fourth Indy pole position in his immaculately prepared Coyote. (ABOVE) Denny Hulme was in charge of directing the effort for the Allied Polymer McLaren driven by veteran Lloyd Ruby. Unfortunately they lasted only seven laps before burning a poston. (RIGHT) Johnny Rutherford qualified the Gatorade sponsored McLaren in seventh spot and finished second behind B. Unser in the rain shortened event.



Tim Dwyer Photo

Current USAC points leader A. J. Foyt brought along a pair of his Coyote-Foyt/Ford V8s. One was last year's chassis in which he scored his overwhelming California win last March, while the other was a new chassis which displayed some aerodynamic differences but was essentially the same as the older car. Foyt's early-season form had established him as a firm favorite to win his fourth Indianapolis 500.

The Vel's Parnelli team brought along two of the 1973 Eagles but they also unloaded a brand new USAC version of their Formula One car. This new Parnelli, typenumbered VPJ 6, differs from the F1 machine in using heavier materials to bring it up to the USAC 1500 pound weight minimum and having its geometry tailored to the narrower and taller USAC

wheel and tire sizes. In its engine bay nestled a destroked and turbocharged version of the Cosworth V8 Grand Prix engine which the team has worked on during the winter. Engine man Larry Slutter said he found the Cosworth to be a straightforward project and added that he was confident that it would prove to be a very economical power unit which in these days of fuel restrictions (a team is allowed 280 gallons of fuel to complete the race) is a major design consideration.

The Parnelli had completed only a day and a half of testing before arriving at Indianapolis so it was planned for Al Unser to begin practice with the car and hold his Eagle in reserve in case the new machine proved difficult to sort out. Mario Andretti would miss the first weekend of Indy Qualifying due to his Monaco com-

mitments and would drive the Parnelli if Unser did in fact take over one of the Eagles for his qualifying run.

The Patrick Racing team completed a second Wildcat chassis for Indianapolis so that both Gordon Johncock and Wally Dallenbach would have versions of the car which Johncock had debuted successfully at the California 500. Both Wildcats are sponsored by Sinmast (a concrete company) and carried the latest variant of the ubiquitous four-cylinder Offenhauser engine. Called a Sparks-Goosen-Drake (after the three men who designed it; Art Sparks, the late Leo Goosen and John Drake), the engine differs from the conventional Offy in having a much narrower valve angle (22 degrees instead of 36) which in turn, allows the ports to follow a much gentler path. Chief Mechanic

George Bignotti says the S-G-D engine shouldn't produce much more power than a normal Offenhauser but it should use less fuel and have more torque. Johncock has used the prototype engine since the Cal 500 and the Patrick team have exclusive rights to the engine until after next year's Indy 500.

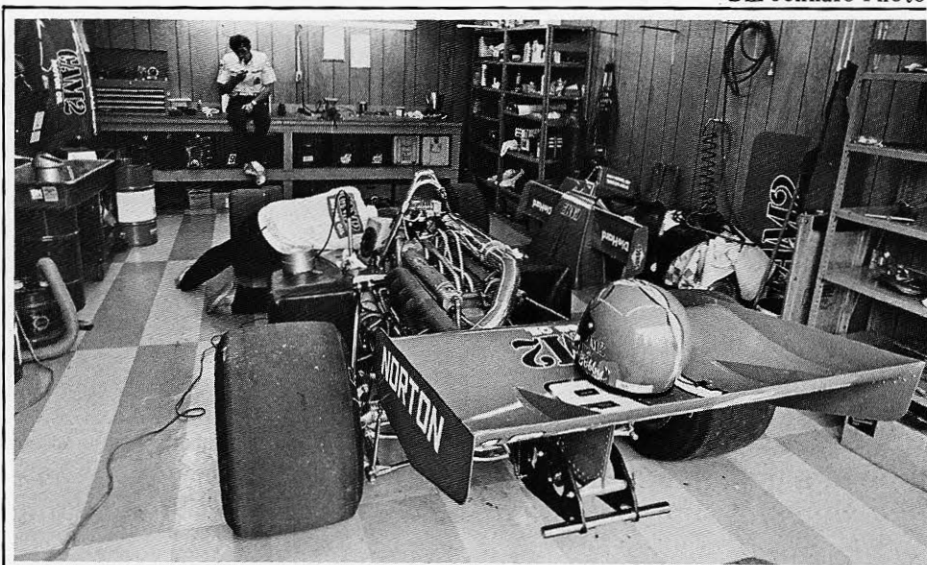
Roger Penske brought a pair of immaculately presented McLaren-Offenhauser M16Cs, one in the blue of the Norton Company and the other in the red of CAM-2 oil. Twenty-six year old coming-man Tom Sneva would drive the Norton entry while NASCAR ace Bobby Allison would drive the CAM-2 machine. Both men would be attempting to start their second Indy 500s.

Other leading contenders included Duane "Pancho" Carter, last year's Indianapolis and USAC Championship Rookie of the Year who at 24 was the youngest man in the field, and the experienced Billy Vukovich who would both drive Eagles under the colours of R. L. Fletcher's Cobre Tire team. Mike Mosley was back in the Sugaripe Prune Eagle, Steve Krisiloff filled the seat in the first Loderstar/Leader Cards Eagle, Jimmy Caruthers' Eagle carried its Alex Foods colours, Jerry Grant was to drive Fred Carillo's Spirit of Orange County Eagle, Gary Bettenhausen a Thermo King Eagle, George Follmer the American Kids Racer Eagle, and Johnny Parson the Finley Eagle. Salt Walther had a pair of McLarens to choose from, one an M16C and the other the ex-Hobbs M16D. Former USAC Champion Roger McCluskey completed the list of major entries with his Silver Floss Foods Rocket-Offenhauser.

qualifying

Usually there is a feast of tire testing at Indianapolis in the months before May, but this year with no competition to contend with Goodyear didn't schedule any testing. So when the first cars went out for practice then, they found a "green" road surface that was not conducive to fast laps. In fact it took a full week of practice for the cars to impregnate the asphalt with enough rubber so that a good groove could develop. Even then the groove did not seem to be up to par and as it remained fairly narrow there was little room for error.

It was some time then before anybody began to get up to expected speeds not only because of the problems with the groove but also because the lack of tire-testing had left the more adventurous teams with little information about their chassis settings. By midweek it began to look as if the chase for the pole was going to be between Foyt and the two Wildcats of Johncock and Dallenbach. Unser and Rutherford ran into troubles tailoring their chassis to tires while Al Unser was having a slow but encouraging time sorting out the Parnelli.



(TOP) The super sanitary Penske garage depicts the class of their operation and management. (ABOVE) Gordy Johncock's Sparks-Goosen-Drake powered Sinmast Wildcat. (RIGHT) Mario missed official qualifying because of the Monaco Grand Prix and had to be content with starting on the ninth row in the 27th position.



Toward the end of the first week of practice the pressure of the long month began to take hold as everybody struggled for their final set-up in an effort to be prepared to qualify among the frontrunners on the first day of qualifying. Johncock showed the Wildcat's potential by establishing the fastest time on four of the five practice days and eventually pushing his way around at more than 193 mph. Foyt was fastest with both of his cars, while Dallenbach was only fractionally slower than Foyt. At the very end of the week Bobby Unser broke through the 190 mph barrier but Rutherford was still in trouble with the McLaren.

Qualifying for the Indianapolis 500 is a ruthless business. A driver draws a place in the qualifying line by lot and must do four flying laps on his own. If for any reason he has to pull in during that attempt or is not ready to go out at his scheduled time then he must go to the back of the row and hope that he gets another chance to get out. If a driver is unable to qualify

on the first day he loses all chances for the pole and must start behind the first day qualifiers regardless of how quickly he ultimately goes.

When A. J. Foyt pulled in after one lap of his first effort, his engine suffering from some kind of hesitation problem, it appeared as if he might fall victim to the qualifying procedure. But late in the afternoon Foyt emerged from his garage in Gasoline Alley and took his place in what was an abnormally short line and went out looking for his fourth pole at Indy.

Despite a gradually increasing oversteer problem throughout his four laps Foyt was able to maintain a strong enough pace to average 192.976 mph. Foyt's run was two seconds faster than Gordon Johncock's and nearly three seconds better than Bobby Unser's effort and when Wally Dallenbach's Wildcat burned a piston on the first lap of his qualifying run later that afternoon A. J. was left squarely on the pole.

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Johncock nosed out Bobby Unser by a little more than half a second to take the midpole place in the front row while Bobby filled the other front place saying that he really wasn't concerned with the pole—he thought it more important to search for a proper set-up for the 500 miles.

Tom Senva did a fine job in the Penske/Norton McLaren, gradually increasing his pace throughout the week and finally taking fourth place in the field with the only other clocking over 190 mph. After getting up to 189 mph on the morning of qualifying Rutherford made a last minute change to his McLaren which gave him far too much understeer. Last year's winner struggled through his four laps, looking as if he was in the midst of one long moment all the time and averaging a disappointing 186 mph. The McLaren team immediately set about redesigning the car's rear suspension and after another week of hard work they had the car working well so that Rutherford was able to get it around at more than 190 mph. Lloyd Ruby benefitted from the mistakes made on Rutherford's car and late on the first qualifying day he lapped at nearly 187 mph to take up the outside place on the second row beside Sneva and Mike Mosley.

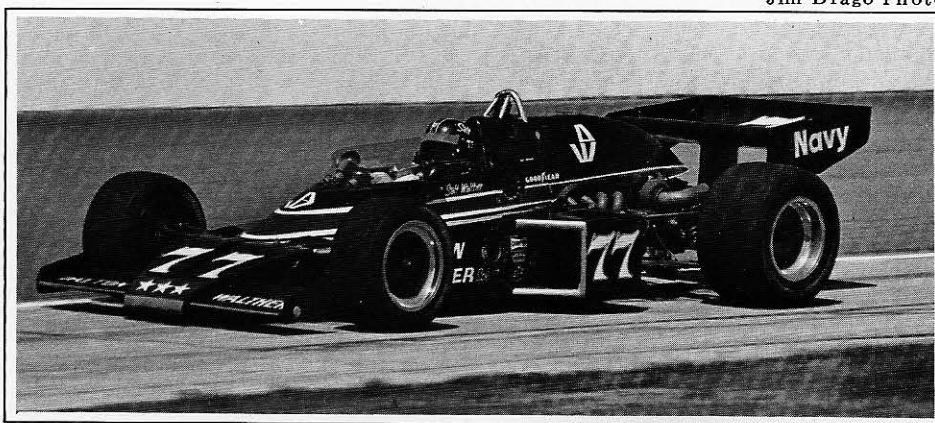
After spending most of the week practicing the Parnelli, Al Unser finally decided that he was not going to be able to make it work soon enough so he jumped into his Eagle. After just one day of practice he qualified back on the fourth row at 185 mph. He was however, adamant that the Parnelli had much potential and is anxious to race it at Pocono late in June.

Dallenbach's misfortune kept him out of the hunt for the pole but the next day he came out to record an excellent 190.648 mph run, easily the fastest time of that day. Twenty cars had successfully qualified on the previous day so Dallenbach had to start on the outside of the seventh row. Mario Andretti started even further back, in twenty-seventh position, after returning from Monaco to qualify at a good 186.480 mph on the second weekend of qualifying.

race

The obtrusively hot weather of the days before the race carried into the morning of the event itself, but in spite of the heat and close humidity a huge crowd began to make its way into the stadium when the gates opened at 5:00 A.M. While the grandstands slowly filled to capacity and the teams triple-checked their organisation the time was taken up with an endless variety of marching bands and buxom beauty queens. As always it was Indiana at its shining and polished best.

At precisely eleven o'clock Speedway President Tony Hulman announced his



Salt Walther lasted only three laps after qualifying ninth.

yearly "Gentlemen, start your engines." The crowd burst immediately into its annual frenzy, cheering and waving and stamping its feet as the thirty-three cars droned down the pit straight behind the pace car.

It was Gordon Johncock who burst away from the middle of the front row to lead into the first turn and while teammate Dallenbach began his charge through the field, Johncock tried his best to break free of the other leaders. For a few laps it almost looked as if he might succeed but then A. J. Foyt began to close the margin and as they swept past the pits to begin their ninth lap, Foyt whipped out of the Wildcat's tow and ducked inside Johncock. A few laps later Johncock pulled off, his engine refusing to run due to an electrical failure.

Just before Johncock's demise, Lloyd Ruby had dropped away from his place at the tail of the leading five-car group when his white McLaren burned a piston. At that the race became a three car chase consisting of Foyt, Rutherford and Bobby Unser.

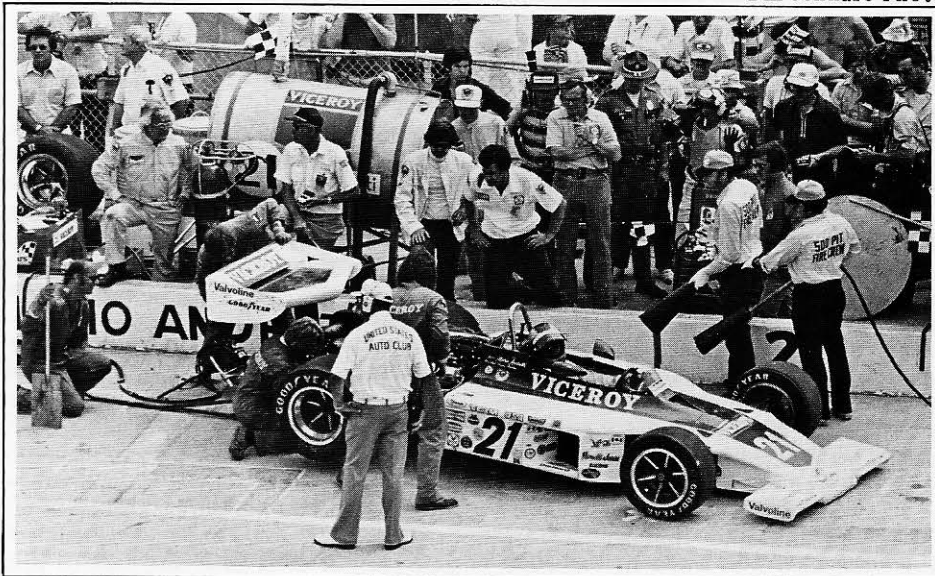
But by the second fuel stop (forty laps) Dallenbach had caught the leading

trio and he slowly set about working his way through them and into the lead. By the sixtieth lap Dallenbach was past Foyt and inching away into an ever stronger lead. Behind him Foyt clung to second place while Rutherford dropped a little off the pace and Unser, running conservatively and helped by a series of crisp and rapid pit stops, maintained consistent pressure on the Coyote.

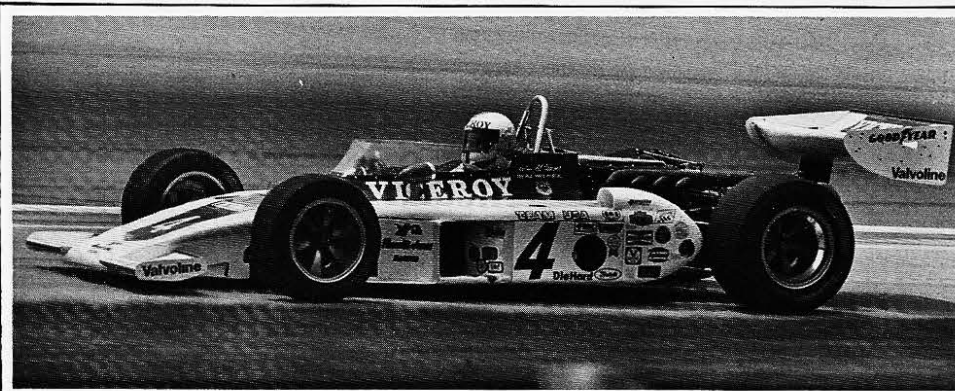
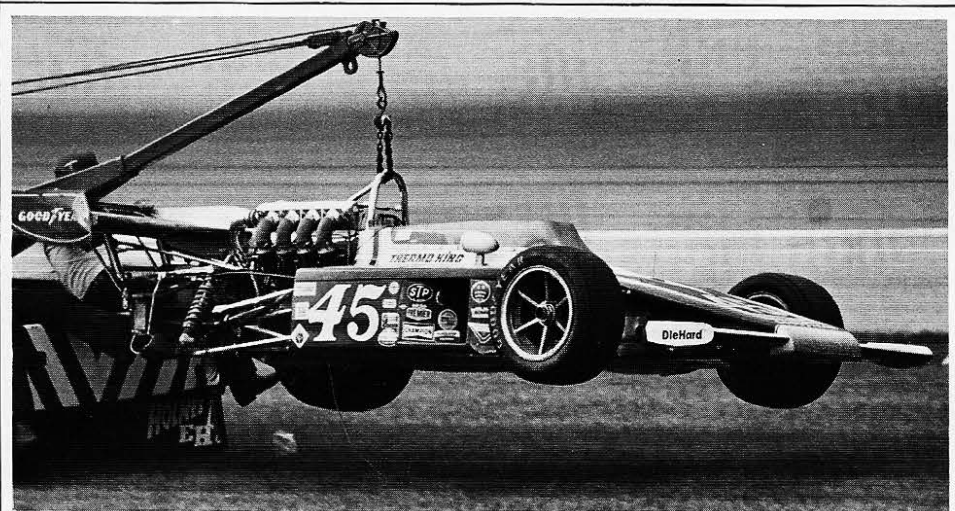
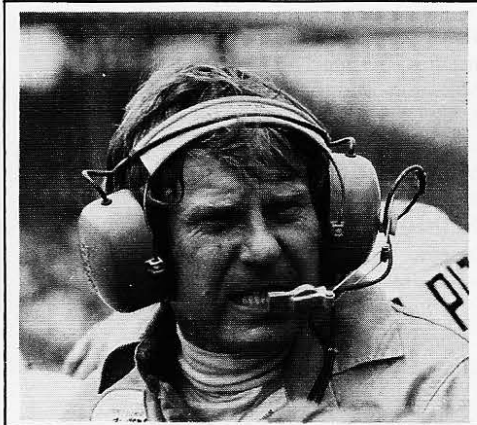
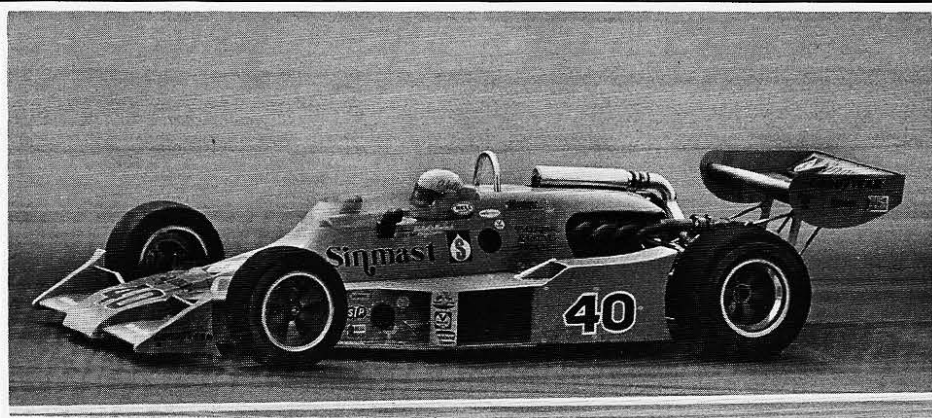
In contrast to Unser's easy pace Foyt was working hard at fending off the Eagle and it later transpired that the Coyote had blistered a tire while hanging onto Dallenbach. So it was that A. J. not only faded back into Unser's sights but allowed Dallenbach to pull even further away.

More bad luck was waiting for Foyt even as he was working his hardest. As his pit prepared for fuel stop number six, A. J. was still holding off Unser and in fact temporarily leading as Dallenbach had made his stop three laps earlier. But as the Coyote lead the Eagle into the first turn it hesitated, its fuel pump unable to pick up the last drops of fuel as the car bent through the turn, and Foyt dropped down to the apron, allowing Unser to pass him for the first time. The Coyote's

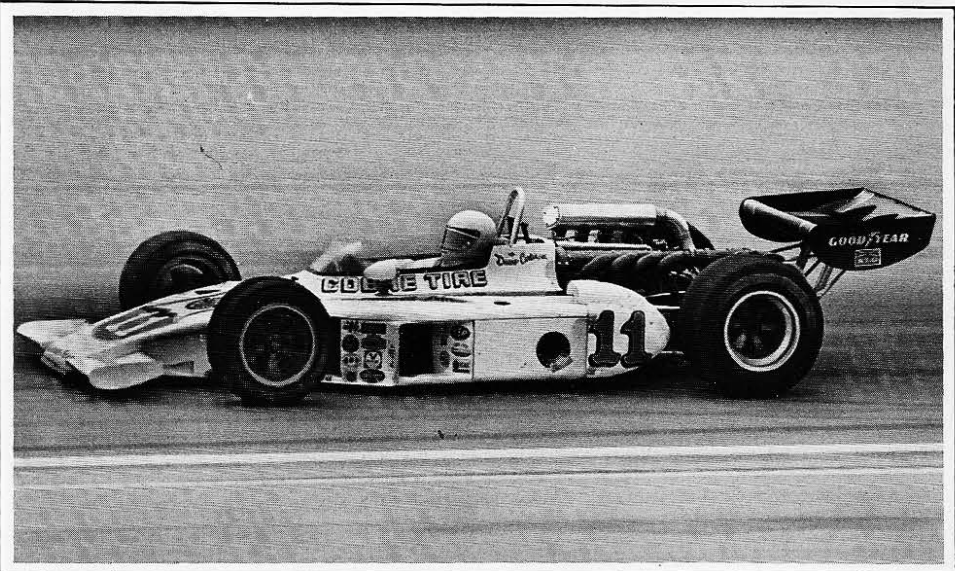
Bill Jennaro Photo



Another trouble laced Indy for Andretti.



(TOP LEFT) Wally Dallenbach led nearly half the race in his Sinmast Wildcat. (TOP RIGHT) Team McLaren's Tyler Alexander looks as though he means business. (ABOVE LEFT) The totally dejected Dallenbach after his Wildcat quit. (ABOVE RIGHT) The Thermo King Eagle hangs from the hook. (LEFT) A broken connecting rod ended Al Unser's day. (BELOW) Pancho Carter started his Eagle-Offy eighteenth.



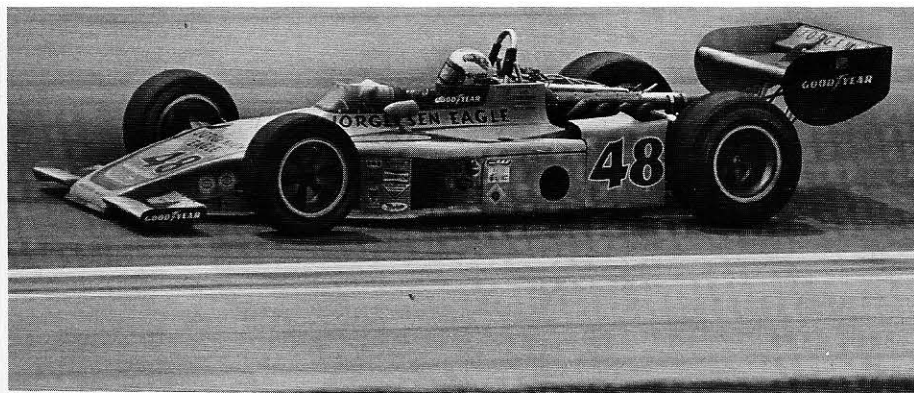
engine soon picked up and Foyt was able to get around to the pits, but by the time he got out again he was more than a full lap behind Dallenbach and very nearly a lap down on Unser.

The next of the four leaders to suffer a twist of fate was the leader himself. It was just past the 400 mile mark when the dayglo red Wildcat came sweeping past the pits and suddenly began belching smoke from its exhaust just as it passed an unbelieving George Bignotti. Dallenbach shut the engine off as he dropped into the first turn and coasted around to retire. His had been an excellent show which up until this sudden engine failure had been every bit as good as Rutherford's through-the-field victory of last year. But after leading almost half the race, Dallenbach's luck ran out yet again.

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So it was finally Unser versus Rutherford, the Eagle holding a comfortable margin of nearly twenty seconds to the McLaren and Foyt trailing both of them by a lap. As the race entered its final stages it held the potential of a fine finish but all that disappeared with the darkening sky, leaving Unser safe in the lead and Rutherford and Foyt unhappy in their places.

The Jorgensen Steel Eagle & Bobby Unser gave Gurney his first Indy win.



Jim Drago Photo

STARTING GRID

A. J. Foyt Coyote Foyt V8 193.976	Gordon Johncock Wildcat-SGD 191.652	Bobby Unser Eagle-Offy 75 191.073
Tom Sneva McLaren-Offy M16C 190.094	Mike Mosley Eagle-Offy 74 187.833	Lloyd Ruby McLaren-Offy M16E 186.984
Johnny Rutherford McLaren-Offy M16E 185.998	Billy Vukovich Eagle-Offy 74 185.845	Salt Walther McLaren-Offy M16D 185.701
Jimmy Caruthers Eagle-Offy 73 185.615	Al Unser Eagle-Offy 73 185.452	Johnny Parsons Eagle-Offy 73 184.521
Bobby Allison McLaren-Offy M16C 184.398	Jerry Grant Eagle-Offy 73 184.266	Bill Puterbaugh Eagle-Offy 73 183.833
John Martin McLaren-Offy M16B 183.655	Bentley Warren Kingfish-Offy 183.589	Duane Carter, Jr. Eagle-Offy 73 183.449
Gary Bettenhausen Eagle-Offy 73 182.611	Jerry Karl Eagle-Chev V8 73 182.611	Wally Dallenbach Wildcat-SGD 190.648
Roger McCluskey Rocket-Offy 183.964	Bob Harkey McLaren-Offy M16C 183.756	George Snider Eagle-Offy 73 182.918
Sam Sessions Eagle-Offy 73 182.750	Sheldon Kinser Kingfish-Offy 182.359	Mario Andretti Eagle-Offy 73 185.480
Larry McCoy Racer-Offy 182.760	Steve Krisloff Eagle-Offy 73 182.405	Dick Simon Eagle-Foyt V8 73 181.892
Mike Hiss Finley-Offy 181.754	Eldon Rasmussen Rascal-Foyt 181.910	Tom Bigelow Rascal-Offy 181.864

Results

FIN. POS.	ST. POS.	DRIVER/HOMETOWN	CAR NAME	CAR NO.	LAPS	RUNNING/REASON OUT	PRIZE MONEY
1.	3	Bobby Unser/Albuquerque, NM	Jorgensen Eagle, E/O	48	174	Running	\$214,031
2.	7	Johnny Rutherford/Fort Worth, TX	Gateade, McL/O	2	174	Running	97,886
3.	1	A. J. Foyt/Houston, TX	Gilmore Racing, Coy/F	14	174	Running	74,577
4.	18	Pancho Carter, Jr./Brownsburg, IN	Cobra Tire, E/O	11	169	Running	33,424
5.	22	Roger McCluskey/Tucson, AZ	Silver Floss Sauterkraut	15	167	Running	31,002
6.	8	Bill Vukovich/Fresno, CA	Cobra Tire, E/O	6	166	Running	28,473
7.	15	Bill Puterbaugh/Indianapolis, IN	McNamara D. I. A., E/O	83	165	Running	28,786
8.	24	George Snider/Bakersfield, CA	Leader Card-Lodestar, E/O	97	165	Running	24,688
9.	21	Wally Dallenbach/Basalt, CO	Simmar Wildcat, Wild/SGD	40	162	Piston	42,712
10.	23	B. Harkey/Indianapolis, IN (S. Walther)*	Dayton-Walther, McL/O	33	162	Running	22,898
11.	29	Steve Krisloff/Parippany, NJ	Leader Card-Lodestar, E/O	98	162	Running	21,796
12.	26	Sheldon Kinser/Bloomington, IN	Spirit of Indiana, King/O	19	161	Running	20,772
13.	20	Jerry Karl/Manchester, PA	Jose Johnson, E/Ch	30	161	Running	19,975
14.	10	Jimmy Caruthers/Anaheim, CA	Alex Foods, E/O	78	161	Accident	19,350
15.	19	Gary Bettenhausen/Monrovia, IN	Thermo King, E/O	45	157	Accident	19,811
16.	11	Al Unser/Albuquerque, NM	Viceroy, E/O	4	156	Conn. rod	18,300
17.	25	Sam Sessions/Nashville, MI	Commander Mo. Hom, E/O	36	155	Engine	18,117
18.	33	Tom Bigelow/Whitewater, WI	Bryant Heat-Cool, Voll/O	17	151	Magneto	18,162
19.	12	Johnny Parsons/Indianapolis, IN	Ayr-Way WNAP, E/O	93	138	Transmission	16,936
20.	14	Jerry Grant/Irvine, CA	Spirit of Orange Co., E/O	73	138	Piston	16,539
21.	30	Dick Simon/Salt Lake City, UT	Bruce Cogle Ford, E/F	44	133	Running	17,070
22.	4	Tom Sneva/Spokane, WA	Norton Spirit, McL/O	68	121	Accident	17,829
23.	17	Bentley Warren/West Gloucester, MA	The Bottomhalf, King/O	24	121	Accident	16,516
24.	32	Eldon Rasmussen/Indianapolis, IN	Anacomp-Wild Rose, Rascar/F	58	119	Valve	16,432
25.	13	Bobby Allison/Hueytown, AL	CAM2 Motor Oil, McL/O	16	112	Gear box	14,827
26.	5	Mike Mosley/Fairbrook, CA	Sugarape Prune, E/O	12	93	Engine	16,550
27.	16	John Martin/Irvine, CA	Unponsored, McL/O	89	61	Radiator	14,551
28.	27	Mario Andretti/Nazareth, PA	Viceroy, E/O	21	49	Accident	15,880
29.	31	Mike Hiss/Fustin, CA	Ayr-Way WNAP, Finley/O	94	39	Accident	14,538
30.	28	Larry McCoy/Laurel, PA	Shurline Foods Rascar/O	63	24	Piston	14,925
31.	2	Gordon Johncock/Phoenix, AZ	Simmar Wildcat, Wild/SGD	20	11	Ignition	18,120
32.	6	Lloyd Ruby/Wichita Falls, TX	Allied Polymer, McL/O	7	7	Piston	15,583
33.	9	Salt Walther/Dayton, OH	Dayton-Walther, McL/O	77	3	Ignition	14,954

* S. Walther relieved B. Harkey

Fourth place would almost surely have gone to Tom Sneva but on the 122nd lap he clipped the Rascar of Eldon Rasmussen and his blue McLaren flew into a sickening series of spiralling rolls. The car bounded raggedly off the wall, disintegrating as it went. Thankfully, the sturdy McLaren tub remained intact and Sneva was taken to the hospital conscious and burned but with no broken bones.

It was then Pancho Carter who persevered for fourth place, driving his Eagle well after crashing it badly on the Thursday prior to the race. The car had been painstakingly rebuilt, and Carter had climbed into it just as it was completed on the morning of the race.

Al Unser worked his way into the first half dozen fairly early in the race only to be delayed by a faulty fuel metering unit and then pulled his Eagle off with a broken connecting rod. Teammate Mario Andretti had a discouraging race, finally retiring when something broke and slung his Eagle into the wall. Mike Mosley went out with engine failure, Johnny Parsons dropped out of the top ten when his Eagle's driveline failed and Bobby Allison stopped his McLaren without any gears.

In total it was a very good Indianapolis 500. A fine fight among four men, a well-articulated victory for both Bobby Unser and All American Racers and clearly one of USAC's best days in years. ■

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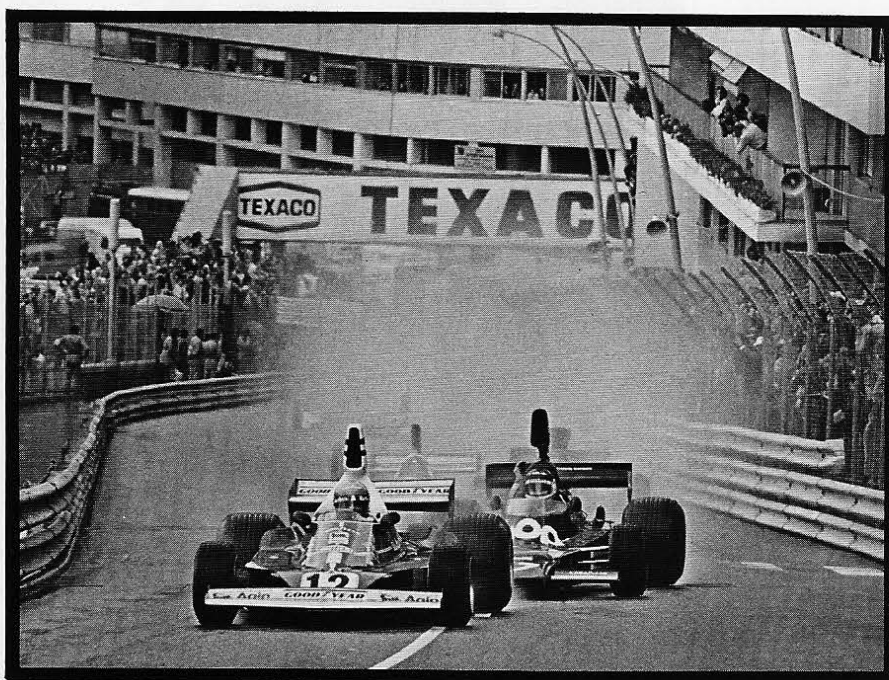
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Monoco

Lauda Lasts And Wins

by Jeff Hutchinson

Niki Lauda drove what can only be described as a perfect race to win the 33rd Monaco Grand Prix just 2.7 seconds ahead of Emerson Fittipaldi, who put in some desperate driving at the end to catch Lauda's Ferrari. But for the second time this year he had to be content with a close second place, as he had at the non-Championship Silverstone race a month earlier.

The race started wet, but dried out soon after the start, forcing all the cars to the pits for dry tyres. At this point Ronnie Peterson's Lotus took the lead for one lap until he also stopped for slicks; otherwise pole winner Lauda led every lap of the 75 lap race, which was cut from 83 laps after reaching the maximum two hour period.

Third place went to Brabham driver Carlos Pace, while Peterson finished well back in fourth place after a long stop by the Lotus men to change to slicks. Fifth place went to Patrick Depailler who fought his Tyrrell past the McLaren of Jochen Mass on the very last lap, Mass taking sixth spot and the last driver to remain unslapped by the flying Lauda.

Another incident packed race saw only nine of the original 18 starters running at the finish, the field cut to 18 following the Barcelona tragedy. Fortunately the damage was limited to cars only this time, the slippery conditions and Monaco's demanding harbor track with its tightly spaced corners providing yet another demolition derby, for only two of the

nine retirements were due to mechanical problems!

entry & practice

The glamour and spectacle of Monaco's famous harbor circuit always attracts a strong entry and this year was no exception. Following the Barcelona accident, the organizers decided to cut the number of starters to 18, so of the 26 drivers that practiced, eight would be going home disappointed.

The result of all this was one of the most desperately close practice sessions for a long time as every driver lapped just as hard as he could to ensure that he was not going to be one of the unlucky ones.

One driver who had no intention of not making the race was Austrian Niki Lauda, who was consistently faster during both two hour official practice sessions held Thursday and Friday. He was also one of the first of many drivers to damage their cars during practice, for soon after setting fastest time of the first day Niki planted his brand new Ferrari 312T (chassis 23) straight into the barrier at the esses situated on the harbor front at the back of the pits.

His car had never been raced before and was looking a very sad mess when it was brought back to the pits, the front left side of the monocoque bent and the front suspension seriously damaged. "It was my own silly fault," said Niki, "I got my foot stuck under the brake pedal

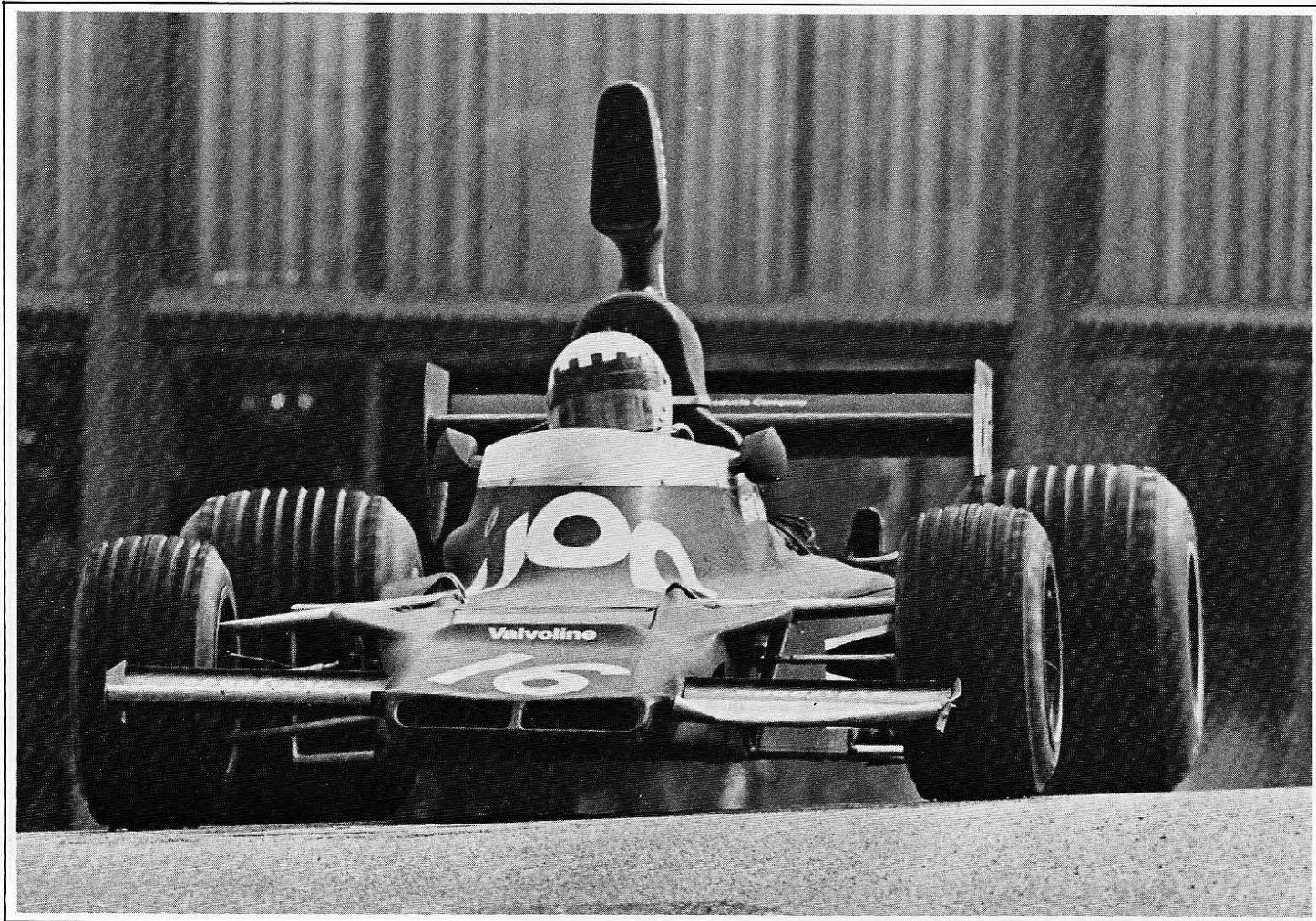
as I came off the throttle. It happens a couple of times in a season, only this time it happened in the wrong place," he added.

Fortunately the car was repairable overnight and after a test, Niki decided that he still preferred his new car to the spare car, although they were virtually identical and as they appeared in Spain. The repairs could not have made any difference to the performance, for by the end of the second session and the end of the timed practice Lauda claimed his second consecutive pole position at Monaco with a fastest lap of 1:26.40, a staggering seven tenths of a second faster than all the rest who were fighting for hundredths.

Lauda's pole winning time of the previous year had been one tenth quicker than this year's best, but the circuit was considerably slower following resurfacing at several points around the track, plus a much tighter chicane this year.

It looked as though the Ferrari's main opposition was going to come from the two UOP Shadows, for behind Lauda on the list of fastest times were Tom Pryce and Jean-Pierre Jarier, both their Shadow DN5As slowly improving throughout practice until like Lauda and most of the fastest qualifiers they put in their best times during the final few minutes of practice. Unlike other races this year the teams had available three different construction rear tyres and two different

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Tom Pryce put the Shadow on the front row. Here he chases the leaders in the opening laps. (note bent spoiler)

front tyres, so it was almost like the old days of plenty. Most of the teams spent the first days trying different combinations of tyres and then only in the last few minutes did the drivers decide what they liked the best and really try tenths.

"The car is really going well," said Pryce, "but I think what has really made the biggest difference is the narrower rear track Tony Southgate had fitted it makes the car just nice to slide around here."

Behind the Shadows was last year's winner Ronnie Peterson. "The car is feeling really good now that we have some stiffer construction tyres," said Ronnie. For Lotus, this race looked like being their big chance of a win this year.

Fifth quickest and really opening a few peoples' eyes with his new light-weight version March 751, in Spain, was Vittorio Brambilla. He was running really well throughout practice and like Lotus the March team was full of hopes for their second ever Grand Prix win, their only other being way back in their first year of GP racing when Jackie Stewart won the Spanish Grand Prix.

Beside Brambilla on the grid was the second fastest Ferrari of Clay Regazzoni, "Regga" also crashing during the first day's practice when he spun in front of

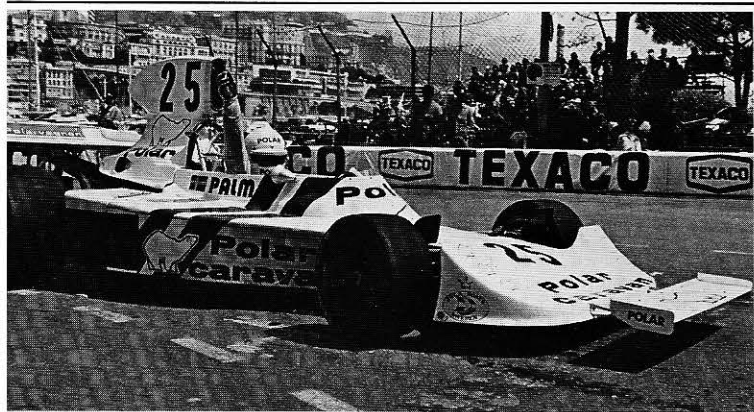
John Watson who had nowhere to go but over Clay's car's nose. The Ferrari was not too badly damaged, although Regazzoni took his spare car for the rest of the day, Lauda eventually finishing the first day's practice in Clay's "race" car after his own was damaged more seriously later.

Next quickest was Jody Scheckter driving his usual Tyrrell 007, but not without a lot of trouble getting the car to handle just the way he wanted it to. In fact even at the end of practice he was not completely happy. "The car is just not as positive as I would like it," said Jody.

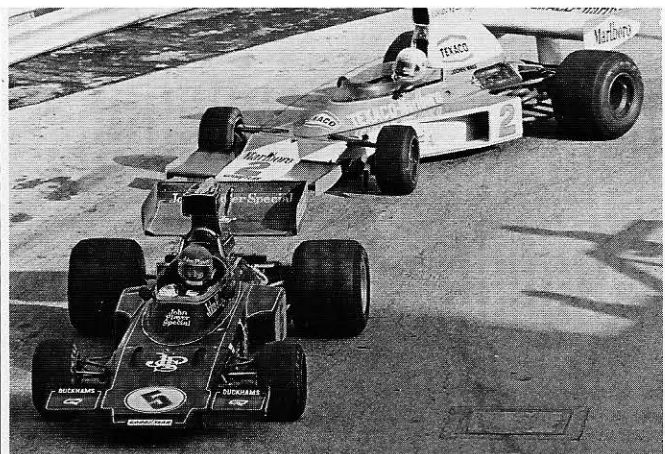


Depailler finished a fine fourth place in the Elf-Tyrrell.

Photos by Author



Torsten Palm failed to qualify in his "hired" Hesketh.



Mass moved up well to chase Petersen for fourth.

crash of practice when he spun exiting the corner after the pits and destroyed his race chassis against the barrier. Any chance that it might have been repaired was lost anyway when the mobile crane used to lift damaged cars off the track swung the Penske into a lamp post. For

the race Donohue was starting a completely untried car made up from a spare chassis the team had with them and bits of the spare original 01 chassis and his crashed car.

Completing the last row of the grid was John Watson's Surtees and Alan Jones in his Rob Walker entered Hesketh.

Watson had a very troubled practice, writing off his race chassis in the first few minutes of the first session when he hit the spinning Regazzoni. The Surtees ending up firmly in the barrier, while his spare car also got bent when he touched the barrier later that day. "Things were never really sorted out right and I was just trying too hard," said Watson, who also had a minor fire as he went out of the pits to start the final few minutes of practice the second day. Considering everything, he felt himself very lucky to have been in the race at all.

Australian Alan Jones also did well to qualify his second Hesketh, improving a lot the second day when a large rear wing like Hunt's replaced the smaller version that he had used in Spain.

First of the non-qualifiers was the BRM of Bob Evans, who missed the race

by three hundredths of a second after a desperate bid to get in. Because of a lack of crankshafts and pistons his car was fitted with the less powerful type 142 engine instead of the new type 200, which Bob felt would have just made the difference needed to get in the race. "Other than that I am pleased," he said, "because at least now the chassis seems very good and I think with the extra power we could be well up amongst the top cars." Despite being first reserve, the BRM crew had packed up and gone home by race morning.

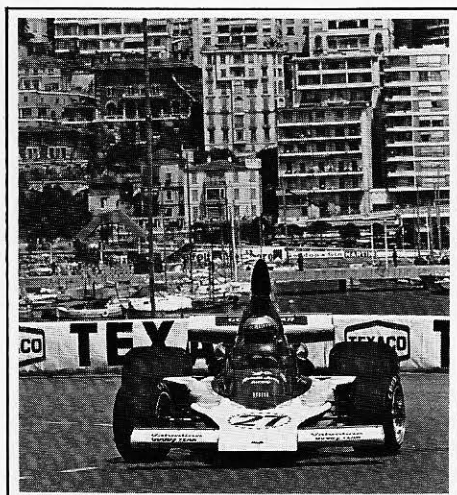
Behind Evans, both the Frank Williams cars failed to qualify, Merzario going back to his old 003 Williams chassis, while Jacques Laffite took the new 004 mount. "I am not happy with the new car," said Arturo, "it is not comfortable for me," he explained, although it seems that Williams is no longer too happy with Merzario and it has been rumored that he is about to be replaced by English driver Tony Brise if Graham Hill Racing does not sign him up first.

Laffite missed all of the first day's practice when he spun the very first lap and damaged the rear suspension. The car was repaired in time for the race but to no avail.

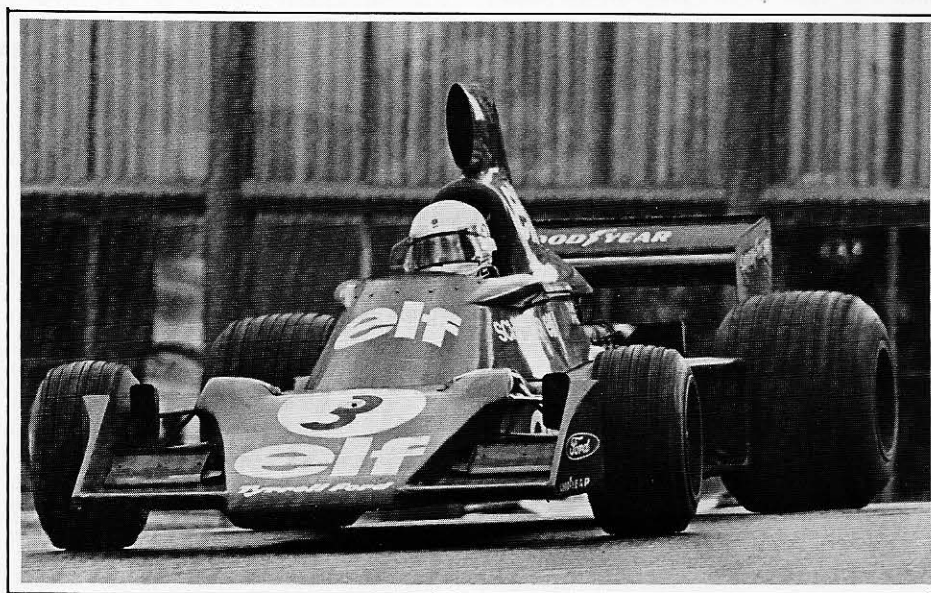
Next of the non-qualifiers was the Dutchman Roelof Wunderink in Mo Nunn's Ensign. Wunderink was over two seconds slower than the Williams of Laffite, although his practice ended early when he broke the front right shock absorber chassis pick-up point after hitting the wheel at the entrance to the chicane. There was no time to repair the car before the end of practice and with the time he had recorded there was no way he would get in the race.

Another non-runner was the Swede Torsten Palm having the first of two "hired" drives in the spare Hesketh 308, paid for by his sponsors Polar Caravans who will also be sponsoring the Swedish GP. It was an expensive (said to be around \$20,000) outing for the Swede for only a couple days of practice.

Next up was the March of Lella Lombardi which she ran only a few laps during the first day before ripping off the

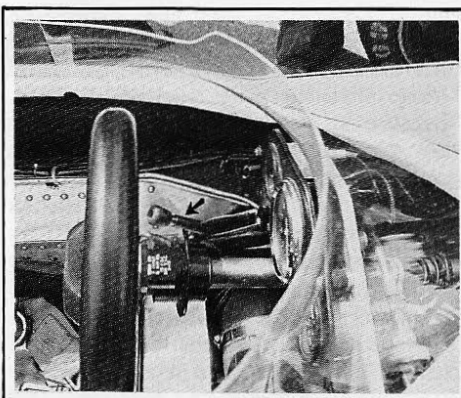


Andretti went out in a flaming finish.

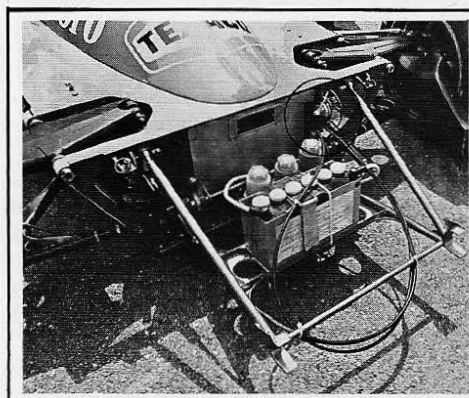


Jody Scheckter started seventh and finished seventh.

Photos by Author



Fittipaldi's McLaren was fitted with a driver operated adjustable roll bar similar to those used on USAC Championship cars.



During the final twenty minutes, when most of the fast times were set, Jody found himself dropped from the front row to the fourth while his car sat in the pits leaking water from a broken radiator hose. His first day's practice was also cut short when a half-shaft broke in the transmission, so considering his troubles the South African set a very good time.

Next quickest was the Martini Brabham of Carlos Pace. The Brabhams were unchanged from Spain and did not really show up too well around the tight slow twists and turns of the Monaco track. The Brabhams really come into their own on a fast circuit but here they were no better than most of the other chassis.

Also finding it hard work around this circuit were the McLaren drivers. Emerson Fittipaldi was back on the fifth row while his teammate was even further back. Emerson's car featured the only real technical innovation this weekend, his usual race car having been fitted with an internally operated adjustable roll bar. Opposite the gear lever was a five position lever adjustment which, via two control cables, allowed the front roll bar to be stiffened or softened during the race. It was the first time Emerson had even tried the new arrangement and by the end of practice he seemed quite pleased with the

result. If the car started to oversteer or understeer during the race as the fuel load changed or the track surface changed Emerson could adjust inside the car to compensate.

Next quickest was the second Brabham of Carlos Reutemann while behind him came James Hunt in his usual Hesketh which featured nothing particu-

larly new at this race. Hunt was having a job to go quickly the first day after he ran over the curb at the chicane. All the suspension was checked out and found to be okay, but a closer look showed that he had rippled the underside of the chassis, loosing several of the rivets in the process, which was allowing the chassis to flex more than usual.

Behind Hunt came Patrick Depailler in the second Tyrrell, the same car that he had raced in Spain and, like Jody Scheckter's, still running the angled side rear radiators and coil spring rear suspension which first appeared in practice in South Africa.

Mario Andretti was next fastest in his Parnelli, although practice was eventful for the American. During the first day he had a gearbox pinion bearing break up and so had to revert to his spare car which was not set up as soft as his race car. During the second day he reverted back to the race car with which he then kissed the barrier, forcing him to go back to the T car because of minor derangements to the suspension. Then he went and touched the barrier with the T car, so like Jody, Mario spent the final minutes of practice without anything to drive. His times in the T car and the race car were virtually identical.

Next on the grid was the second JPS Lotus 72E of Jackie Ickx, who missed quite a lot of early practice when his car was sidelined with gearbox problems.

Next came the second McLaren M23A of Jochen Mass, his car not fitted with the new front suspension adjuster, but Mass did not think that this was the reason for his being so far back. In fact he had no idea why he was and said, "I am trying really hard and seem to be going quickly, only most of the others are even quicker!" Both the McLarens were fitted with the non-rising front suspension as at Barcelona.

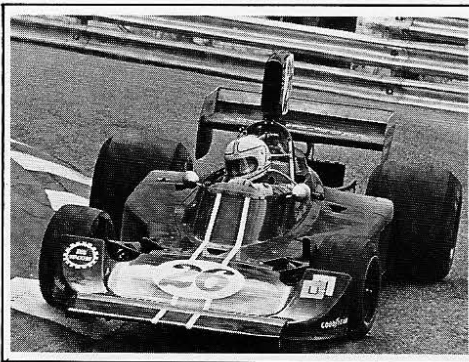
Behind Mass was Mark Donohue's Penske, Donohue suffering the biggest

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Mark Donohue crashed after suspected suspension failure.

Photos by Author



Allan Jones takes the Rob Walker entered Hesketh onto the curbing.

front suspension on the crash barriers, which also badly twisted the chassis pick-up points. Despite the fact that the chassis was not really repairable, the mechanics set about getting it ready for the next day's practice which she ran, although it is hard to tell how much of her bad time can be attributed to the car or the damage it suffered in the crash.

Wilson Fittipaldi was another non-qualifier in his Copersucar, the Brazilian still trying hard to make the car competitive but not really getting any further with the project.

Five-time Monaco winner Graham Hill was another disappointing non-starter for the crowd after failing to qualify the Hill-Lola T370. Migault was stood down for this race which was said to be Hill's last, but as it turned out both of them were destined to be spectators. Things might have turned out a little differently had Graham's fuel metering unit not broken down early on in the first day which forced him to use the old original unmodified Lola T370 spare car. The other car was ready for the second day's practice, but Hill hampered things by hitting a front wheel against the barrier and limping back to the pits with a broken rim.

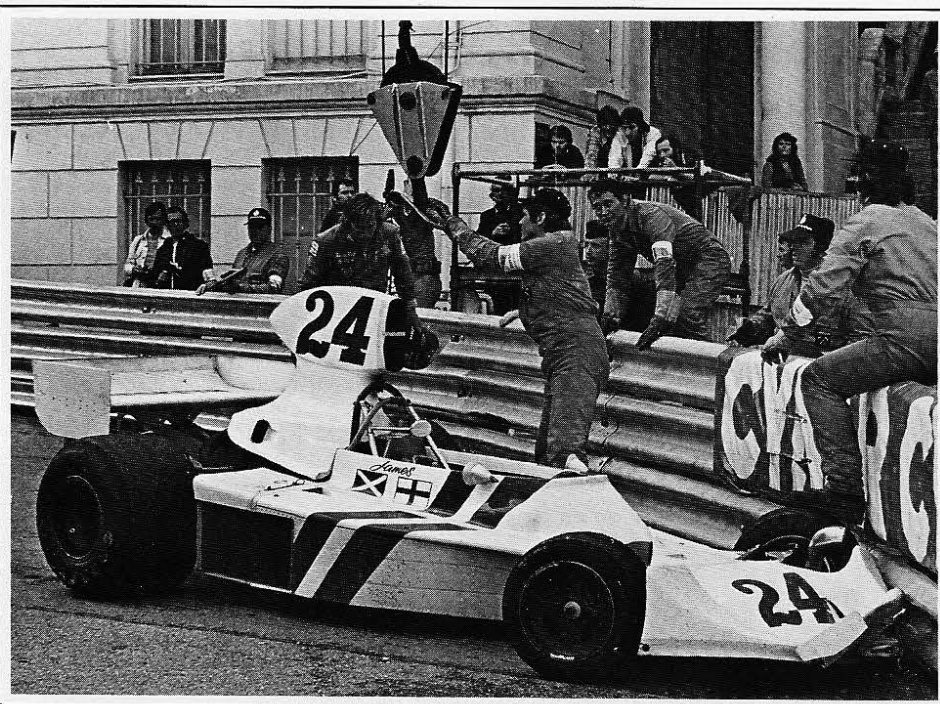
It seems that for future races Hill will be putting another driver in besides Migault, and team manager Ray Brimble has made no secret of the fact that he is interested in getting Tony Brise in his car.

During the wet session it was interesting to note that Ronnie Peterson was considered faster than most of the other cars.

race

It was still raining as the 18 cars lined up for the 3:30 PM race start, although bright patches in the grey sky promised a dry finish. Despite the weather, there was not a single vantage point left empty as the roar of engines echoed around Monaco's high rise apartments and back over the harbor. It was the kind of thrill that no other circuit in the world can produce and which presumably is why every year it's a sell-out for tickets averaging an incredible \$65 for race day and almost that much again for practice.

As the flag dropped, it was Lauda who



Hunt was fuming after being "put off" into the armco.

Photos by Author

made the best start, while from the second row Jarier shot ahead of his teammate Pryce to claim second place.

Within a few yards the entire field was enveloped in a huge cloud of spray thrown up by the fat black tyres.

All the field got safely around the first corner however, and as the cars rushed up the hill into the heart of Monaco it was still Lauda ahead of Jarier with Brambilla, Pryce, and Peterson barely visible in the spray although only a couple of yards behind.

The incident-free start did not stay that way for long however, for going down the hill back to the harbor front, Jarier tried to move ahead of Lauda, didn't quite make it and kissed the barrier. He kept going, but with the handling not as it should be. By the time he arrived at the chicane he slid wide again and punctured the two right side tyres, but by this time was so fired up that he kept going the next few hundred yards at racing speed before finally destroying his Shadow at Tabac Corner. The demolition derby had started.

Also in trouble on the first lap was Pryce in the second Shadow. He nudged Peterson and bent a front spoiler and then in a bid to take Brambilla, swung the tail out as he powered by, deranging the steering of the March which stopped at the pits at the end of the lap. Pryce got through to third place and carried on apparently undamaged. Another stopper after the first lap was Regazzoni's Ferrari which had touched something on the way around and came in for a new nose and rear wheel. And that was just the first lap!

All this drama up in the front of the field saw Lauda, Peterson, and Pryce well ahead of the rest at the start of the sec-

ond lap, Scheckter coming around in fourth place with Fittipaldi just behind, then another short gap to Pace. Behind these, Hunt was holding off Depailler and Andretti, while Ickx, Reutemann, Watson, Donohue, and Jones were bringing up the rear. A lap behind, both Regazzoni and Brambilla had rejoined the race, for the time being anyway.

Next driver in trouble was Andretti, who had been running a strong ninth behind Depailler for the first eight laps of the race, but then the oil pressure take off point at the side of the engine blew out and pumped oil all over the hot exhaust system. As he started lap nine flames were licking around the gearbox and by the time he had noticed anything wrong he was almost back to the pits where he stopped with a regular blaze going at the back of the car. It was soon out though, and no real damage was done other than to the Parnelli men's egos.

The rain stopped just about as the race was starting, so that within ten laps or so there was already a "dry-line" beginning to appear, speeds were getting quicker and quicker and tyres hotter and hotter. It would not be long before the entire field would have to make a stop to change to slick tyres and in the few-lap "waiting period", the soft wet tyres were being left as great black smears in the road on all the corners.

The Ferrari and the Lotus stayed scant seconds apart, while Pryce found the handling of his Shadow more and more difficult as the track dried out, the determined Welshman getting at impossible angles to try and keep the leaders in sight.

Scheckter and Fittipaldi were rapidly closing on Pryce, who, under pressure from behind bent up the other front

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spoiler against one of the barriers and clear of Pace, Depailler, Watson and Donohue. Hunt had been the first in for dry tyres and until the rest stopped, found himself almost at the back of the field.

After 20 laps the fast line was virtually dry. Pryce, Watson and Pace all pitted for tyres together, only for Pryce it was a much longer stop while the nose section was also sorted out.

Lauda, Fittipaldi, and Scheckter all waited until three laps later, which for one glorious lap let Peterson into the lead until he too had to stop.

The sports car experience of the Ferrari and McLaren men really showed up in the pits, for after everybody had changed over to slicks, the Ferrari was now well ahead with Fittipaldi in second place, just about the same 16 seconds or so that he had been behind Lauda before the stops. Both drivers had been in and out of the pits in something like 30 seconds.

Scheckter was now fourth, Pace having moved up to third place, but only a car's length ahead. A long pit stop by the Lotus crew saw Peterson way behind in fifth place and having a desperate time holding off Mass, Hunt and Depailler. Part Two of the race was on!

Wet or dry it was still Lauda all the way, Emerson unable to close the gap more than momentarily as Lauda got held up for several laps as he tried to pass the battle for eighth place between Ickx and Donohue. Most of the time Lauda was all alone, never putting a wheel wrong as he drove consistently, lap after lap, knowing from his pit crew that Emerson was only a small mistake away. Emerson turned it up to ten tenths to try and pull back the gap, but it remained between 10 and 15 seconds whatever he tried.

It looked as though things would stay that way to the finish, which because of the wet start came after 2 hours and not the proposed 83 laps. Then, around 5 laps before what was to be the 75-lap finishing point, Emerson started to close the gap. On one lap it was down by two seconds, the next 1.5 secs and the next 2 secs. Seeing a faint chance of victory Emerson drove one of his very rare 11/10ths drives, throwing the McLaren through the corners in big power slides.

Was Niki in trouble or just slowing to make absolutely sure of not making a mistake in the last vital laps? It was a bit of both, for after the race Lauda said, "I can win just as well with three seconds in hand as with ten seconds," but added later, "Well yes, I did have a little oil pressure fluctuation on left hand corners so I thought I had better take it a bit slower anyway."

The final gap was 2.78 seconds as the race was stopped at the end of the 75th lap. It was a great finish. Fifteen seconds behind Fittipaldi came Carlos Pace who clung on to his third place for a fine

placing. For most of the race Pace was under intense pressure from Scheckter's Elf-Tyrrell until the South African "got it just a bit too sideways on the slippery track and clipped a curb," in his own words. He had to stop at the pits for a fresh wheel which dropped him back a lap on the leaders and down to seventh place by the finish.

The battle for fourth place between Peterson, Hunt, Mass and Depailler was one of the most exciting acts of the Part Two. Twelve laps from the end Hunt and Mass came into the tight down-hill right hander at Mirabeau corner side by side. Mass had the inside line and kept it, leaving Hunt nowhere to go but straight on and out of the race with the nose of the Hesketh parked firmly in the barrier. Next time around Hunt stood in the middle of the track and shook his fist at Mass who politely waved back. He was fifth now, right behind Peterson, and trying all that he could to take fourth. Closing up fast, however, was Depailler. In fact the little Frenchman had gotten so fired up that he set fastest lap of the race as he pulled in the couple of seconds between himself and Mass, determined to take third place as well. On the very last lap Mass got the McLaren out of shape on a damp patch just before the tunnel and Depailler went through to take fifth, just 1.2 seconds ahead of Mass and only 2.5 secs behind Peterson, these first six cars a full lap ahead of the other three.

Scheckter and Ickx were next, each one lap behind, while two laps down was Reutemann who had so much brake bias to the rear that he was lapping at a relative crawl. Three laps after Hunt's crash, Donohue felt the front suspension go funny at exactly the same place and his drive ended with the Penske well shunted at the front end after crashing into the barrier.

Australian Alan Jones had driven a slow but steady race throughout; but, 14 laps from the end he also joined the list of retirements when the rear wheel suddenly went all wobbly going up the hill, so he parked the Hesketh and walked back.

Brambilla had struggled on for 48 laps with the handling "very no good" before he finally went off the road and parked the March against a stretch of armco barrier. Nine laps before this John Watson had spun the Surtees and managed to miss the barrier, but could not re-start his stalled engine. Pryce, then arrived and barely missed Watson, but thumped the front end of his car for the third time, upsetting the handling even more. On the next lap he spun and finally finished his race with the rear wing badly shunted against the barrier.

On the same lap as Watson's retirement Regazzoni crashed into the chicane, stepping out of his bent car in a dramatic looking cloud of extinguisher gas. A fitting end to the 33rd Monaco G.P. ■

STARTING GRID

TOM PRYCE Shadow DN5A/02 1:27.09	NIKI LAUDA Ferrari 312/023 1:26.4
RONNIE PETERSON Lotus 72E/09 1:27.40	JEAN-PIERRE JARIER UOP Shadow DN5A/01 1:27.25
CLAY REGAZZONI Ferrari 312T/21 1:27.55	VITTORIO BRAMBILLA March 752/03 1:27.50
CARLOS PACE Brabham BT44B/2 1:27.67	JODY SCHECKTER Tyrrell 007/2 1:27.58
CARLOS REUTEMANN Brabham BT44B/1 1:27.93	EMERSON FITTIPALDI McLaren M23A/9 1:27.77
PATRICK DEPAILLER Tyrrell 007/05 1:27.95	JAMES HUNT Hesketh 308/2 1:27.94
JACKY ICKX Lotus 72E/5 1:28.28	MARIO ANDRETTI Parnelli VPJ 4-002 1:28.11
MARK DONOHUE Penske PC1/03 1:28.81	JOCHEN MASS McLaren M23A/8 1:28.49
ALAN JONES Hesketh 308/1 1:29.12	JOHN WATSON Surtees TS16-02/4 1:28.90

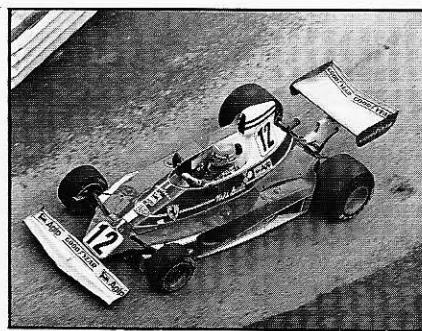
Non-qualifiers:

Evans (BRM P201-05) 1:29.15; Lafitte, (Williams FW/004) 1:29.28; Merzario (Williams FW/003) 1:29.32; Hill (Hill-Lola T370/GH1); Wunderink, (Ensign N174 MN1) 1:31.60; Palm (Hesketh 308/3) 1:31.95; Lombardi, (March 751-02) 1:32.20; Fittipaldi (Copersucar-Fittipaldi FD-02) 1:33.02.

Niki Lauda and Clay Regazzoni both used Ferrari 312T/018 as a T car. Andretti set his best time in Parnelli VPJ 4-001 T car. Jarier used Shadow DN5/A-03 as a T car and Hill used Lola T-370-02 as a T car. Donohue starting Penske PC1-03 untried after crashing Penske PC1-02 in practice.

Fastest lap:

Depailler, Tyrrell 007, 1:28.67, 133,087 kph



Results

33rd Grand Prix of Monaco
Monte Carlo, May 11th
75 laps, 146.475 miles

1. Niki Lauda, Ferrari 312T, 2 hr 1 min 21.31 sec, 121,552 kph; 75 laps
2. Emerson Fittipaldi, McLaren M23, 2 hr 1 min 24.09 sec; 75 laps
3. Carlos Pace, Brabham BT44B, 2 hr 1 min 38.12 sec; 75 laps
4. Ronnie Peterson, Lotus 72E, 2 hr 1 min 59.76 sec; 75 laps
5. Patrick Depailler, Tyrrell 007, 2 hr 2 min 2.17 sec; 75 laps
6. Jochen Mass, McLaren M23, 2 hr 2 min 3.18 sec; 75 laps
7. Jody Scheckter, Tyrrell 007, 74 laps
8. Jackie Ickx, Lotus 72E, 74 laps
9. Carlos Reutemann, Brabham BT44B, 73 laps
10. Mark Donohue, Penske PC1, 66 laps

Retirements:

Jarier (Shadow DN5A) 0 laps, crash; Andretti (Parnelli-VPI) 8 laps, oil pressure/fire; Watson (Surtees TS16) 36 laps, accident; Pryce (Shadow DN5A), 37 laps, crashed; Brambilla (March 751) 48 laps, crash; Jones (Hesketh 308) 61 laps, rear wheel loose; Hunt (Hesketh 308) 63 laps, crash; Donohue (Penske PC1) 66 laps, crash.

WORLD CHAMPIONSHIP (after 5 rounds)

Fittipaldi, 21 pts; Pace, 16 pts; Lauda, 14 pts; Reutemann, 12 pts; Mass, 10½ pts; Scheckter, 9 pts; Depailler, 8 pts; Hunt, 7 pts; Regazzoni, 6½ pts; Peterson, 5 pts; Ickx, 3 pts; Jarier, 1½ pts; Brambilla, 1 pt; Lombardi, ½ pt.

CONSTRUCTOR'S WORLD CHAMPIONSHIP

McLaren-Ford, 26½ pts; Brabham-Ford, 25 pts; Ferrari, 17 pts; Tyrrell-Ford, 13 pts; Hesketh-Ford, 7 pts; Lotus-Ford, 6 pts; Shadow-Ford, 1½ pts; March-Ford, 1 pt.



Rob Ladwig Photos

POCONO F/5000

Mario and Brian Pick up where they left off last season

by Gordon Kirby

A year ago Brian Redman voluntarily retired himself from Grand Prix racing. It was he said, too intense, too serious for his liking, so he decided to relinquish his Formula One seat and concentrate instead on North America's Formula 5000 Championship. Redman duly won the F5000 Championship but there were people who took this to mean that the Englishman didn't really have it, that when it came down to the crunch he couldn't respond as an 'ace' should. But on the first weekend of June at Pocono Speedway, Brian Redman showed that he can respond to a tough situation as well as anybody and that he is ready to defend his Championship with a blend of finesse and forcefulness that is rare among all but the finest of racing drivers.

The day before this opening round of the USAC/SCCA F5000 Championship Redman climbed, for the first time, into one of last year's Lola T332 chassis, a car which the Haas/Hall team had purchased and rebuilt in the weeks since the rained-out original Pocono date. Carl Haas and Jim Hall had decided there was no hope of winning with their complex T400 Lola so they prepared their man a car that was almost identical to the one in which he won his Championship title.

So it was that Redman had but one day of practice in the T332 before taking up a place back on the fifth row (because his fourth best qualifying time had been set a month before in the team's T400) on the grid for the second Pocono qualifying heat. Ahead of him sat Al and Bobby Unser, Eppie Wietzes, Jon Woodner and Danny Ongais—all of them, in one kind of racing or another, seasoned, hard

competitors. Twenty laps later Redman had come through to beat them all.

By the second turn of the first lap Brian had caught up to them. In a series of clean, well-chosen maneuvers he forced his way ahead of them while mistakes or mechanical troubles cropped each of the other five off the pace. In the final laps Redman drove away on his own to win comfortably.

Leigh Fossberry Photo



Mario's luck ran out again.

Starting the final from the pole, Redman had to give way to Mario Andretti into the first turn and after a big moment through a very fast portion of the damp track, he dropped well behind the leading Lola. But Brian soon applied himself to closing the gap and it wasn't long before he was pressuring Andretti hard. Then Mario's Viceroy Lola began to dribble water from one of its exhaust pipes. Seeing this, Redman applied even more pressure and soon passed the troubled Andretti and again drove away on his

own. The Haas/Hall Lola carried on to a flawless finish, Redman winning his ninth F5000 race in fifteen starts for Jim Hall and Carl Haas.

entry & qualifying

There was just a single day of practice on the itinerary for this rescheduled opening round of the F5000 Championship. The three sessions were untimed so that the grid remained as it was at the end of practice four weeks earlier. Three cars turned up for the first time on this new date but two of them were so uncompetitive that they went home before the heats and the third, Arlon J. Koops, took up a back row place with his Lola T330.

Other than the three teams who had been working away at their Lola T400s, there wasn't much in the way of change from a month before. The Viceroy/Vel's Parnelli team brought along the same pair of Lola T332s which Mario Andretti and Al Unser had qualified first and second fastest. The team had found time enough in the midst of their Indianapolis involvement to paint the cars in a new Viceroy livery to match the cigarette company's redesigned package.

Jackie Oliver had tested the UOP Shadow DN6 at Pocono two weeks before but that test had been upset by rain. The team planned to carry out their testing of new radiators and narrow track suspension into the Saturday practice but they were foiled by a gear box oil leak and then a broken differential so that Oliver was able to do only a few laps.

Fourth fastest qualifier Brian Redman had a brand new proposition to deal with

continued next page ►

in the form of one of last year's Lola T332s. Carl Haas had located a shunted example of the 1974 chassis (this one raced once at Ontario last year by Micky Rupp), shipped it down to Texas and gave the Chaparral mechanics two solid weeks of work rebuilding the car. They updated the car to the same suspension and aerodynamic specs as their Championship-winning T332 of last year as well as relocating the oil coolers from their side-of-tub positions to places on either side of the gearbox tail, like those

Swan had constructed a new, stronger rear crossmember and higher roll center suspension for their Formula Racing Lola T400, but a brief test session at Mosport had been rather unsatisfactory and the Canadian was still not at all confident of his T400. Similar feelings were expressed by Jon Woodner about his Interscope T400, although team manager Carroll Smith said, "We've got the braking instability out of it, we've got the high-speed instability out of it and I think maybe we've got the straightline speed problem

so been modified and with this new combination Ongais was ready to push his way into the midst of the hunt.

Then there was Vern Schuppan, who spent his time wandering around the paddock looking unsuccessfully for a spare car after Francisco Mir told him at the last minute that he would not take his Lola T332 to Pocono. Schuppan explained that Mir had obtained sponsorship which would take effect at Watkins Glen so that the team would take up with the series again at that time.

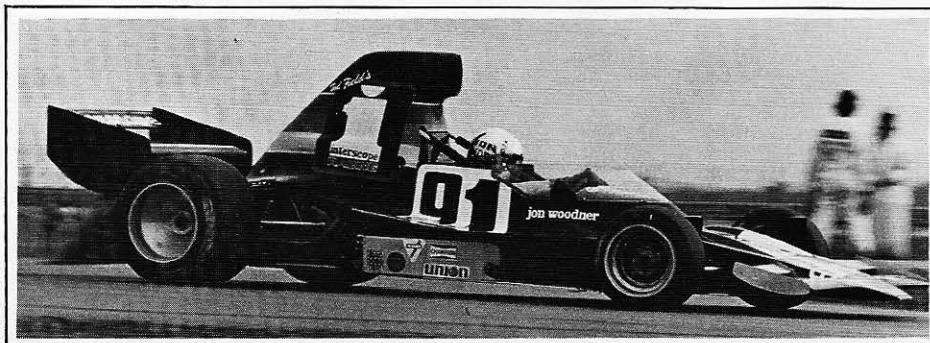
Much of this day of rather loose practice was spent under low clouds. It rained, lightly and fleetingly, on a few occasions but the track remained predominantly dry until the very end of the day. It was then that the clouds thickened up and just like a month before the wind began to blow cold and rain started to fall with more and more strength...

heats

We woke up to a grey, misty Sunday morning, but the rain had gone away. It stayed that way for most of the morning with the air remaining wet enough for the road surface to stay damp throughout the thirty minute morning warm-up.

Just as the dozen cars came out for the first 20 lap heat, however, the sky began to dribble. Everyone remained on slicks although the Viceroy and Shadow teams found the time to soften their suspensions as well as adding a little more wing.

The rain stopped just as the cars accelerated under the starter, Andretti and Oliver braking their way nose to nose into the first turn. Oliver remained steadfastly beside Andretti as they bent into the corner but with each new yard the Shadow became looser and looser until it finally sprang away from Oliver and slid back-



Jon Woodner in Ted Field's Interscope Racing Lola T-400.

on the T400. All of this took so much time that they were unable to repaint the car so that it appeared in blue and yellow colors with number one on its flanks. The team's T400 rested inside the Chaparral trailer, unchanged from its first public appearance a month before. On his one day of practice with the T332 Redman was almost as fast as Andretti and noticeably faster than he had been in the T400 but because of the change of chassis he was to start in eleventh place in the second heat.

Warwick Brown had not driven the Talon in the intervening month. "We can't afford much testing," he explained. Nevertheless the swarthy Australian looked much more comfortable in the car than he had a month before and was just as fast this time on a dustier and slipperier track.

Like the Vel's PJ team, Dan Gurney's All-American Racers had been far too embroiled with Indy to think about their F5000 car which appeared as immaculate as ever in the same trim of the previous Pocono weekend. Bobby Unser was suffering from a bad head cold and did very few practice laps, preferring to conserve himself for the race.

Carl Hogan's revamped team had on the other hand, been hard at it, fitting their Lola T332 with modified suspension similar to that on the Viceroy and Hall chassis. They also produced an air box that was squater and tighter than the one used in the latter part of last season. The team lost an engine midway through practice so that their first 'legitimate' McLaren engine was installed for David Hobbs to use on race day.

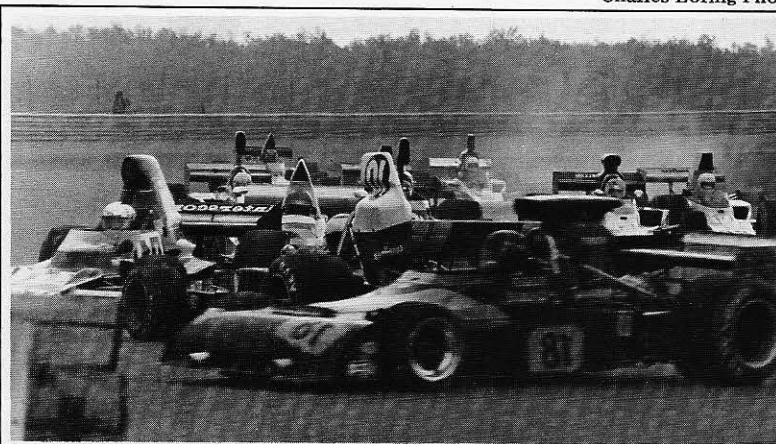
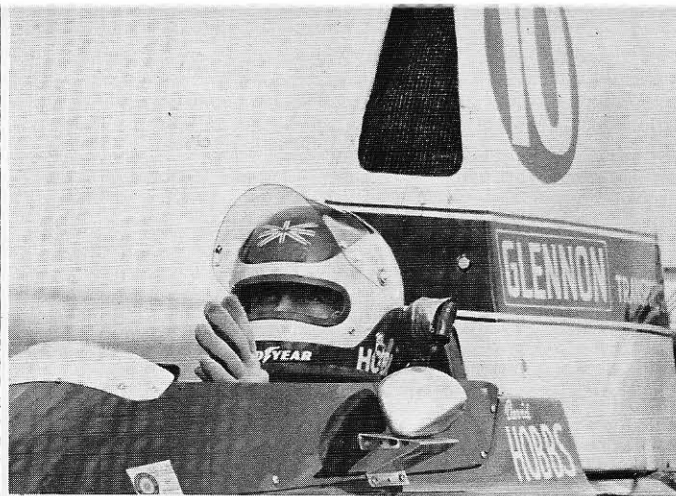
Eppie Wietzes and mechanic Dennis

solved." Unfortunately Woodner was unable to confirm this when a head cracked early on Saturday so that the Interscope team spent most of the day changing the engine.

Woodner's Interscope teammate Danny Ongais had been busy in the intervening four weeks since qualifying scrounging engine bits from Ryan Falconer. He had put them together himself and replaced his old, bitza engine with this much stronger unit so that in theory Ongais' Bell Electric Lola T332 would be much faster than it had been a month earlier. The rear suspension geometry had al-



The Shadow crew makes final adjustments to the DN6 for Oliver.



David Hobbs offers up his thanks in a reverent pose after spinning in the middle of the pack and getting away with it.

wards into the guardrail.

So Andretti was left unchallenged at the front, finishing the first lap with a second cushion over Warwick Brown who spumed past, equally clear of David Hobbs. That very simply was the way they carried themselves to the end, Andretti spinning once but holding his cushion and Hobbs spinning twice so that he was lapped by the Viceroy Lola at the very end. Brown took a very smooth second with the Talon, while behind Hobbs, B. J. Swanson chased Evan Noyes without ever really catching him. John Gunn passed both Swanson and Noyes before dropping back when a tire deflated.

The second twenty lapper looked much better than the first with the Unser brothers on the front row, then Wietzes, Woodner and Ongais and finally a few rows further back the Champion himself, Brian Redman. It was almost entirely dry when the field exploded into the first turn, this front half-dozen immediately pinching clear of the others. Redman came sprinting through the middle of the pack while Al Unser held off Bobby into the first turn, Wietzes, Woodner and Ongais flicking their way in tightly behind the USAC men. They scrabbled through the dusty corner and shot off towards the hairpin that followed, Red-

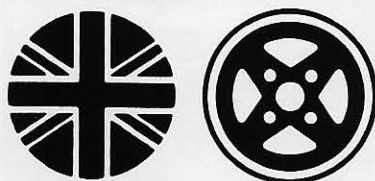
man now tucking in behind Ongais so that they waggled into the hairpin in a bellowing knot.

As the race wore on, this group slowly thinned out, but for awhile they put on an incredible display that smacked of Grand Prix racing. For a few laps Woodner pushed his way, for the first time, into the lead of a F5000 race, driving his difficult T400 with great tenacity. But suddenly Jon's first great chance disappeared when his fuel pressure relief valve jammed coming out of the first hairpin.

As Woodner pulled smartly off the road, the Unsers, running directly behind in second and third, bumped each other

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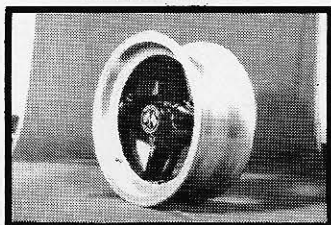


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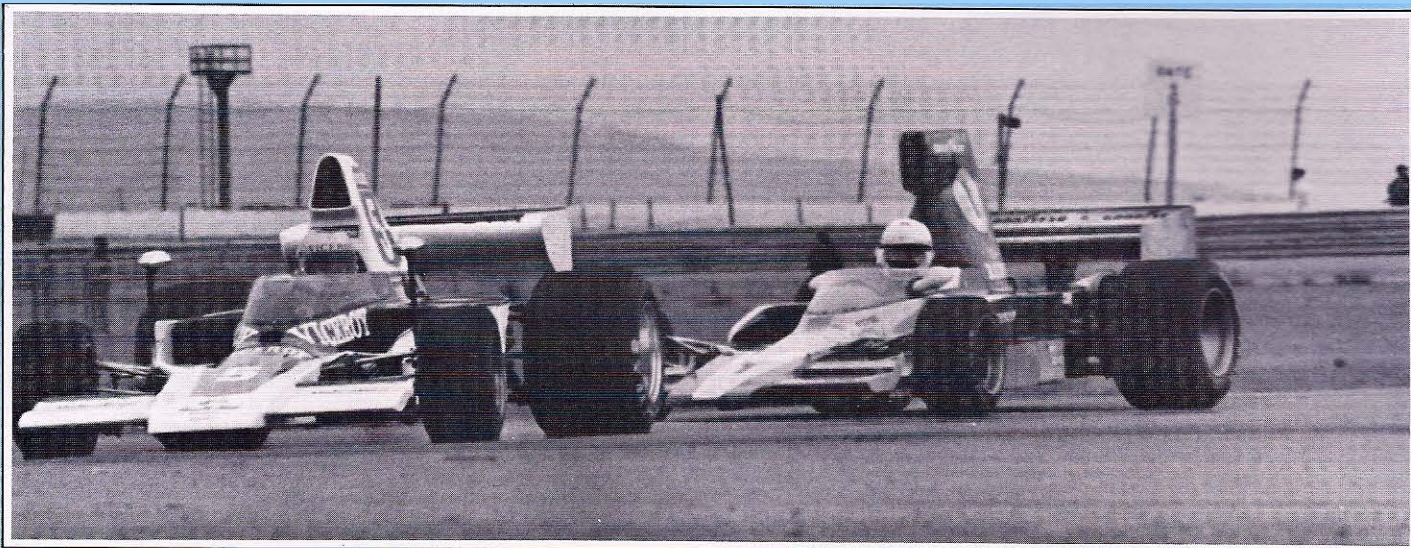
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Mario Andretti led Redman until engine problems forced his retirement.

Charles Loring Photos

so that Bobby bounced the Eagle from third into the lead while Al lost time avoiding Woodner and found himself still in second place, now a few seconds behind Bobby. It was now the turn of Bobby's Jorgensen Eagle to control things but suddenly he ran squarely through a patch of mud thrown up by a backmarker. The Eagle snapped out of control, revolved within its wheelbase, and as Bobby collected the spinning machine, Al whipped through into the lead. Unfortunately, the Eagle had dropped a wheel off the road during its moment, which had bent the rear crossmember so that the handling went right off.

Bobby now faded back while Al spun a lap later and lost a lot of time restarting so that he too dropped back. It was then Redman who came through finally to win, pulling away on his own so that it appeared as if none of the others could have held off the flying Englishman even if they had not had problems or spins. Ongais chased Bobby U. for a few laps, got by into a comfortable second and looked ready to finish there until his fine drive suddenly ended when second gear stripped itself. It was then Wietzes, the unobtrusive Canadian, who finally finished second, also setting the heat's fastest lap in his T400 Lola.

final

In the customary F5000 manner the 21 healthy cars lined up in order of the heat results with Redman, winner of the faster heat on pole. The order then, in rows of twos, was Redman, Andretti, Wietzes, Brown, Bobby U., Hobbs, Al U. and Noyes. Ongais was back on the eighth row (15th place), while Woodner and Oliver shared the tenth row.

As the cars were pushed onto the false grid, the sky incredibly enough began to blacken again and the wind began to whip across the flat speedway bowl. Again it started to spittle and as the field

threaded into a second pace lap it began to actually rain on the far side of the course. By the time they came down to the starter's box, nobody knew where it was damp or wet or dry. Yet the flag came sweeping down and Andretti pressed his way ahead of Redman into a very tricky first lap.

David Hobbs made an excellent start from the third row and as they poured into the first hairpin he made a big effort to outbrake Redman for second. But instead, the Hogan Lola snapped around and Hobbs half spun so that he had a perfect view of the field braking into the hairpin.

came hammering past the pits with a four second lead to Brian and Warwick Brown. Over the next few laps, Andretti continued to pull away but just as it appeared as if he might run off with this race, Redman and Brown seemed to find their pace on the slippery and unpredictable surface. Within a few laps, the blue Lola and orange Talon had closed right up on the Viceroy Lola.

But on the sixth lap, Brown, driving well within himself and still dogging Redman's tracks, suddenly had the Talon's throttle pedal stick. The mandatory USAC throttle return clip, which had only just been fitted to the car (and was not



Oliver's Shadow looked like the loser in a figure eight race.

Somehow everyone avoided the stationary Lola, although when Hobbs got going again the car's nose was askew and one nose fin was smashed badly. A few corners later Bobby Unser spun, then Wietzes revolved and further down the road Woodner lost all he had gained from an excellent start by spinning through the banking.

Redman too had a large moment through the banking so that Andretti

fitted to most), had got stuck beneath the brake pedal and the Talon ran up the back of Redman's gearbox so that Warwick came by with the car's nose torn and its fins sticking up at odd angles. With the throttle pedal now sticking more often than not and the aerodynamics upset, the Tasman Champion dropped well off the pace, driving the car on the ignition switch until its gearbox failed with just two laps left in the race.

So the battle for the lead in this opening F5000 race had become the familiar story of Andretti versus Redman. For a handful of laps the two Lolas remained locked together, neither showing any apparent advantage over the other. But just about the midpoint of the race as he tucked in beneath the Viceroy car's wing, Redman noticed a few pale droplets of moisture collecting in one of the leading machine's exhaust pipes. Brian now attacked even harder, spurred on by the knowledge that Andretti was in serious trouble.


For a few laps Mario was able to protect his lead, nursing the car as best he could and braking later and later in his efforts to fend off Redman. But then the handicap became too great and as the two Lolas darted into a third gear right hander

thing about the leading Lolas, for his good run from the back of the grid was dampened by first a buckled wing trim, then the airbox falling off, and finally clipping a rubber marker and bending a nose fin. He was also troubled by locking rear brakes and an engine which had turned at least 10,000 rpm when the throttle stuck open at the first corner. Nevertheless, the engine ran perfectly to the end. With all these problems, Ollie dropped back, losing his place to the second Viceroy Lola of Al Unser. Al drove an extremely clean race, savaging something for the Viceroy team in the face of their disappointment at Andretti's retirement. Unser certainly showed that he will be a major force in this year's F5000 races and a good teammate for Andretti.

Danny Ongais initially lead Al U. but someone spun in front of him on the second lap and he lost a lot of time avoiding the spinner. Soon after that his Lola lost much of its urge when its magneto started to fail so that Ongais spent most of the race nursing his way into twelfth place, two laps behind.

Wietzes held off Al U. for some time but he finally had to let the Viceroy car go and settled down to make sure of a good finish. The Canadian finally crossed the line in fourth place, well clear of the other T400 in the race. This was Jon Woodner's which went well after its early spin, the San Franciscan lapping almost as fast as the leaders throughout. Into sixth place came Bobby Unser who had a few more spins with the mishandling Eagle and finished a lap and a half behind.

B. J. Swanson finally vanquished Evan Noyes in a fine F5000 debut, while John Gunn, who had followed Al Unser closely for a few laps, slipped back behind Swanson and Noyes after sliding on some mud and chipping a wheel against the wall. David Hobbs followed Gunn home after stopping to replace his smashed nose. David offset his disappointment somewhat by lapping almost as fast as Redman in the closing laps.



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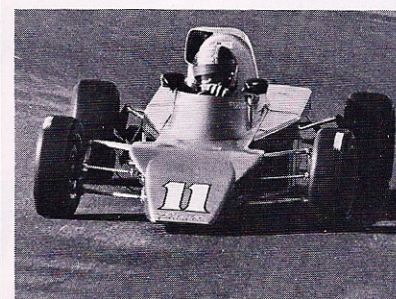
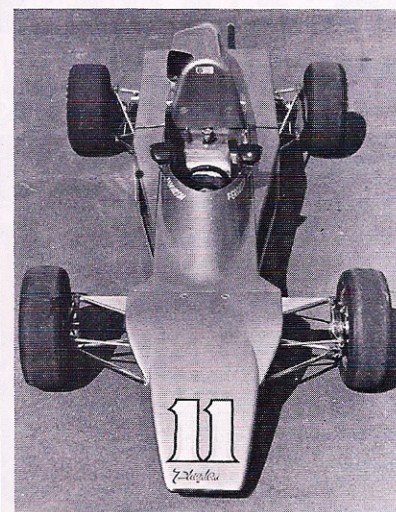
Brian Redman in the winner's circle again.

the leader ran wide and Redman dashed into the opening he had been waiting for.

Immediately the blue and yellow car pulled away on its own while Andretti soon pulled into the pits with his Chevy's right-side head cracked badly. Redman drove strongly to the end in a crisp, clean style which is so much the mark of the man. A perfect example of the Englishman's thoroughly professional approach.

As Warwick Brown faded away from his initially strong place, Jackie Oliver emerged in third place with the black Shadow. But he was unable to do any-

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STARTING GRID

Finishing positions Heat Two

BRIAN REDMAN
Haas/Hall Racing Lola T332
29:14.0, 114.937 mph

EPPIE WIETZES
Lola T400/McLaren

BOBBY UNSER
Jorgensen Eagle 75/AAR

AL UNSER
Viceroy Lola T332

STEVE DURST
Lola T332/Chaparral

ROGER BIGHOUSE
Chevron B24/Smith

HORST KROLL*
March 741/Bart

DANNY ONGAIS
Lola T332/Falconer & Dunn

ARLON J. KOOPS
Lola T330

JON WOODNER
Lola T400/McLaren

DAN FUREY
Lola T330

DR. JAMES DUNKEL*
Chevron B24

*Did not start

Finishing positions Heat One

MARIO ANDRETTI
Viceroy Lola T332
33:43.1, 99.649 mph

WARWICK BROWN
Talon MR-1A/Molloy

DAVID HOBBS
Hogan Lola T332/McLaren

EVAN NOYES
Lola T332

B.J. SWANSON
Lola T332/Chaparral

BILL BAKER
Lola T332

JOHN GUNN
Lola T332/Crane

JERRY KARL
Lola T332

JOHN BENTON
Lola T330

JACKIE OLIVER
Shadow DN6

JOHN CANNON
March 73AM

Results

Pocono Formula 5000
Long Pond, Pa., June 1st, 1975
35 laps, 98 miles

1. Brian Redman, Lola T332/Haas-Hall, 50:19.0, 116.889 mph, 35 laps
2. Al Unser, Lola T332/Viceroy, 35 laps
3. Jackie Oliver, Shadow DN6/Phoenix Racing, 35 laps
4. Eppe Wietzes, Lola T400/Formula Racing, 35 laps
5. Jon Woodner, Lola T400/Interscope Racing, 34 laps
6. Bobby Unser, Eagle/Jorgensen, 34 laps
7. B. J. Swanson, Lola T332/Racing, 34 laps
8. Evan Noyes, Lola T332/Eagle Creek Aviation, 34 laps
9. Jerry Karl, Lola T332/Interstate Travelers Ser., 34 laps
10. John Gunn, Lola T332/Racing Consultants, 33 laps
11. David Hobbs, Lola T332/Hogan Racing, 33 laps
12. Danny Ongais, Lola T332/Interscope Racing, 33 laps
13. Bill Baker, Lola T332/Barbara Baker, 33 laps
14. Warwick Brown, Talon MR1A/McCormack-Burke Racing, 33 laps
15. Steve Durst, Lola T332/Levitt Racing, 31 laps*
16. Arlon J. Koops, Lola T330/Solazure IV Ltd., 30 laps
17. John Cannon, March 73AM/Anglo American Racing, 30 laps
18. Mario Andretti, Lola T332/Viceroy, 24 laps*
19. Dan Furey, Lola T330/AMC/Furey Racing, 23 laps*
20. Roger Bighouse, Chevron Bighouse, 18 laps*
21. John Benton, Lola T330/FORMULA Magazine, 6 laps*
22. Horst Kroll, March 741/Horst Kroll, DNS
23. Dr. James Dunkel, Chevron B24/Libertarian, DNS

*Not running at finish

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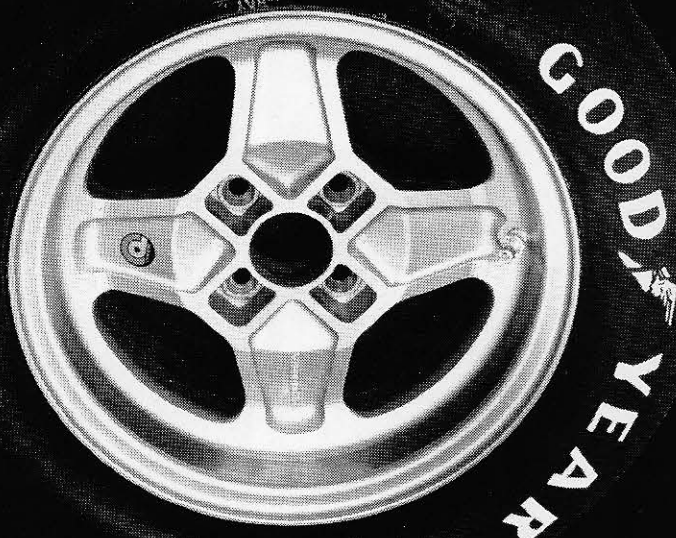
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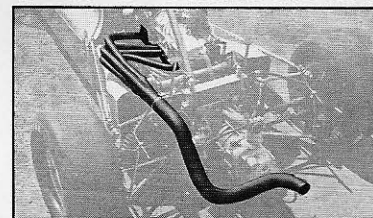
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