

# FORMULA

AMERICA'S INTERNATIONAL AUTORACING MAGAZINE

VOL. 2 NO. 9 OCTOBER 1975

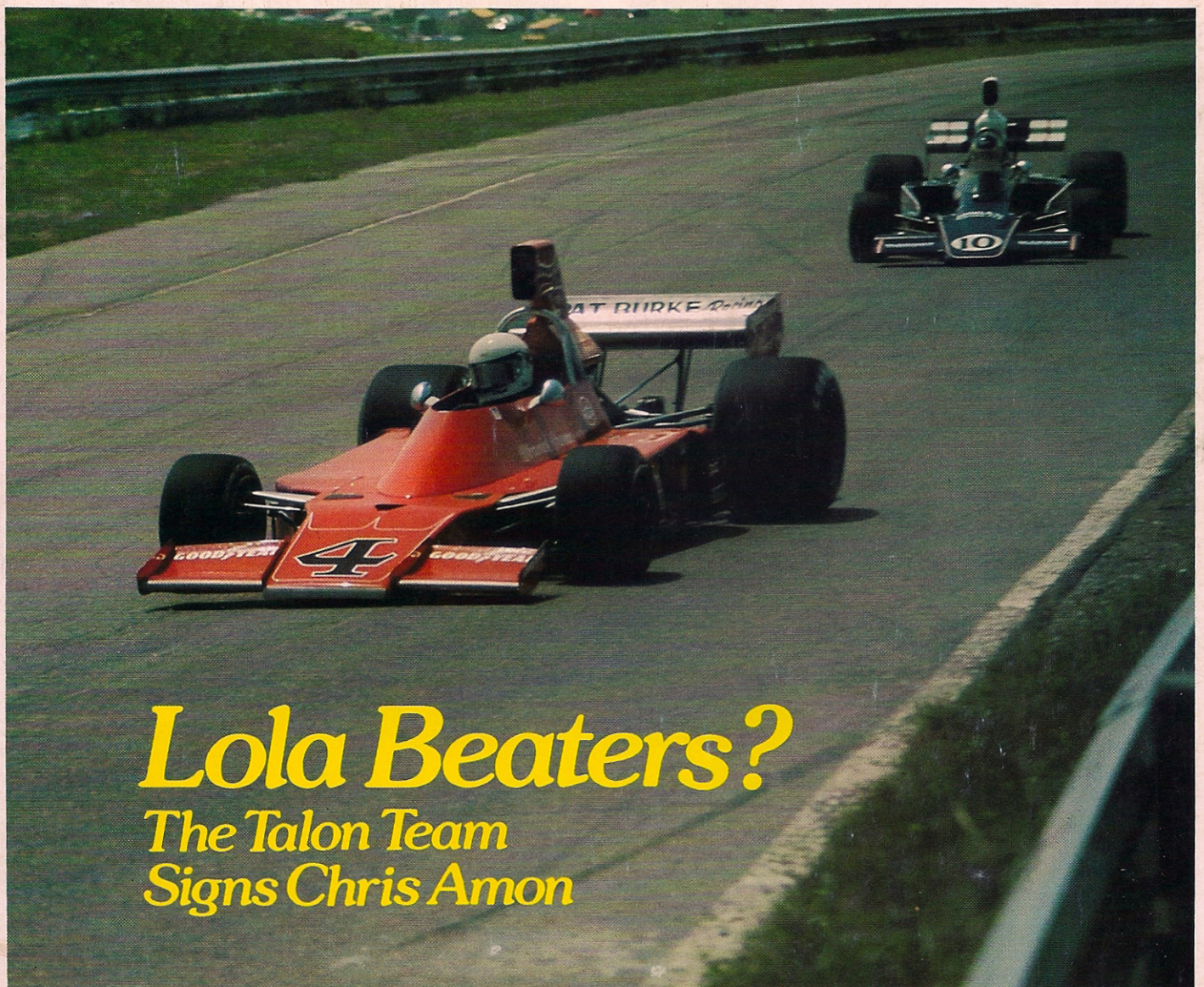
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## Grand Prix

James Hunt Wins in Holland and Niki Lauda Scores in France

**WATKINS GLEN: REDMAN WINS F-5000**  
*TOM BAGLEY DOMINATES SUPER VEE, HOWDY SECOND*

How to Become World Champion in Three Easy Lessons – See Inside



## Lola Beaters?

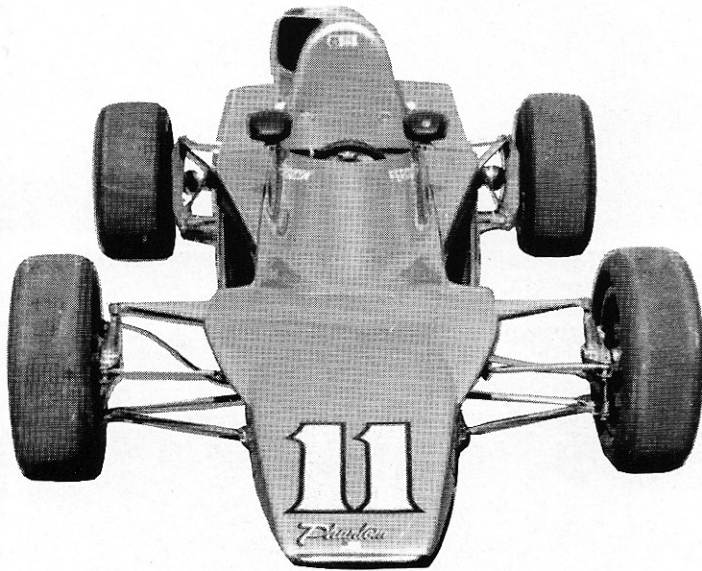
The Talon Team  
Signs Chris Amon



# Bradshaw Formula Racing

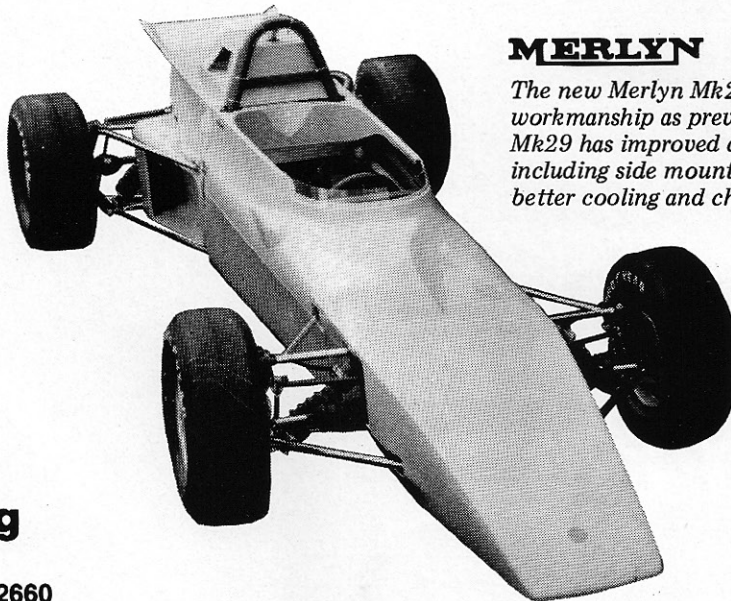
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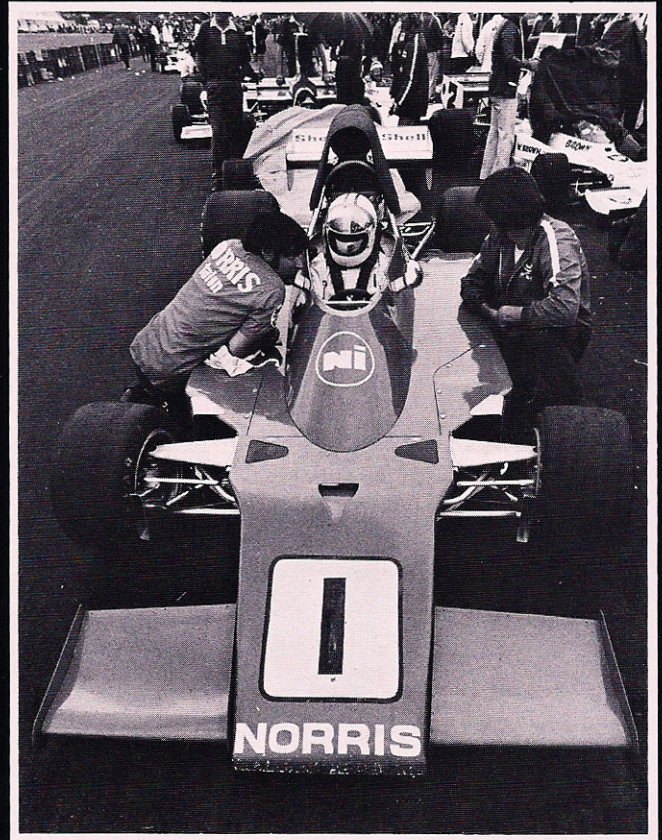
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# FORMULA

Vol. 2 No. 9 October 1975



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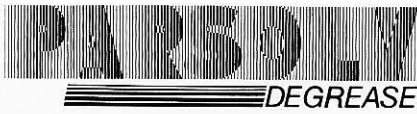
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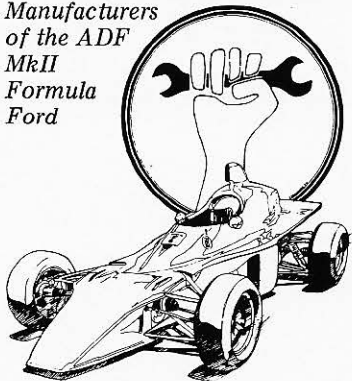


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**EON E-11**

A LOOK AT A NEW SYNTHETIC OIL

**By Hugh Mooney**

A few months ago I had the opportunity to try a synthetic motor oil in my Elden Formula Ford at Riverside International Raceway. Paul Baker, an Eon E-11 Synthetic Oil area distributor, told me of the excellent qualities of Eon and the advantages it holds over the normal petroleum based motor oil. An engineer I am not. It wasn't the advantages of the oil that initially got me interested; it was the fact I was going to get oil free. Normally free oil isn't a big thing, but this synthetic oil retails for \$5.50 per quart; so the dollar amount was substantial.

My engine was in the process of being rebuilt; so when it was finished, we started its new life on Eon E-11. Paul also wanted me to use the same oil in the gearbox, which we did. The deal was to run the oil for as many races as possible without changing it.

The oil was put to the test almost immediately. I was leading the Formula Ford race with about six laps remaining when I noticed the oil pressure had dipped to zero as I exited Riverside's turn nine. The engine had not been vented properly and had puked a large amount of oil into the catch tank. The oil level was so low that during hard cornering the oil was being pushed away from the pickup in the sump; results, no oil pressure. Not good.

Needless to say I was in a panic. Here I was, fresh engine and all, about to win my first race, and the oil pressure was going away. I thought for sure I was going to ruin the engine and come to a halt about three feet from the finish line.

I continued on to win, and even ran the car the next day in the National. I had fixed the venting problem, and the engine ran fine, with substantial oil pressure. I ran the car in two more races and two practice sessions before taking a look at the rod bearings. Upon inspection there was an indication of wear but not excessive, especially considering what the bearings had gone through.

I was impressed; so I contacted Jim Mendenhall of Eon Oil Marketing, the master distributor for Southern California, to get more details on how the oil works.

Jim first gave me a basic understanding of the important role played by the oil in an internal combustion engine. I was told that engine oil basically has three main functions. First, it lubricates all moving parts by maintaining a thin film which actually prevents metal to metal contact and reduces heat created by friction. Second, oil must function as a cooling agent and dissipate the heat generated by combustion. Third, it must clean the moving parts by flushing away abrasive particles which cause wear.

"Every high quality hydrocarbon motor oil," according to Mendenhall, "when new, will perform these functions but will begin to wear out from the first moment of use. The heat from the engine actually starts breaking down hydrocarbon oil into light and heavy molecules, much like the refining process used to make the oil originally."

Jim went on to add that the lighter molecules escape into the atmosphere as pollution and the heavy ones form varnish, sludge and gum in the engine.

"Eon E-11 will not break down; it

contains no hydrocarbons," he added. "Because of Eon's specific properties, it can operate in a very wide range of temperatures." He says it has a working temperature range from -50 degrees F to +600 degrees F and will retain its viscosity and effectiveness for a long period of time.

"Aside from the extreme high and low operating temperatures," continued Mendenhall, "Eon has a combination of solvents that dissolve carbon soot. With the elimination of sludge and carbon, engine life and efficiency is increased. Other chemicals used in Eon neutralize acid molecules and eliminate fuel dilution problems."

When asked about pollution, Mendenhall informed me that Eon actually reduces pollution in two different ways. First, it keeps the engine and especially the pollution control system clean and in top working condition to reduce emissions. Second, Eon contains no hydrocarbons; so it can't contribute to hydrocarbon emissions. Mendenhall also pointed out, "engines with clean pollution equipment operate better, save money and provide extra gasoline mileage."

Continuing on, Mendenhall added, "Many so called synthetic oils on today's market are not 100% synthetic base. Eon is. Be careful when you buy; some manufacturers mix synthetic with petroleum base stock."

Wondering what actually made Eon different from other synthetic base oils, I was informed it was the additive package that made the real difference. "Even the very best synthetic base stocks," according to Mendenhall, "can't do the job alone. The proprietary additive package developed by Eon and used in conjunction with these synthetic oils provides the real plus in performance."

I went back to see Paul Baker because he has been very involved in promoting Eon E-11 around the racing circles here in the Southern California area. "Relating to racing," states Baker, "I feel the important advantage of Eon E-11 over petroleum based oils is its ability to maintain lubrication under severe heat and high-friction conditions and the absence of the sludge and varnish building hydrocarbons."

"We've been doing dyno tests all over the county on every type engine you can think of," added Baker. "I have Eon E-11 in use in everything from Sprint cars, to Indy cars. Racing has been a good test bed for this product; it has proved it can stand up under the most adverse conditions."

"Back-to-back dyno tests at some of the best engine building shops in Southern California have shown definite horsepower increases over petroleum oils," continued Baker. "We've seen everything from a three horsepower increase on a Formula Ford engine to over 18 horsepower on a big 427 cubic inch Chevy." Even with substantial horsepower increases Baker still feels Eon's best quality is lubrication. "Eighteen horsepower won't do you a bit of good," he added, "if you can't finish the race."

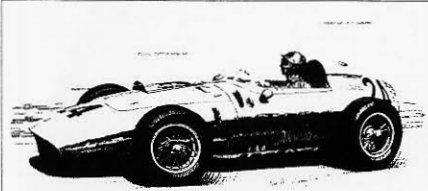
Synthetic oils are just now coming to the attention of Americans, although the Germans have been using them for years. The future outlook for synthetic oils is good, what with petroleum as it is today. A quart of high grade petroleum base oil from your local gas station now costs in excess of \$1.00 and will be getting just like your gas prices. The high prices of petroleum coupled to the advantages of the synthetics might just lead to a realignment of the American's way of thinking.



# Book Review:

## FERRARI!

25 Years of Formula 1



by John W. Barnes, Jr.

### FERRARI

#### 25 YEARS OF FORMULA ONE

By John W. Barnes, Jr., \$15.00, 61 pages  
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This unique book is a successful attempt to convey, in both artwork and commentary, a direct history of Ferrari's involvement in Grand Prix racing. In every season since 1948 Ferrari cars have competed in major races run to the prevailing Grand Prix Formulas. Not all of these cars have been successful but their consistency in Grand Prix racing has allowed them to compile a record that is, according to Barnes, "without equal".

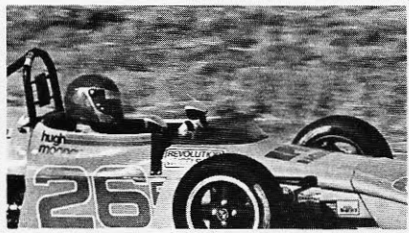
The book is illustrated with 25 beautiful and detailed pen and ink drawings by the author depicting the 25 major Ferrari Grand Prix cars from 1948 to 1973. Accompanying each drawing is a very interesting, behind-the-scenes commentary of each car, pointing out its historical importance, racing history, and technical innovations.

**FERRARI: 25 YEARS OF FORMULA 1** will take you through Ferrari's very first Grand Prix car, the 125, which made its racing debut at the 1948 Italian Grand Prix at Turin and on to the Lancia/Ferraris of the 1956 season in which Fangio won the Drivers Championship. You'll pass through the 246-256 Dino era and the first gear engined Ferrari, the 156 Prototype, and finish up with the current 312 series of Ferrari racers.

Whether you are a nostalgia nut, a collector of fine racing publications, or just have a general love of Grand Prix racing, **FERRARI: 25 YEARS OF FORMULA ONE** will be a great addition to your library even though the price is high for only 61 pages. ■

# sell out!

In the FORMULA Classifieds.



## FROM THE DRIVER'S SEAT

by Hugh Mooney

### Pro Formula Ford

Fantastic is the only word for it. The standing starts at the recent Pro FF race held at Sears Point International Raceway in Sonoma, California, were not to be believed. There were no qualifying sessions so all drivers drew for starting positions in the heat races they were assigned to. There had been some controversy among the drivers about this but everything sorted itself out and went very smoothly.

Some drivers were using all four gears for the course and giving away a little at the start, while others opted for a standing start first gear and only three gears for the course. It is still debatable which is actually the best choice, but in my mind there is no doubt that the standing start first gear is at least the most exciting and the most fun.

Imagine this: thirty-two Formula Fords filed out of the pit lane one by one as the announcer introduced each driver, the cars continued around the course stopping at the false grid and shut down the engines. When everyone was set the cars were restarted (push starts were allowed) and moved up to the true grid directly in front of the grandstands, which were full of some very excited spectators. The starter then raised the green flag over his head and took a look at the field. Engines were really buzzing now and a couple of cars were creeping forward, but only slightly, about an inch or so. The sound was like a pack of bees. Every eye was on the green flag; the starter twitched and the field was off.

What a sensation! The car gets sideways as the rear tires are fighting for traction, and you immediately look for an opening as you reach for second gear. The holes fill quickly, there are cars all around as drivers search for racing room and a way to pick up a couple of positions. The track at this section of Sears Point is over 60 feet wide and the cars were six and eight abreast going down the straight moving left and right looking for the right spot as just ahead was the braking area for a 180 degree hairpin. It was a fantastic sight for the spectators and an exhilarating experience for the drivers. If you have never had the opportunity to run a race with standing starts you're missing part of the fun. It adds a whole new dimension to the race. I loved it! Quite a few people were expecting problems and mass shunts with the standing starts, but throughout the weekend there wasn't one accident. Every

start went perfectly and there were four of them.

### Eating Crow

Now Denver and all its SCCA executives were looking for somewhat less success, kind of an "I told you so" trip; they had been against the standing starts from the beginning. But it was not to be. At least judging from the starts of this particular event they can't say a thing against them. Sometimes nothing is more rewarding than to be able to show Denver exactly where they have their heads, and this is exactly what Bob Bondurant, Bill Benck, the San Francisco Region and all the drivers who participated did. Denver ate crow.

Part of the reason there were no accidents was the amount of practice time devoted to the standing starts. There was an open practice session on Friday before the race and three separate sessions were held for starting practice. This along with some good, valuable driver meetings discussing the entire procedure, made for a safe event.

The attitude displayed by the Sears Point staff, the excellent job done by the San Francisco Region flag team, (this was the best flagged event I have run this season) the quickness of the emergency crew, and the heads-up driving of the competitors made for a super bonus weekend. Everyone involved deserves applause.

Formula Ford needs more events of this nature. It is the type of spectacle that can raise Formula Ford from its current stagnant position within the SCCA, and elevate the class to its true level both for the driver and the spectator. ■

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

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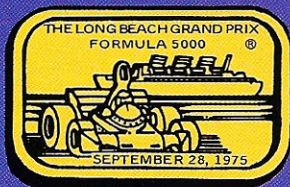


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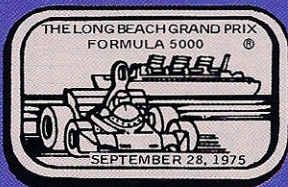
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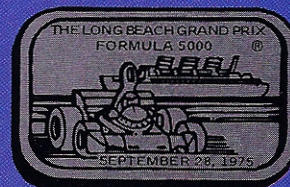
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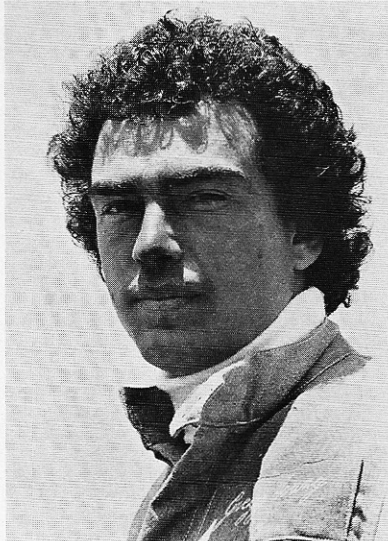
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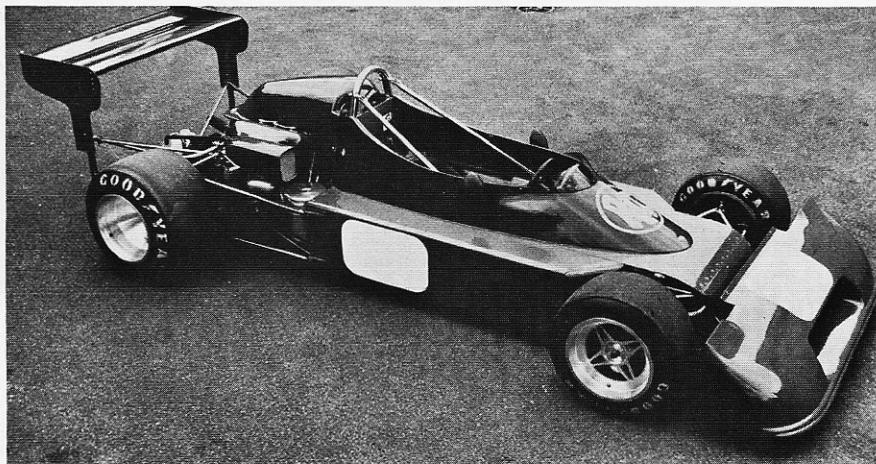
# matters of the moment

Jim Gilbert Photo



## Greg Young

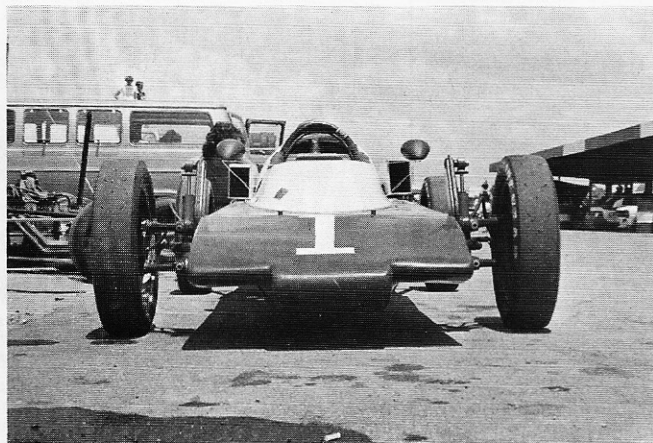
After a layoff of nearly three years Greg Young will make his return to auto racing in the cockpit of one of Jack McCormack's Talon MR1As at the Long Beach Grand Prix. Young, a 25-year-old Redondo Beach, California resident is best known for his Can-Am and endurance racing and competed in the Continental series with a Formula One Surtees in 1971. In addition to Long Beach the team will compete at the Laguna Seca and Riverside rounds of the F5000 series. Plans for 1976 include the entire F5000 schedule.



**Ralt Formula Atlantic** This Ron Tauranac design has many features that made his Brabhams so popular with drivers and mechanics. Ease of maintenance, driver safety and comfort have always been major design factors. One of the most unusual aspects of the design is the location of the radius rods pick-up point on the outer edges of the broad monocoque tub; they run virtually parallel to the cars centerline. According to the designer this unusual linearity offers bonuses in simplicity and feeds minimum possible loads into the strongest part of the chassis. The car is imported by Ameropean Racing, Ltd., located in Novato, California. FORMULA will conduct an exclusive test of the new Atlantic design when it returns to the West Coast after the run-offs at Atlanta.

## Briefly...

- The Skip Barber School of Professional Driving has announced a professional race for Formula Ford and Formula Vee to be held at Thompson Speedway in Connecticut November 7, 8 & 9. A total of \$7,000 in cash and prizes has been posted with \$5,000 for the FF event and \$2,000 for FV. A five race series is planned.
- Dennis Firestone, 1974 Formula Ford Southern Pacific Division National Champion, will contest the 1976 Player's Challenge series in a Lola.
- The American Revolution, importers of Revolution Wheels, has posted cash and product awards for first, second and third place finishers in Formula Ford at the CSPRRC National run-offs.
- Mini Sport of Omaha, Nebraska is currently developing a 1099cc VW engine for Formula C. Estimated horsepower is between 130 and 140 at 9000 rpm. The idea is to take an outdated Formula Super Vee and convert it to FC with only an engine change.



**New Zink Vee** The latest from Zink, the Z12 FV. After two years of design work the Z12 is ready. The front and rear suspension features a zero bump-steer design along with a unique camber limiting system in the rear. Sorting is now in progress and the car may appear at the run-offs.



**Miss G.P.** Susie Matyja, who will serve as Miss Grand Prix for the Long Beach Grand Prix, sits in the cockpit of the Aero Electronics Chevron B24/28 to be driven by Skeeter McKitterick in the three West Coast F5000 events.





# Brack's Column

by Bill Brack

Well, Bertil Roos made me eat my words about qualifying at Mosport.

Rain wiped out both sessions on the second day of qualifying, and as a result Roos sat on the pole for Player's Ontario. He did the fastest lap, fair and square, on the opening day, and I was second fastest and lucky to be there.

When I went out to qualify, the distributor in the STP Special began to cut out; and I had to pit and get it replaced. Fortunately when I came in, they stopped the session to remove a crashed car; and we were then let back out for eleven minutes, during which I set my time. But it wasn't quite fast enough to beat Bertil.

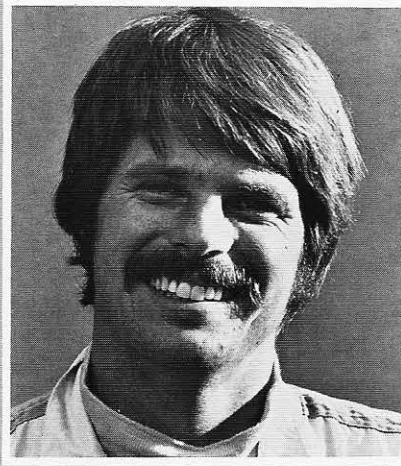
Rain and fog on race morning meant that the event didn't start until early evening on a track that was almost dry. We had to mount slicks but had a problem. In the warm-up we had found the left front tire wearing quite severely. I gambled and put a harder compound tire on that corner, and things initially seemed to be all right.

Bertil jumped the start, and with Elliott Forbes-Robinson right behind I was forced into third. This annoyed me, and I passed EFR entering the third corner on that lap and then went after Roos. But as I came through the chute to Moss corner, he suddenly slowed down, and I had to lock up my wheels to avoid hitting him. This happened for a couple of laps and every time ruined my exit from Moss corner onto the back straight. Otherwise, we were pretty much equal, and it looked like a long, hard race with EFR breathing down my neck.

Then going into corner three on about the tenth lap I encountered a violent understeer, which I first attributed to entering the corner too quickly, but the next lap it happened at corners one and three, both 100 mph sweeping right handers.

I knew I was in trouble when I saw strips of rubber starting to come off the left front tire, but my luck changed as I began to feel raindrops on my visor. By coming into the pits, I could kill two birds with one stone: fix the handling and get rain tires, as by the 16th lap the track was getting very wet.

We had practiced a pit stop earlier in the day, and with centre lock wheels on the STP Special we should have been very quick. Then a problem with getting the right rear tire on and off meant we lost a lap and a half. Even then I was lucky because I was in and out of the pits



## TECHNICALLY SPEAKING

with J. Peter Halsmer

### Instrumentation

There are several gauges a driver really needs to obtain best performance and reliability. The tachometer is an essential one. It gives performance and reliability information. The electronic ones I would not recommend - there may be a good one, but I haven't seen it. Reliability, accuracy, and needle lag are typical problems of these types. Of the mechanical tachs (ones that use a direct driven cable from the engine as opposed to electrical signals) there are two generally in use.

The Smiths is the most common, with a very easy reading dial, but it has a needle that jumps in 100 to 200 rpm increments. It also usually doesn't tell the whole story on overrevs (the needle lags). It should have a tell-tale needle to hopefully disclose something about what happened on the track. On quick overrevs, like a missed shift on a BDD engine, the engine could easily have gone 500 to 1000 rpms over what the tell-tale says. Beware - the driver usually knows if you can only get him to tell!

The other common type of mechanical tach is the Jones-Motrola, which I have just had the opportunity to start using. Ours reads in 250 rpm increments on the dial and is therefore a little tougher to

before almost everybody else and thereby avoided a jammed pit lane with cars everywhere as others stopped for wet tires.

Back on the track, I really had little idea of where I stood but passed Roos and Forbes-Robinson. Finally when I went past Roos for a second time, with only about seven laps to go, my crew signalled that I was second and closing on EFR. But the track was drying in some spots which gave Forbes-Robinson, who was still running on slicks, a chance to run faster.

There was just not enough time left, and I was 24 seconds back at the finish. Forbes-Robinson did a tremendous job running on slicks in the wet. Someone once told me that driving a Super Vee was like driving a Formula Atlantic car in the wet, on slicks. Maybe they were right.

read accurately than the Smiths. But it has a very smooth needle movement (no need to guess if the needle was just about to jump or had just jumped as with the Smiths). It also is supposed to follow the engine speed much more accurately on quick overrevs, and this appears to be true from watching it and revving the engine.

The oil pressure gauge, along with the temperature gauges (oil, water, or even cylinder head temp.) and fuel pressure gauge should be of good quality and easy to read in the range you'll be using. I have only seen Stewart Warner and Smiths gauges used and have no complaint with either; neither seems to have problems if treated properly. It is best to vibration mount them although many Formula Fords seem to get away without it. They also should be turned so all the needles point in a common direction when in their proper operating range, thus a quick glance will pick out anything amiss. Note: know where your water temperature pick up is because you may want to change it. If it's in an area that will begin to cool down with loss of water (typical Lotus 51 FF problem where the temp. probe was mounted in a water carrying tube at a high point in the system) beware of rising then falling temperature while running. It could mean disaster instead of "things are okay again."

Correlate the gauges with each other when a problem arises - it helps locate a problem more specifically. For example, slow loss of oil pressure can be an additional indication of excessive heat. Oil and water temperature should run in the vicinity of 85 to 100 degrees C. At 100 degrees C consider more cooling; at 85 degrees C consider less.

A fuel pressure gauge is an excellent problem-locating tool for low pressure systems. It is a real time saver, particularly on the track, primarily for locating fuel feed problems or just plain old running out of gas. One word of caution about temperature gauges. The mechanical ones that are used in race cars utilize a capillary tube to transmit the message from the pickup point to the gauge. It is filled with a fluid, so it must be treated gently (no sharp bends, no vibrating or chafing, etc.).

Until next month. ■

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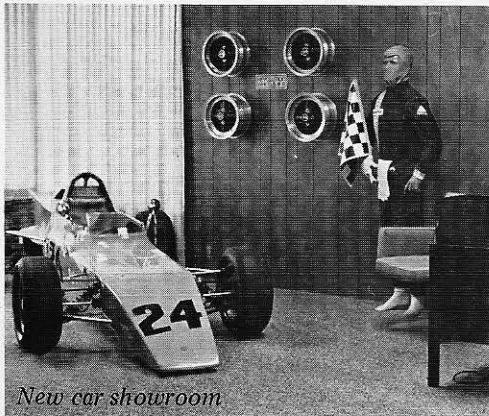
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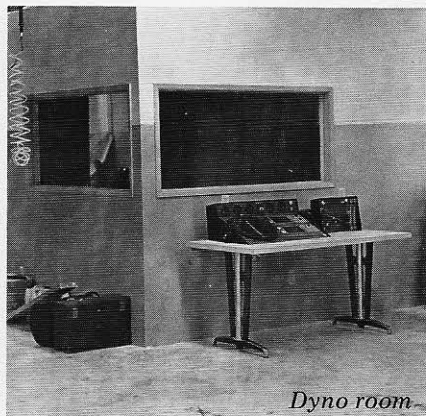
Tire mounter



Used car showroom



New car showroom



Dyno room

RPM Photos

# Bradshaw Formula Racing

By Hugh Mooney

One of the newest additions to the Southern California area is Bradshaw Formula Racing. Bob Bradshaw, the president, feels there is a definite need for a full service racing shop in this area that drivers can depend upon. And full service it is. Bradshaw Formula Racing is equipped to do nearly every operation of race preparation and maintenance.

Located in Newport Beach, their 7500 square foot facility is very impressive. From the minute you walk into the carpeted and air-conditioned new car showroom you realize this is not your everyday racing shop. Adjoining the showroom are three office suites: one for sales, Bob's private office and the third used as a classroom.

From the front showroom you move to the used car showroom, an area of about 1400 square feet where the cars are lined up all polished and shined. Between the two showrooms is the stock room and parts counter.

Passing through the double doors of the used car showroom brings you to the main shop area which consists of about 4500 square feet, which is most adequate. With all new equipment, which includes the latest Go-Power dyno and control instrumentation, Superflow 110 flow bench, valve grinding equipment, bead blaster, the latest tire changing equipment and various other items, Bradshaw Formula Racing can handle the job.

The main emphasis at Bradshaw's is service. "We have," according to Bob, "what I feel is the most complete and advanced racing shop in California. We also have an excellent rental and contract maintenance program."

In discussing this rental and maintenance program, Mike Hull, the manager, is very specific. "Every driver is different; they all have different goals and different budgets. We try to tailor each program to fit the exact needs and goals of each individual."

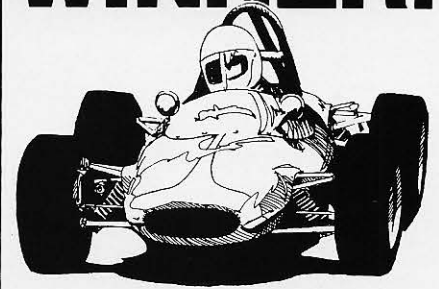
"We have a good training program designed for the new driver coming into Formula Ford," Bob added. "The main purpose of this program is to give the new driver a good footing, a foundation to build on." According to Mike and Bob, the program will consist of classroom and shop classes in routine race car preparation, gear changes, simple chassis alignment, tune-ups etc.

Currently Bradshaw Formula Racing carries two lines of new cars: Merlyn and the American-built Phantom. (See your April issue of FORMULA for a test report on the Phantom.) A complete line of spare parts for both cars is available. A full line of updated and Cortina engine parts is also available along with Revolution wheels, Bell helmets, Filler and Simpson safety equipment, Valvoline and Eon E-11 lubricants, Heuer and Cronus watches, and many other items for the racer.

Although they are currently specializing in Formula Ford, they will be expanding into the Formula Super Vee and Formula Atlantic markets in the very near future.

For more information on Bradshaw Formula Racing send for their free brochure to Bradshaw Formula Racing, 1577 Placentia Avenue, Newport Beach, California 92660. ■

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# Phantom

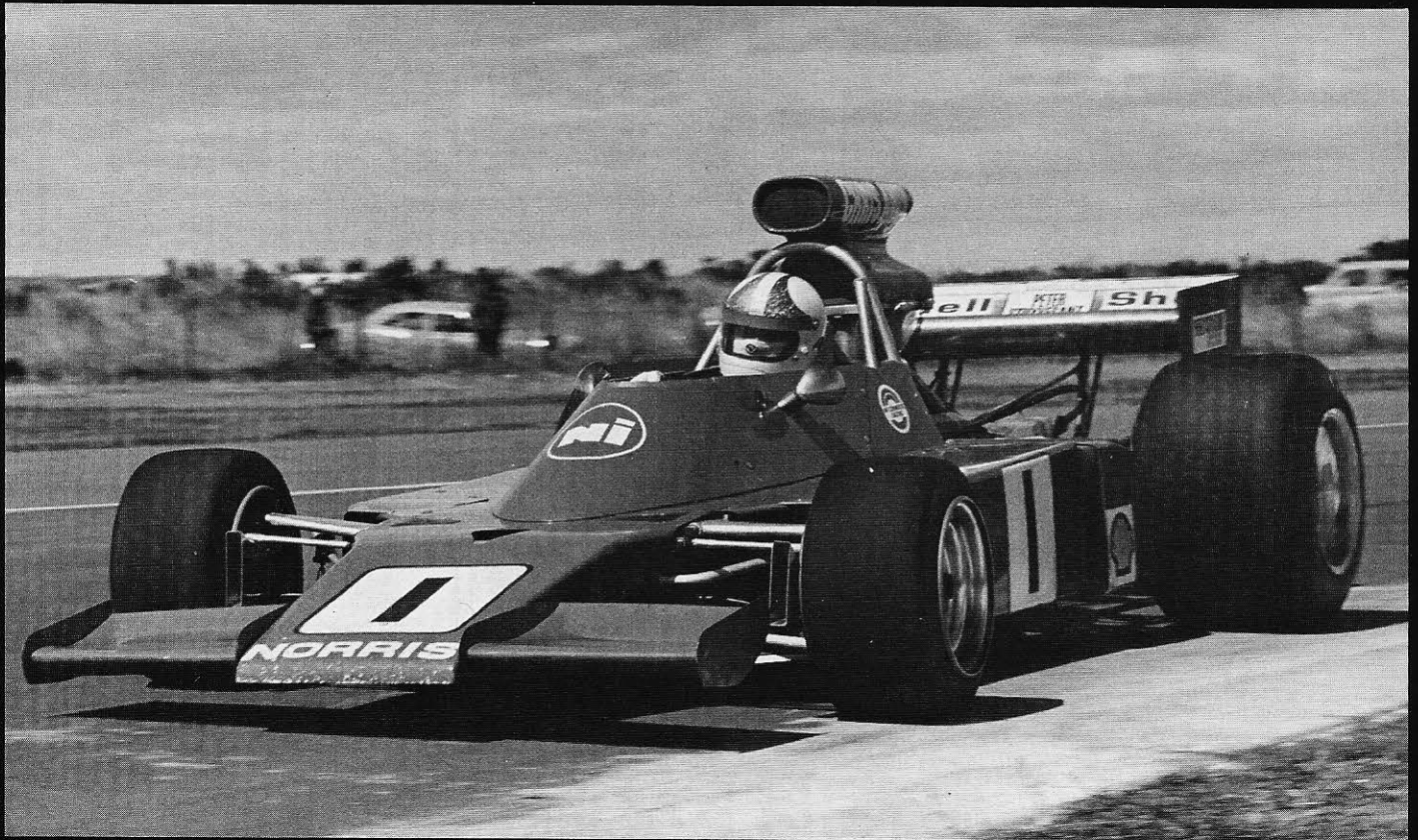
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Chris Amon drove the Talon to its only victory at Taratonga, New Zealand

Richard Winham Photo

# The Great Red Hope

Can Jack McCormack's Bright Red Norris Talons Stop The Lola Horde?

By John Powers

If you pry into Jack McCormack's past you'll find his automotive roots well entrenched in the drag strips of New England. The builder and entrant of today's Talon MR-1A Formula 5000 cars cut his mechanical teeth on a variety of straight-line machinery that he built and from time to time raced himself. That was several years ago. This fall, when the SCCA/USAC Formula 5000 series makes its West Coast swing, the field will contain two bright red McCormack Racing Talons for Chris Amon and Warwick Brown as well as three more independently entered Talons in the hands of Jon Woodner, Gregg Young and Steve Durst. On the strength of numbers alone, Jack McCormack is a major force in F5000 racing. Only Eric Broadly's Lola works has more cars competing in this country's premiere road racing series. McCormack, to coin a phrase, has made his mark in American racing.

But as interesting as McCormack's personal story might be, our focus is on the car he has built.

Several years ago McCormack tied up with Sam Posey. Or more precisely, McCormack and Posey ended up at Ray Caldwell's Autodynamics works at the same time. Jack was a hired-on mechanic at the time and he was responsible for the variety of race cars Posey and Caldwell were campaigning. When the Chrysler Challenger Trans-Am program fell victim to the general demise of the pony car era, McCormack and Posey teamed up to field a Surtees in the fledgling F5000 series. Jack was the team manager and chief mechanic/engine builder/confidant/sus-

pension wizard, etc, etc. They were successful. Only David Hobbs scored more points in F5000 competition than Posey until the Scheckter/Redman act came on the scene.

In '71 and '72 Posey and McCormack campaigned first a Surtees T88 and then a TS11, taking the TS11 to the Tasman series in '72. They never won the F5000 championship, but were runners-up two years running. In 1973, with Norris Industries providing the financial incentive, they concentrated on USAC, finishing fifth at both Indy and Pocono.

The following year the Talon story starts. Len Terry, who had done a good bit of design work - especially suspension - on various Surtees cars, produced a F5000 car of his own design, the Leda. Graham McRae bought the car, renamed it the GM-1 and went Tasman racing with it. During the winter of '73-'74 McCormack formed McCormack Racing, headquartered in San Juan Capistrano, California. He also bought McRae's program and began work on a new car which eventually was named the Talon. The car, McCormack said at the time, was not a radical machine. Rather it was a combination of several design concepts he and Posey felt would make a very good F5000 machine.

"Before the first race last year," Jack recalls, "Sam put around 4500 testing miles on the Talon. That's a ton."

The result was a car that should have been a winner last year. It wasn't. The Norris Team struggled through a dismal season. Engines blew, gearboxes gave up. There were a host of gremlins plaguing the program. Finally, at the Ontario race,

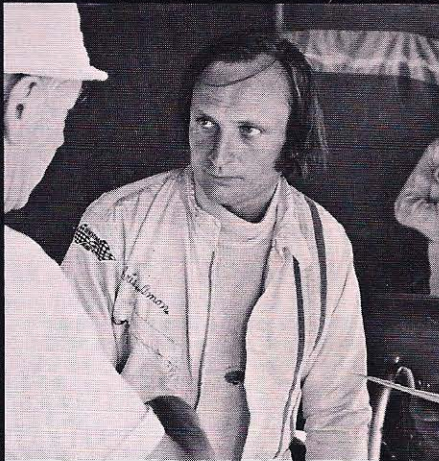


the Talon design showed some of its promise. With Posey, Jon Woodner and Rocky Moran driving there were three Talons in the first eight qualifying slots. And Posey managed a second place finish in his heat race.

"At Ontario," Jack recalls, "the Talon worked really well. It has always been good in the high speed twisty bits; very good in high-speed transitions (esses) and high speed turns. It came into its own at Ontario."

Last winter McCormack and Posey split, Jack to pursue F5000 racing as best he could; Posey to drive for BMW in the IMSA GT series. Jack put together a

Arthur Baynes Photo



Chris Amon

program with Chris Amon for the Tasman series. After two frustrating years trying to get something together in F1, Amon decided the "road back" lay in F5000, and the Tasman series in his home country was the logical place to start.

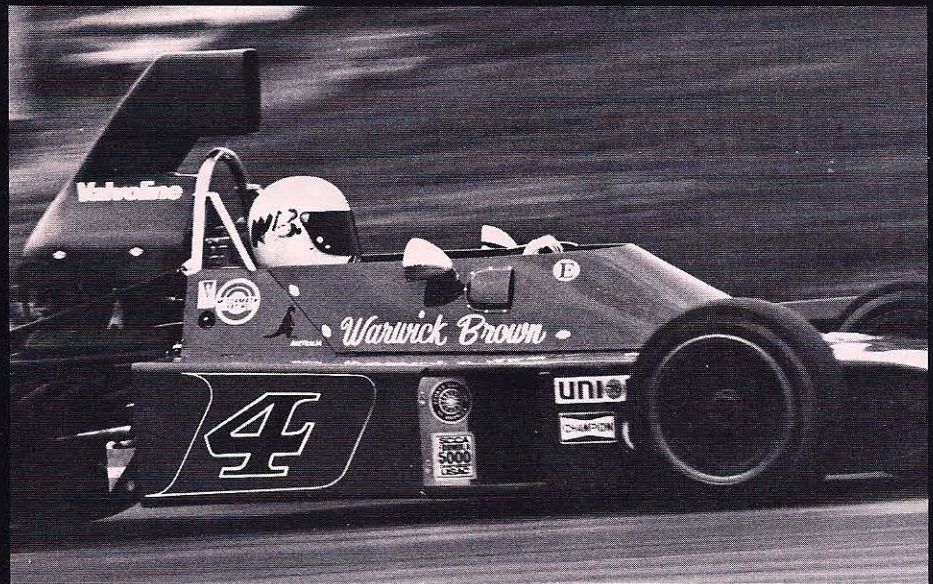
With an uprated version of the Talon, the MR-1A, Amon sat on the front row of the grid five times in the eight-race Tasman series, won the round at Taratonga, New Zealand and finished fourth overall in the series. With that Amon went back to England with a new Talon and McCormack signed a deal with Tasman champ Warwick Brown to run the F5000 series in this country.

Amon's plans for England fell apart when his sponsorship deal went south. Brown, as they say, has acquitted himself admirably so far, always qualifying well and figuring in the top half-dozen in the current F5000 series. Now, McCormack will have both Amon and Brown in his Talons for the F5000 rounds at Long Beach, Laguna Seca and Riverside.

Their chances? Difficult to predict. Amon - you needn't be reminded - is very, very good. The Talon MR-1A, on paper, is as good as the all-conquering Lola T332. Together they could well get the job done in any one (all?) of the three remaining races. Brown probably isn't Amon's equal on the track, but nonetheless he should continue to figure in the top four or five. The Norris Industries Talons will make a mark on the West Coast this year. Probably.

But what of the car itself? As mentioned earlier, the Talon is not a radical departure from state-of-the-art F5000 design. The wheelbase is 103 inches. Front track is 65 inches, rear track 63 inches. The water radiators are side-mounted just behind the front wheels. Oil radiators have been moved from their location in last year's model from just behind the rear bulkhead to under the rear wing. The rear wing design, McCormack swears, is the result of "taking

Bill Fox Photo



(ABOVE) Warwick Brown

a French curve that was lying on the drafting table and drawing a curve here and there. We've tried some other designs since, but none of them have worked as well as the original."

This year the Talon is running a narrower nose, which means the front wings are longer. That means more surface so the wings can be run at less angle, and that means more air to the water radiators. Hence, better cooling. Similarly, the cold air box on the '75 car is taller and narrower which means more air to the rear wing so it, too, can be run at a shallower angle. Less angle on the rear wing means less drag and better top end speed.

The Talon's suspension, with its genesis in the Terry-designed Surtees, is also straight forward. In the front, there is a rocker-arm link connected to an inboard shock absorber with a standard A-arm below. Brakes are outboard. McCormack has slightly modified the front suspension this year to allow for more travel/camber change to help low-speed cornering, the one weak point in the Talon's handling performance.

The rear suspension uses equal length parallel links below with a single top link, outboard shock absorber/coil spring combination and inboard brakes. This year

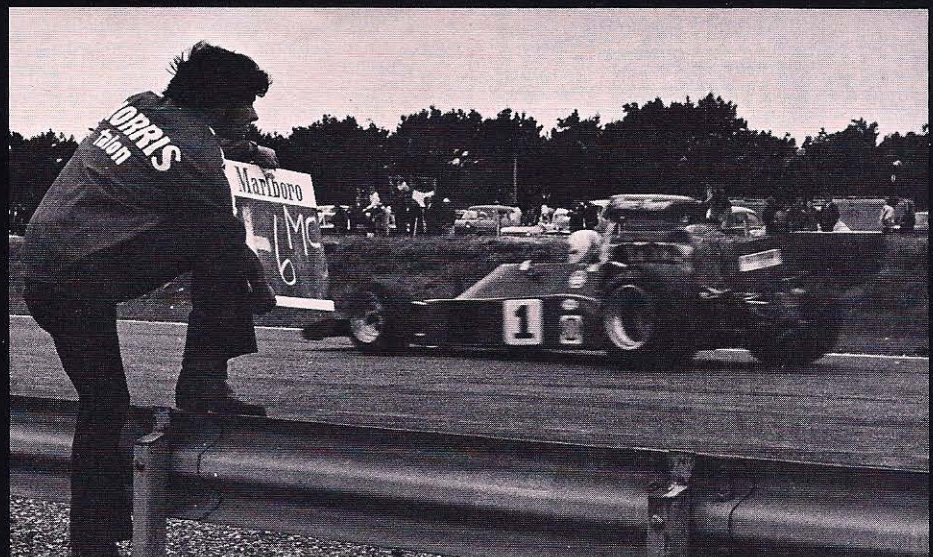
McCormack saved six pounds on each side by replacing the '74s BRD drive shafts with axles from Traction Products, constant velocity joints inboard and Spicer joints at the outer ends. Speaking of weight, the new Talons come in within a handfull of pounds on the upper side of the 1450 pound minimum.

Last year McCormack built most of the engines the team ran. This year he is using Malloy engines from Australia which produce something around 550 hp, which seems to be the standard in the series this year. The engines use Lucas injection, magneto ignition and drive through the ever-popular Hewland DG-300 5-speed box.

In F5000 racing, everything is judged against the Lola. As for a comparison of chassis, Jack says the Talon is extremely rigid. Unlike the Lola, which uses chassis flex as a "torsion bar," the stiff Talon chassis relies solely on the suspension. Also, the Talon's engine sits a full inch lower than the Lola's powerplant which accounts for some of the Talon's good high-speed handling.

Obviously, it is going to take a lot to beat Redman, Andretti, Unser and Oliver. Amon could do it, and the Talon seems to be ready. It's going to be interesting. ■

(BELOW) Jack McCormack signals Amon during one of the Tasman rounds.



Richard Winham Photo



Ever since I first found myself as a racing journalist, I have been smitten by a dissatisfied desire to race. In fact, I am probably one of the more classic examples in history of a frustrated racing driver.

It's not that I don't enjoy going from race to race, prowling about with my notebook and pen, and regularly watching some of the finest drivers hard at work. But sometimes I tire of my comparatively inert role and find myself wishing that I was the one out there behind the wheel. So I try to satisfy this urge by rudely chucking my Econoline van through highway access ramps and down country roads. Somehow that never seems to be quite the same thing. So I go back to my typewriter and fantasize.

It might seem strange that such a nagging frustration has never, in any way, been properly satisfied. But until recently it remained that way. Then a few months ago, Skip Barber called me and asked if I would be interested in coming down to his School of Performance Driving at Thompson Speedway in Connecticut, and if I would write a story about it. "Ah sure," I said containing my enthusiasm as best I could, "I'd like to do that, Skip. It'll be an interesting exercise."

I hung up the phone excitedly. Like to! "Christ, Skip," I said to myself, "you better hope that I don't fling your shiny new Formula Ford into a guardrail trying to do some maneuver far beyond my capabilities." When I told my friends about it, the ones who had spent harrowing hours clinging to my passenger seat, they rolled their eyes skyward and mumbled things like, "This I got to see!"

First of all I should point out that I have never been a fan of racing schools as far as their capacity to actually teach the skills needed to become a racing driver. Of all the young aspiring aces I've known, both here and in Europe, only two went to a school before their first race. The others learned by trying, by spinning and sometimes by crashing. Most good drivers I know believe that the only way you can ever go truly fast is to crash as least a few times, and I agree. Not from your own volition of course, but if you never crash, then you're just not trying hard enough. To me racing is something where you try as hard as you can as soon as you can; and when you begin to feel comfortable, you apply the rules of technique.

That then is my basic prejudice. Obviously there's little room in such an approach for listening to someone telling you to take it slow and easy, work up to it smoothly and consistently.

Now I suppose this perspective of mine applies only to people who have been around racing. But there are, of

# How To Become World Champion In Three Easy Lessons

By Gordon Kirby

course, many more people who have never been to a race of any description in their lives, and for them a driving school is attractive because it might teach them how to be better drivers. Lord knows we need better driving on the public roadways.

My conversation with Skip Barber about the type of student he sees and my observation of those who were at the schools that I attended convinced me that the bulk of them aren't interested in being racing drivers. Instead they want to learn about the techniques of driving and the basic rules of vehicle dynamics, and to this end his school (I don't know about any others) should be very valuable.

As far as you're concerned, however, sitting there reading FORMULA with a racing car of some description probably not far away, you want to know what I learned in my few days at school? Well, it turned out I did learn a few things; and if you're a racer at heart and have the extra 500 bucks to spend, I think now, after running through the Skip Barber School, that it could be well worthwhile.

After my first day at Thompson, however, I was far from feeling that way. In fact I was thinking that the whole

thing might just be a waste of time. In hindsight I can see that first day was useful, but as I drove home, I was disgusted with racing schools and Formula Fords. The reason, of course, was that I had wanted to go fast immediately, to make the car work, and to find out what mistakes I was making.

Instead I had spent the day driving through pylons, learning to heel-and-toe, and finally doing slow laps using a maximum of 3,000 rpm. What was left in my mind at the end of the day was the opinion that the Ford felt like a grotty go-kart at such low revs, that it did absolutely nothing in terms of over or understeer, and that I was driving around like some kind of robot, mechanically diddling the controls.

What I DID learn during one day was that I was very inept at heel-and-toeing. Although I knew all about the process, I had never had a vehicle in which I could do it. Skip plonked me into one of his Alfa Romeo Spyders (he has two of these plus a lone 1600 sedan) and sent me out on the short Thompson oval to practice. For a while I felt like a complete idiot, but I finally got to a reasonable baseline, and as I had already put both the Alfa and a Lola FF through the pylon course, Skip decided to let me do a few laps.

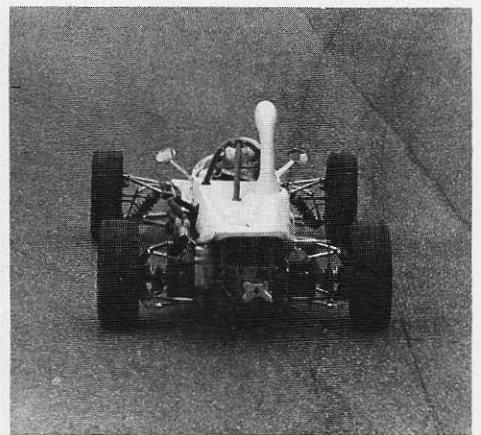
Now as far as I was concerned, most of what I had done was idiot stuff, but I had shown myself that there was a portion of it that I couldn't come properly to grips with; so for the average student this day is probably a busy and complicated one.

Because of my schedule it was four days before I could return to Thompson, and in the meantime I mellowed a little in my disgust, realizing principally that if I was braking the FF to anywhere near its potential, I was downshifting very poorly; and, had I been trying to go quickly, I would have spun a lot and, more probably, destroyed at least a set of clutch rings. When I arrived for my second day of instruction, I felt ready to go at things a little easier.

Because Skip had a full school that day he was unable to give me anywhere near the amount of track time he usually gives his students and apologized profusely for this. However, I was well aware that he hadn't taken me slowly around the circuit going through each corner independently time after time as I know many schools do, and for that I was very thankful.

Instead we drove around the circuit in an Alfa, and Skip analysed the circuit, giving me his reasoning for deciding which corner was more important than another, which ones should be sacrificed a little in terms of textbook accuracy for better lap times, and which might have a variety of different approaches in differ-

Charles Loring Photos





ing situations. I know I learned something from this, and I'm sure that it would be extremely valuable to anyone with no racing experience of any kind.

I finally got out for a dozen laps around mid-day, and using 3500 rpm in warm temperatures, I found the Lola beginning to work. Now I should point out that the Skip Barber School has a pair of new Lola T342s with Lucas Gold Series engines. The motors are fitted with rev limiters so they can't be destroyed by overrevving, but otherwise they are real Gold Series which I am sure goes a long way towards making the cars into properly reacting racers. I know many other schools use old cars with virtually stock motors and would respectfully suggest that as far as getting a good feel for how responsive a well set-up FF can be, these would be a waste of time.

During my first session on this second day I began to use the car fairly brutally, braking it right into apexes and mashing the throttle like it was nothing but an off-on switch. All my racing driver friends say that's the only way to drive a Ford, and I discovered quickly that they were entirely correct.

Later in the day I did another eight laps, in theory using 4500 rpm, although I crept up to 4700. I was amazed at how easy the car was to drive fairly quickly, and I also discovered that I could lock up the brakes without any drama. Also the old, treaded, sedan Dunlop rubber which was fitted to the car I drove refused to flat spot or go out of balance despite my sloppy braking.

The last day was the one day I finally got the car working and thanks to the help of Skip's partner Tony Scotti and his chief mechanic Kevin Doyle, I was able to make some sensible progress. This day was generally cool and overcast; in fact it had rained for much of the morning, and in these conditions I learned just how different a car can be on cold tires.

Initially the car felt very bad, jouncing around on the smallest of bumps and braking raggedly. I spent a lot of time feeling ill at ease, and after making a couple of silly mistakes (once I came very close to taking the nose off) I stopped to have a chat with Tony and think a little. He suggested that I come back a little on my braking points and work the car slowly for a few laps. He also confirmed to my great relief that there was no temperature at all in the tires.

As a result of Tony's suggestions things began to feel better, and I soon

realized that you don't have to make demon late-braking efforts to go quickly in something like a Ford. Braking a little earlier and a little more smoothly, I was able to get the power on far sooner so that the car would under or oversteer across the apex (we tried a couple of different chassis set-ups) and come out far faster than before.

After it was all over, Tony told me that I was about five seconds off the track record using 5,000 rpm and those hard compound Dunlops. I'm really not sure if that means anything, but I felt there was all kind of time still to come even at five grand, and I know that I was driving very sloppily, still downshifting poorly and being a little erratic.

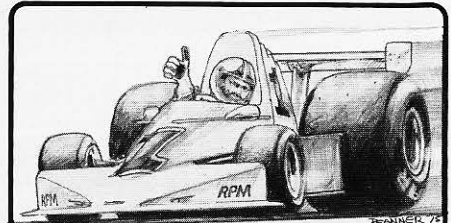
I must apologize to Skip and his men for abusing his car so much, but at the same time they were expansive enough to allow me to drive that way (I spun three times when I missed gears under hard braking), and I don't think many racing schools would have allowed much of that at all. This, in fact, was the most pleasing thing for me about the Skip Barber school. They seemed to be able to adapt very well to different people's capabilities, and I never once saw anyone being told that there is a hard and fast rule and please stick to it.

In total I think that I probably learned about half a season's worth of driving lessons in the three days I spent at Thompson. I know that had I jumped into my own FF and gone racing, I would have had a couple of shunts that would have badly damaged other people's machines because of my own gonzo approach. So if you think your approach is like mine, take a while to think about going to a racing school. I don't say that it's a necessity. Far from it. But it will almost definitely save you money in the long run in terms of crash damage and gearbox abuse.

I also think that you should look very closely at all the schools available. Some of them seem to me to get carried away in making everything safe and sound and slow and easy. That's not what racing is about. So if you find a school that will allow you (on the second or third day, NOT on the first) to try your own ideas and to talk about them later, go and spend the money. Come the start of that first race, you're going to be a lot more composed and therefore ready to deal with the thing that really matters: not so much driving quickly as racing against the other guy. ■

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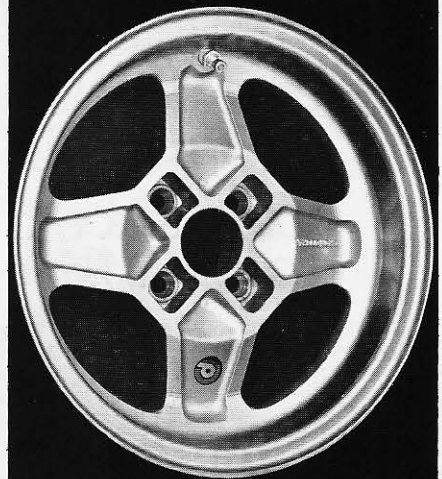


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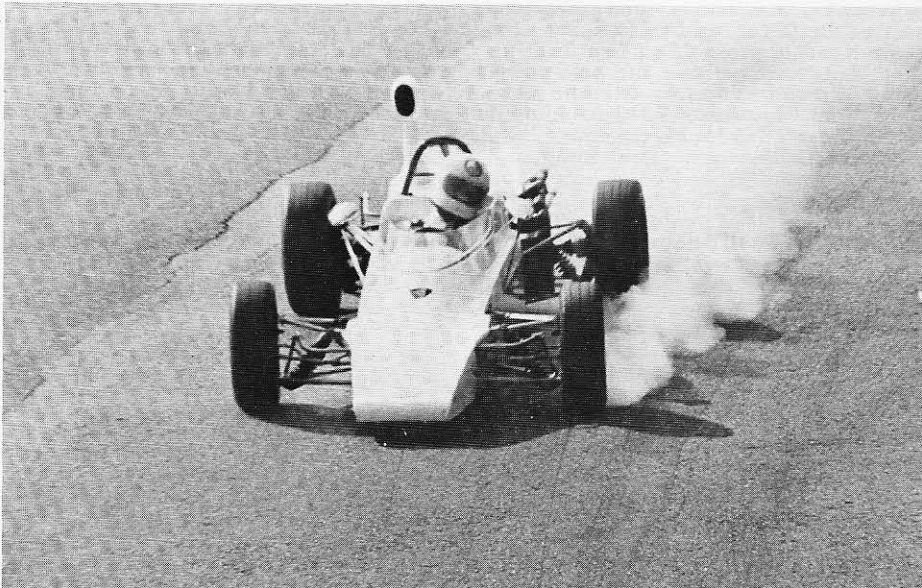
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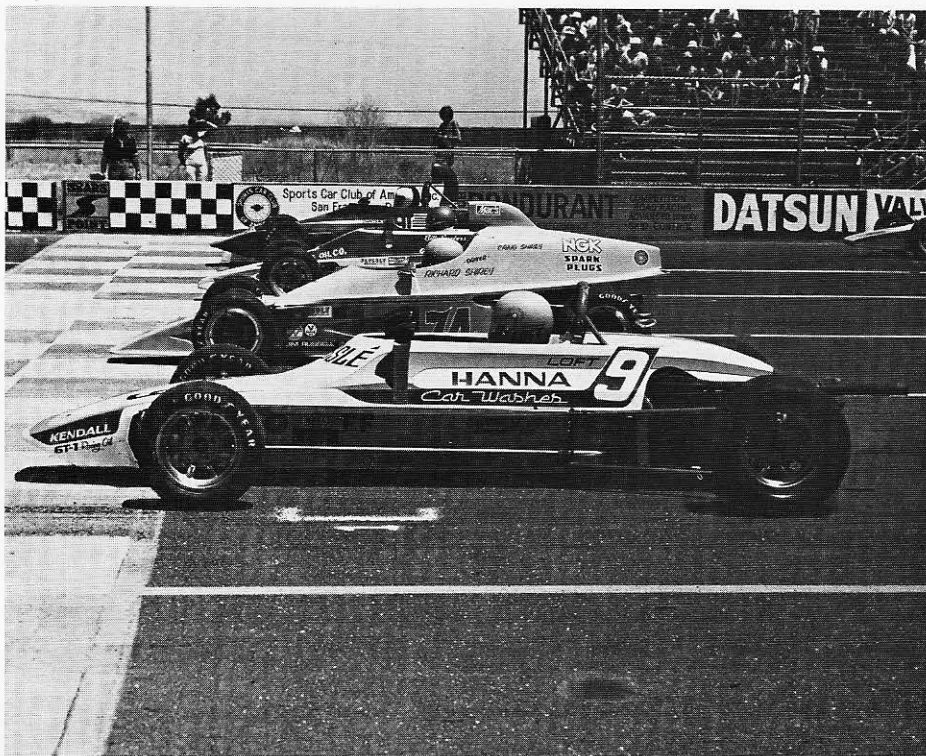
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Charles Loring Photo







Loft, Shirey, Scyphers and Earl come off the line for the main.

Phillip Salazar Photo

# Sears Point Pro Formula Ford

*Shirey shows  
how it's done!*

By Murray Isman

**D**ick Shirey put in a near perfect performance in his Flat-Out Promotions ADF to take away the top money at the first of two \$5,000 Pro Formula Ford races at Sears Point International Raceway on July 27th. NorPac points leader Marty Loft finished a scant 0.02 seconds behind in an action-packed event that concluded with a virtual drag race to the finish line.

The highlight of the weekend was the race format itself: starting positions for the final were determined by finishing positions in two 15-lap heats (on a short 1.8-mile course), and starting positions for the heats were determined by a draw from the proverbial hat. On top of that, all events featured standing starts with the cars lined up four abreast. Some

drivers gambled on using a noninterchangeable first gear for the starts (an ultra-low hillclimb gear), hoping to carry on with just three cogs for the distance, while others went with the conventional four-speed box, hoping that they wouldn't be too badly blown off at the start.

The course used by the FF crowd was a simple one indeed, consisting of the drag strip-straightaway with a second-gear corner at the end and a set of fast ess bends coming back towards the pits, followed by a first-gear hairpin turn leading onto the straight. Obviously, a strong engine and good aerodynamics would be worth a lot at this race.

## Entry

The organizers were somewhat disappointed when only 50 cars showed up to practice, but with a few exceptions most of the faster regulars from the west coast attended, promising a tight race up front. Lola was perhaps the best represented marque: Formula Atlantic newcomer Tom Gloy had a T342 for himself and an older T340 for his teammate Billy Scyphers; Californians Glen Biren and Bob Blackwood looked good in a T342 and T340 respectively; and northwesterners Arnie Loyning (T342) and James Kalie (T340) hoped to figure in the results when it was all over.

ADF had four cars in attendance, led by designer Dave Bruns, who managed three back-to-back spins at the hairpin in practice before the first heat got underway. The northern team of Tom Wiechmann and Dale Elmer had their pair of immaculate racers, and the ADF ranks were rounded out by Dick Shirey's clean entry.

One could not help but notice Marty Loft's Crossle and Bob Earl's MRE circulating quickly during official practice, and Chuck Pittenger's purposeful-looking LeGrand was not off the pace at all.

## RACE REPORTS:

### First Heat

Marty Loft was fortunate enough to draw a front row grid position and made a good start from the drop of the flag to take a lead which he held to the finish. Elden driver Hugh Mooney and Titan driver Tenny Kwok made tremendous starts from midfield to run second and third on the opening lap, with Kalie's Lola running a close fourth.

By the fourth lap the lead positions had settled to a large extent, and Loft had a massive four second lead as he ran away from the pack. Shirey worked his way into second after displacing Page Roos in a Lola T342, and Dale Elmer slotted into fourth with his ADF; Loft eased off in the closing stages to win by over two seconds, and the remaining top four positions remained intact to the end. Mooney engaged in a good race with Arnie Loyning which was resolved in Loyning's favor three laps from the finish. Mooney slipped down to a ninth place finish because of a costly spin on the last lap.

### Second Heat

Young Billy Scyphers and Tom Wiechmann exchanged the lead ten times in an exciting duel that found Wiechmann's ADF on top after 15 laps by a narrow 0.2 second margin. But scrutineers penalized the winner for an engine technicality, dropping the Kent, Washington veteran to 12th on the charts and handing the victory to Scyphers.

Bob Blackwood hounded Bob Earl's MRE for the entire race but had to settle for third behind the former U.S. FF champ. Tom Gloy had a lonely run to the finish in fourth spot, and Chuck Pittenger came home fifth in the LeGrand after making his way through traffic from his back row starting spot.

### Semi Main

Sunday's program started out with a fairly lucrative semi-main event for those that finished worse than 12th in their respective heat races. The top eight from this race advanced to the back of the main event grid. With over \$1400 up for grabs it was expected that some drivers might sandbag in the heats in an attempt to pick up some easy money here.

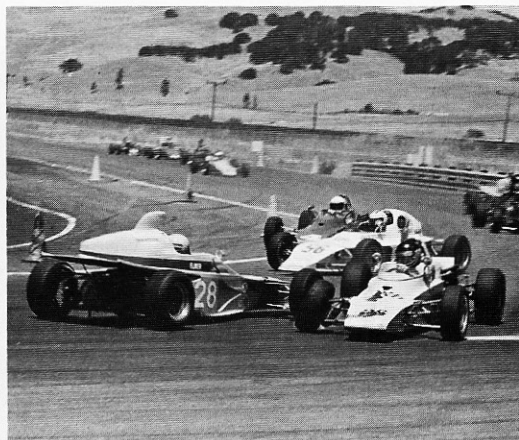
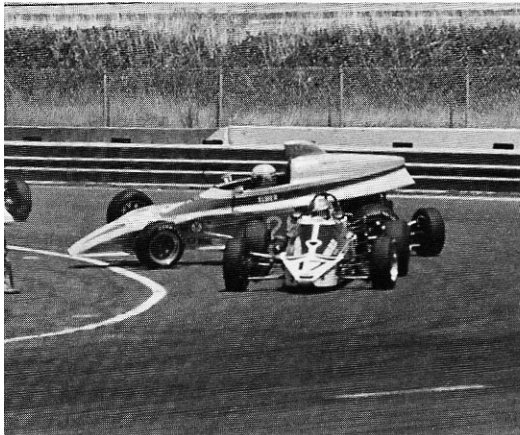
Dave Bruns, the only obvious sandbagger, led from start to finish to win by over 16 seconds (collecting \$500). Sam Nicolosi took his Merlyn Mk25 to a fine second place after starting 20th. Sam had DNF'd his heat race but was allowed to start the semi from the back row. Frank Briggs (Lola T340) had a good race with the Titan Mk6 of David Wilson, Briggs taking third only after Wilson spun on the final lap. Phil Threshie came home in fifth, while Terry McGrath finished sixth after a spin on the 12th lap dropped him from second to fifth, Threshie having made his move on the final tour.

### Main Event

Loft made another clean start to take the initial lead and was followed by Earl, Gloy, Scyphers and Elmer as the 28-car field sped past the start-finish line grandstands on the opening lap. Shirey made a rather poor start, running in seventh on the first lap and slipping down to ninth the second time around.

The works Crossle driver looked like





Dale Elmer (No. 28 ADF) and Tom Gloy (No. 38 Lola) tangled, Elmer continued and Gloy didn't.

Toni Cortes Photos

he was going to run away from the pack again as he opened a one second lead over Scyphers by the third lap. Behind Scyphers, Gloy and Elmer collided at the hairpin, putting the former out of the race with suspension damage and dropping the ADF down to the back of the pack. By the fifth lap Pittenger had moved into second place ahead of Scyphers, and Shirey had recovered to run in fourth, setting the stage for a fierce four-way battle for the lead. Benefiting from each others' draft up the long frontstraightaway, the race for second spot became a race for the lead when they reeled in Loft on the eighth lap.

Shirey took his first turn at the top on the tenth lap and held a narrow edge over Loft until the NorPac leader retook the lead on lap 14. In the meantime Tom Wiechmann carved his way through the field and caught on to the tail end of the leading bunch, making it a five-car scrap.

Loft and Shirey traded the lead for the next three laps. Then Pittenger made his move by under braking for the hairpin to become the race's third leader on the 18th lap. At that point the order was Pittenger leading Shirey, Scyphers, Loft and Wiechmann, and behind the lead bunch was a tremendous scrap for sixth place among Biren, Earl, Roos and Blackwood.

Shirey took the lead for good on the 19th lap as Loft slipped to fifth, the Crossle understeering increasingly in the slow corners as the race progressed. Wiechmann dropped from the charts on the 20th lap when a wire worked loose

from the coil on his ADF, and on the next lap Biren, Earl and Roos all dropped out of the race after a three-car mishap at the first corner. Earl was taken to the hospital with suspected injuries but was immediately released, for the MRE was T-boned by Roos' Lola shortly after Biren tapped Earl into a gentle spin. Fortunately there were no other injuries, and none of the cars were heavily damaged.

All this action moved Blackwood's Lola into a comfortable fifth spot, and Semi-Main winner Bruns moved into sixth after running last on the opening lap. With four laps left Loft moved back into second to have a final go at Shirey while Scyphers held on in third in spite of increasing brake lockup problems.

On the final lap Shirey drove cautiously through the hairpin with Loft sticking to his gearbox, and the two drew even as they sped past the pits towards the checkered flag.

Since Shirey had the stronger powerplant, he took the decision by a nosecone at the wire in front of a thousand screaming race fans in the grandstands.

Scyphers eased off a bit to come home a second behind the leaders. Pittenger crawled over the finish line and pulled off with an engine that lost its stuff three laps from the end. Blackwood came home a creditable fifth, but he too pulled off immediately, having sputtered around for the last two laps with a broken carburetor. Bruns finished sixth, ending up with as much money as Loft earned for a heat win and a second place finish in the main.

James Kalie wound up seventh in his overweight Lola; Tim Cox was eighth in the Zink Z10; Ed Hoffman was an excellent ninth in his much modified Lotus 61; and Sam Nicolosi brought the Merlyn home in tenth. Dale Elmer drove a sensible race after his third lap incident to take eleventh and was the last driver to



Marc Sproutie Photo

Richard Shirey is congratulated by Bob Bondurant.

complete the full 25 lap (45 miles) distance.

It was certainly a first class event for all involved, and perhaps winner Shirey wasn't too far off when he claimed that "these guys are the best in the country!" In any case the next Pro Ford race here should be just that much better although it would be tough to imagine a closer outcome after 25 laps of this quick track.

# Race Data

Sears Point Pro Formula Ford  
Sonoma, California  
July 26 & 27, 1975

## MAIN EVENT GRID

Marty Loft Crosle 30F	Richard Shirey ADF Mk II	Billy Scyphers Lola T340	Bob Earl MRE
Page Roos Lola T342	Dale Elmer ADF Mk II	Bob Blackwood Lola T340	Tom Gloy Lola T342
Arnie Loyning Lola	Glen Biren Lola T342	Chuck Pittenger LeGrand	Ed Hoffman Lotus 61
James Kalie Lola T342	Tim Cox Zink Z10	Don Pepperdine LeGrand Mk10P	Robbie Hohstadt Titan
Hugh Mooney Eon Elden	Ken Sharp Merlyn	Ron Southern Lola	Kenneth Dunn Titan Mk9
Riley Hopkins Palliser	Dick Gamble Lola T340	Gary Brauch Titan Mk6C	Tom Wiechmann ADF Mk II
Dave Bruns ADF Mk II	Sam Nicolosi Merlyn Mk25	Frank Briggs Lola T340	David Wilson Titan Mk6
Phil Threshie Lola T342	Terry McGrath Lola T340	Johnny Kastner Merlyn Mk25	Tennyson Kwok Titan Mk6C
Harry Hayashi Royale RP16			

## MAIN EVENT RESULTS

FIN POS	ST POS	DRIVER/HOMETOWN	CAR NAME/NUMBER	LAPS	PRIZE MONEY
1.	2	Richard Shirey/Hunt, Beach, CA	Mac's ADF MkII, 74	25	\$1050
2.	1	Marty Loft/Olympia, WA	Hanna Car Wash Crosle 30F, 9	25	600
3.	3	Billy Scyphers/Marina, CA	Tom Gloy Racing Lola T340, 17	25	450
4.	11	Chuck Pittenger/Canoga Park, CA	Shankle LeGrand, 56	25	325
5.	7	Bob Blackwood/Sausalito, CA	Lola T340, 89	25	125
6.	25	Dave Bruns/Hunt, Beach, CA	Motor West Mag. ADF MkII, 85	25	600
7.	13	James Kalie/Bellevue, WA	Egger's Arco Lola T342, 30	25	100
8.	14	Timmy Cox/Riverside, CA	RPM Productions Zink Z10, 80	25	100
9.	12	Ed Hoffman/Lompoc, CA	Lotus 61, 79	25	100
10.	26	Sam Nicolosi/San Diego, CA	Nicolosi Rest. Merlyn Mk25, 34	25	375
11.	6	Dale Elmer/Portland, OR	Elmer's Steak & Pancake ADF, 28	25	25
12.	31	Johnny Kastner/Rosamond, CA	Jim Russ School Merlyn Mk25, 21	24	50
13.	20	Ken Dunn/San Jose, CA	Dunn Whippet Racing Titan, 27	24	25
14.	27	Frank Briggs/San Jose, CA	Art's Texaco/ARE/Bok Comp., 27	23	225
15.	17	Hugh Mooney/Hunt, Beach, CA	Baker Bearings/Eon Oil Elden, 26	22	25
16.	16	Robbie Hohstadt/Pacific Grove, CA	Sports Car Service Titan, 5	21	25
17.	32	Tennyson Kwok/Long Beach, CA	Titan Mk6C, 43	21	50
18.	10	Glen Biren/San Jose, CA	Lola T342, 1	20	25
19.	4	Bob Earl/Mt. View, CA	TP Racing/Huffaker Eng. MRE, 19	20	50
20.	5	Page Roos/Hillsborough, CA	Douglas Engineering Lola T342, 4	20	25
21.	24	Tom Wiechmann/Kent, WA	Elmer's Steak & Pancake ADF, 37	19	25
22.	29	Phil Threshie/Alamo, CA	Phil & Justine Lola T342, 99	13	77
23.	9	Arnie Loyning/Portland, OR	Pierre's Motors Racing Lola, 12	10	25
24.	23	Gary Brauch/Saratoga, CA	Titan Mk6C, 67	9	25
25.	21	Riley Hopkins/San Francisco, CA	Hopkin T-shirt/Casazza Palliser, 91	4	25
26.	18	Ken Sharp/San Francisco, CA	Ken's Wheel Service Merlyn, 3	3	25
27.	8	Tom Gloy/Concord, CA	Pierre's Motors Racing Lola T342, 38	2	25
28.	28	Locke de Bretteville/San Rafael, CA	Casazza Vermont Palliser, 7	2	25
29.	19	Ron Southern/Glen Ellen, CA	Novato Toyota Lola, 24	2	25
30.	22	Dick Gamble/San Diego, CA	Key Oil Lola T340, 0	0	25
31.	15	Don Pepperdine/Pacific Grove, CA	H & K Import Repair LeGrand, 29	DNS	25

Prize money figures are for all races run at this meeting.

Fastest Lap:

Marty Loft, Hanna Car Washes/Kendall Oil Crosle 30F, 1:05.84





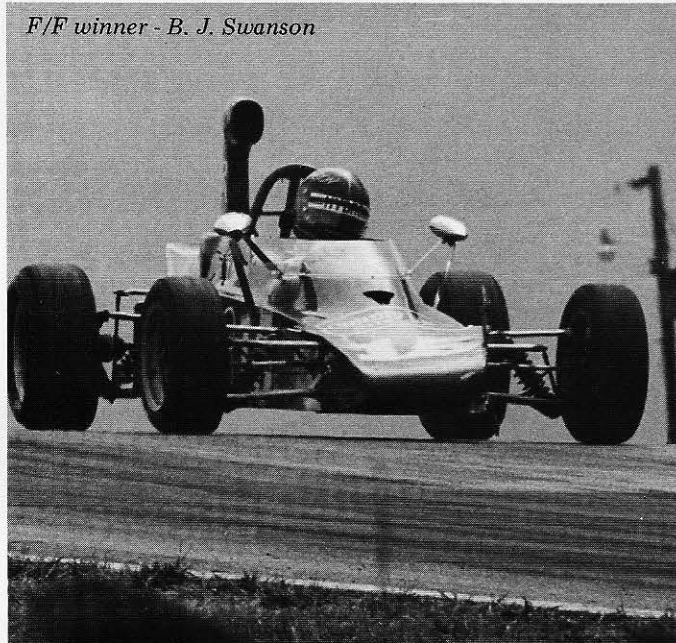
F/A winner - Roger Bighouse



F/B winner - Dan Carmichael



F/SV winner - Billy McConnell



F/F winner - B. J. Swanson



F/C winner - Guy Revesz



F/V winner - John Hogdal (No. 53)

Randy Unsbee Photos

# Mid-Ohio National Races

By Randy Unsbee

**M**id-Ohio is that rare combination of road racing track which taxes the driver as much as it does his car. Its twisting 15 corners, changes of elevation and high speed chutes challenge a driver's every ability and experience.

The Fort Wayne Region SCCA National, July 19th and 20th, provided more than its share of surprises, crashes and controversy. Nonetheless, certain Midwestern names are becoming familiar in the victory roll. B.J. Swanson, Dan Carmichael, Roger Bighouse and John Hogdal are some of these recurring names.

## Formula Ford

Forty Formula Fords entered the National event set against the lush, rolling backdrop of central Ohio. Favorite son Dave Weitzenhof once again proved the competitiveness of his Zink Z-10 with a time 1.095 seconds quicker than his fellow front row sitter Tim Evans in a similar mount. Weitzenhof's 1:40.553 labeled him the early race favorite along

with the fact that he shattered a two-year standing record of 1:41.300. Tim Evans clocked in at 1:41.480 while Indiana F5000 sensation B. J. Swanson registered a 1:42.048. Further back in the pack were well-known challengers Carl Liebich, Lola T340; Denny Moothart, Merlyn Mk25; Tony Kester, Dulon MP17A; and Gary Passon, Revolution Wheels Lola.

### race

No one had a chance to see what kind of battle would develop among the front runners as three of the top five qualifiers crashed out of the race before the first turn in an accident that left tempers flaring. B. J. Swanson calmly reflected on the events which took out front row qualifiers Weitzenhof and Evans:

"Some car (Dan Torpy's Spectrum) tried to come up along side and squeeze through the first turn," Swanson explained. "There wasn't enough room, and he hit my right rear wheel. That's how it got broken. That knocked me into Dave (Weitzenhof), and he went sliding off. There was only one car ahead of me coming out of the turn, and I went for the

lead. If Dave hadn't been there I would have gone spinning off, too."

Weitzenhof, Evans and Torpy's cars lay broken no more than 1,500 feet from the starting line. Fortunately, no one was injured. Swanson soldiered on with a bent wheel and crunched nose to take the lead away from Robert Morris on the back section of the track. Carl Liebich, Denny Moothart and Mike Velten quickly joined the battle for second as Swanson extended a comfortable lead.

Also quickly threading their way through the field were Gary Passon, a front row sitter at Indianapolis Raceway Park the previous month, and Nick Lawrence who gridded 25th. For nearly the entire 19 lap race Velton and Liebich contested second while Morris dropped steadily back in his Titan Mk6C.

Nonetheless, by race's end Swanson had clearly established a winning margin and was followed across the line by Liebich, Moothart, Morris, Velten, Passon and Friedman. Besides its rather infamous beginning, the Formula Ford race was noteworthy for the race-long charge-from-behind staged by several drivers including Moothart from ninth to third,



Passon from 23rd to sixth, Friedman from 14th to seventh and Lawrence from 25th to ninth.

It also marked yet another victory for the young Indiana driver who would again prove his mettle the following weekend at the Road America Formula 5000 event.

## Formula Vee

They're going to call it the John and Warren show here in the Midwest as for yet another race John Barton Hogdal and Warren C. Mackler qualified their Mazuro Lynx Bs in the front row. At Mid-Ohio they were just .130 seconds apart.

On the last lap of the race Mackler dropped to third and was replaced by Jerry Peterson in his Zink while Hogdal took off like a ruptured hare. Terry Satchell didn't want to be left out of all the fun and was in hot pursuit with his Lynx B.

Then the rest of the pack came shooting down the long back stretch into the twisting, downhill esses. It was like watching toys bounce off each other as John Prediger and Richard Yanus tangled among so many other drivers that it was next to impossible to determine the cause. Competitors arriving late on the scene had to spin off or take evasive maneuvers as the track was blocked. By the time everything was sorted out the leaders were long gone. Surprisingly, only Prediger's Mazuro Lynx B couldn't rejoin the race. Yanus charged back to finish 11th in the 38 car field.

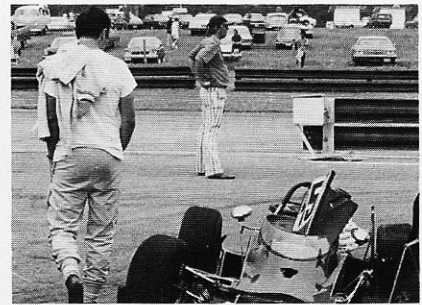
On the second lap Peterson dove past Hogdal to take the lead while Mackler held third, Stephani fourth and Satchell fifth. For the remaining laps the top five positions were swapped frequently among the slipstreaming pack of Vees, snaking its way about the course. When the checkered flew the order was Hogdal, Mackler, Stephani, Peterson and Thomas Pomeroy, a one-armed driver, who squeezed a good deal of speed out of his Noble Lynx.

## Formula SCCA

The real race in the mixed bag of SCCA formula cars occurred thanks to

### FORMULA FORD GRID

Dave Weitzenhof Zink Z10 1:44.953	Tim Evans Zink Z10 1:41.458
B. J. Swanson Lola T342 1:42.048	Mike Velten Titan Mk9B 1:42.145
Dan Torpy Lola T340 1:42.364	Larry Wood Van Diemen RF75 1:43.503
Carl Liebich Lola T340 1:43.680	Robert Morris Titan Mk6C 1:43.755
Denny Moothart Merlyn Mk25 1:44.751	Dick Scott Royale RP21 1:44.875
Mark Miller Unknown 1:44.906	Tony Kester Dulon MP17 1:44.935
Mike White Titan Mk9B 1:45.406	Steve Friedman Zink Z10 1:45.584
Gene Cassella Jr. Caldwell D9 1:45.733	Bob Paladino Unknown 1:45.841
Steve Ice Lola T340 1:46.390	Lawrence Dodd Zink Z10 1:46.404
John Burton Unknown 1:46.421	John Haight Hunter 1:46.900
Dominic Rossetto Lola T340 1:47.171	Jimmie Rowe Merlyn 1:47.276
Gary Passon Lola T342 1:47.577	Bill Jordan Lola T342 1:47.581
Nick Lawrence Zink Z10 1:48.024	John Pletzing Titan Mk9B 1:48.118
J. Herman Enterline Rockwell 1:48.214	Philip Collier Titan Mk5 1:49.583
W. Richard Pamer Lotus 61E 1:50.155	Malcolm Macleod Crowell 1:51.493
Stephen Lathrop Zink Z10 1:51.836	Ken Wright Unknown 1:52.163
John Fowler Lola T340 1:55.072	Harold Linville Hawke 1:57.497
Lance Leonelli Unknown 1:58.257	Al Zwicky Unknown 1:58.344
Doug Schultz Lola T342 2:15.847	Mark Davidson Hawke 2:20.899
Mike Studnicki Dulon No time	Martin Carver Lola T340 No time



# Results

Mid Ohio Nationals  
July 20th, 1975

### FORMULA FORD

1. B. J. Swanson, Lola T342
2. Carl Liebich, Lola T340
3. Denny Moothart, Merlyn Mk25
4. Robert Morris, Titan Mk6C
5. Mike Velten, Titan Mk9B
6. Gary Passon, Lola T342
7. Steve Friedman, Zink Z10
8. Dick Scott, Royale RP21
9. Nick Lawrence, Zink Z10
10. Steve Ice, Lola T340

### FORMULA SCCA

1. Roger Bighouse, Chevron B24 F/A
2. Dan Carmichael, Brabham F/B
3. Billy McConnell, Essex Chemical Tui F/SV
4. Rick Prather, Lola T252 F/SV
5. Vic Pottinger, Lola T322 F/SV
6. Patrick Garmyn, McLaren F/A
7. Joe Hill, Lola F/SV
8. Scott Ovel, Lola T324 F/SV
9. Larry Dawson, Royale F/SV
10. Ed Kasprovicz, Lola T240 F/B

### FORMULA VEE

1. John Hogdal, Mazuro Lynx B
2. Warren Mackler, Mazuro Lynx B
3. Thomas Stephani, Nickey/Harris Lynx
4. Jerry Peterson, Zink
5. Thomas Pomeroy, Noble Lynx B
6. John Hayden, Caldwell D-13
7. Rick Comer, Lynx B
8. Michael Leary, Lynx
9. R. Gerald Baker, Lynx B
10. Dick Rose, Lynx B

Billy McConnell and his comeback assault in the Essex Chemical Super Vee after spinning out on the first lap, first turn. Roger Bighouse qualified first overall in his Formula A Chevron while fellow front-row sitter Dan Carmichael was fastest in Formula B. Both finished number one in their respective classes while Guy Revesz did likewise with his Chevron B17 Formula C.

FB favorite Chuck Dietrich was a DNS on the starting grid as a jackshaft broke in his BDA just before the pace lap. With Dietrich out of the way top Super Vee qualifier McConnell charged after Bighouse and Carmichael. At the first turn

Carmichael's Brabham sputtered and McConnell dove past. "I thought I was finally going to pass a Formula B at the start," he said of the incident, "but I was going too fast for the line I had and spun out."

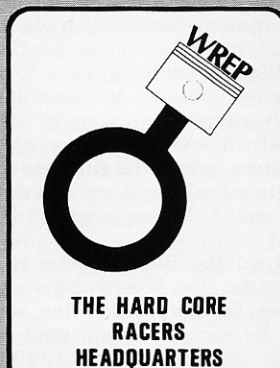
In trying to re-enter the course, McConnell engaged the wrong gear and spun out again, thus dropping to last in class and some 15 seconds behind Super Vee leader Rick Prather in his Lola T252. Throughout the remaining laps McConnell picked off one car after another, breaking his own record in the process, to retake the lead at the end of the race and finish first in class, third overall. ■

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Jack Scher and his Crossle dominated the Westwood Spring series. Ross Morris Photos

# Westwood Spring Series

By Murray Isman

A pair of victories and a pair of second-place finishes were good enough for Jack Scher of Seattle to win the Westwood Spring Series—a five-race semi-pro series for Formula Fords held at the 1.8-mile mountainside circuit near Vancouver, B. C. Finishing second to Scher's final tally of 70 points was James Kalie of Bellevue, Washington, who accumulated 50 points from a single win and two second-place finishes. Scher was driving his familiar Crossle 25F, while Kalie used his Lola T340 in two events and borrowed a Crossle 25F for the final round.

Vancouver's Brian McLoughlin was the top Canadian in the series, taking third overall by a single point over Seattle's Denny Goodwin. Both drove Titan Mk. 6s. Goodwin, the only driver to score points in every race, and Jake Rempel of Abbotsford, B. C., provided much of the interest as the duo traded consecutive finishing positions in the last four of the five events. McLoughlin wound up with 38 points, Goodwin with 37, and Rempel, who drove two equally ancient Fords for the fun of it, finished fifth overall with 34 points.

Unfortunately, the series suffered from a lack of entries. "I don't know why there weren't more guys running—they wanted a money series," Scher commented after the final race. "Maybe it wasn't

much, but we made over \$600." Goodwin also praised the series: "We enjoyed running here, and even a little money makes you try that much harder."

Both the problem of small monetary rewards, and that of poor support of the series from competitors can be traced to pre-season sponsorship hassle. A local car dealership indicated that it was willing to pitch in \$5000 to get the series going but withdrew its support unexpectedly just two weeks before the first race in order to pursue other advertising avenues.

"We didn't know if we should put the idea aside for a season or try to come up with some money from our budget and go it alone," lamented Sports Car Club of B. C. President David Ogilvy. "At the last minute we put the whole thing together with some contingency support from the Valvoline Oil Company, but two races were gone before the supplementary regs got to many of the American drivers. It will be much better organized next year."

Modeled on the Bulova series at Mosport in Ontario, the Westwood series included races for under-2.5-liter sedans, and since B and C sedan paid equal money, only \$1500 of the \$4200 total was available to F/Ford competitors. That didn't prevent some interesting racing, however.

## RACE REPORTS:

### Race 1 April 13th

Held as part of Westwood's first SCCA National meet, the second round attracted some strong competition, particularly in the form of former SCCA champ Bob Earl, who led from start to finish in the TP Racing MRE Mk. 73. Portlander Arnie Loyning in a Titan Mk. 6 hounded Earl for 11 laps until his engine expired, leaving Earl with 3 seconds in hand over Scher. The Crossle couldn't match the pace set by Earl's MRE and slipped to an eight-second deficit at the end of the 25 laps. Californian Bill Pugh finished even farther off the pace in third with his rebuilt Dulon LD4. Goodwin and Rempel had their first confrontation of this race, the former narrowly winning out after Rempel had a quick spin at the esses on the 19th lap. Rempel made a quick recovery, though, and chased Goodwin's Titan Mk. 6 right to the finish, the pair finishing fourth and fifth.

### Race 2 May 11th

Although 14 cars started the race, it quickly became a two-car contest between Scher's Crossle 25F and the newer 30F of Seattle's Steve Plumb. After the two exchanged top spot three times, Plumb overdid it at the first-gear hairpin, spinning from the lead with five laps to go. From that point on Scher cruised home to win, Plumb recovering to finish second at a distance. More than a lap behind the leaders, Jerry Blakemore finished third in a new Royale RP21, and Brian McLoughlin was even farther back in fourth with his Titan Mk. 6C.

### Race 3 June 1st

Held as a supporting race to the Player's Pacific, the third round also sported a good entry, led by Loyning, who put a new Lola T342 on the pole with a time just 3/10ths slower than Marty Loft's record. Loyning opened a six-second lead over Scher's Crossle but dropped out after 14 laps when a front tire went flat. Loyning had spun at the hairpin, was hit by Scher, and, in the confusion, James Kalie (Lola T340) and George Young (Crossle 25F) got past to fight for the lead. These two drivers ran nose-to-tail and side-by-side for the remainder of the race, with Kalie winning out by a matter of inches in the closest Ford finish seen at the track this year.

However, the scrutineers had the final word, and when Young's Crossle was found to be 10 pounds underweight he was disqualified, moving Scher up to second place in the official results. Don Robertson of Calgary, Alberta, finished third in his new Lola T342 even though his air box blew off along the way, and the Rempel-Goodwin show resumed with Rempel taking fourth ahead of his rival this time around.

### Race 4 June 22nd

The fourth round, held as a supporting event to a NASCAR stock car race, marked the low point in the series—only



seven competitors made it to the starting grid. Kalie in the Lola T340 grabbed the lead from Scher and the two had a fierce battle up to the 13th lap when Kalie spun his way out of the lead at the hairpin (where everything seems to be happening this year). Kalie's spin handed Scher his second race win of the series, the early leader resuming the chase in second spot. Kalie managed to whittle Scher's margin from 9.2 seconds down to five seconds, which, at the end, was Scher's margin of



"Black Jack" Scher.

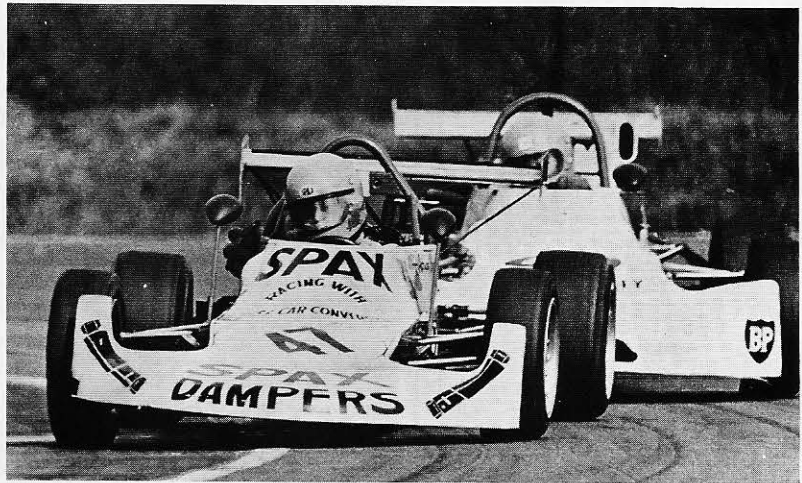
victory. Brian McLoughlin ran a steady race to record his best finish in third spot, and Goodwin took his turn at fourth place ahead of Rempel, who came home fifth. Rempel had sold the short-wheel-base Lola since the third round and had his first go with a well-used Merlyn Mk. 17.

## Race 5 July 13th

Fortunately for him, Scher had clinched the title going into the final race—very fortunate, indeed because he blew a piston while leading on the second lap. To make matters worse a rod and part of the crankshaft forced themselves through the side of the block, so much of Jack's points fund money will probably go directly into a new powerplant. Scher's absence left a battle for the lead among Alan Wendler of Milwaukie, Oregon, in the series champ's second Crossle 25F, Robertson's Lola T342, and Kalie, who borrowed George Young's 25F after breaking the crank in his Lola a week earlier.

Wendler pulled away on the 8th lap to become the fourth driver in five races to win a round, doing a smooth and thorough job at the front. Kalie stayed with Robertson for a few laps, then decided that he shouldn't risk the borrowed car since third spot would give him enough points to assure the second spot overall in the final standings. Robertson's

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Lola was found to be underweight after the race, moving Kalie up to second place and everyone else moved up a notch as well. Bob McGregor of Vancouver finished a creditable third in a vastly reworked and rebodied 'KRB' (nee Titan Mk. 6), McLoughlin finishing fourth, and Rempel fifth.

Goodwin was robbed of third overall in the final standings when a lower front A-arm broke with just four laps to go, dropping the Seattle driver from fourth to sixth in the race and allowing McLoughlin to take third spot in the standings on the strength of his fourth-place finish in this final round.

Next year's edition, with better financial support and organization, should be a big improvement over its fledgling predecessor. ■

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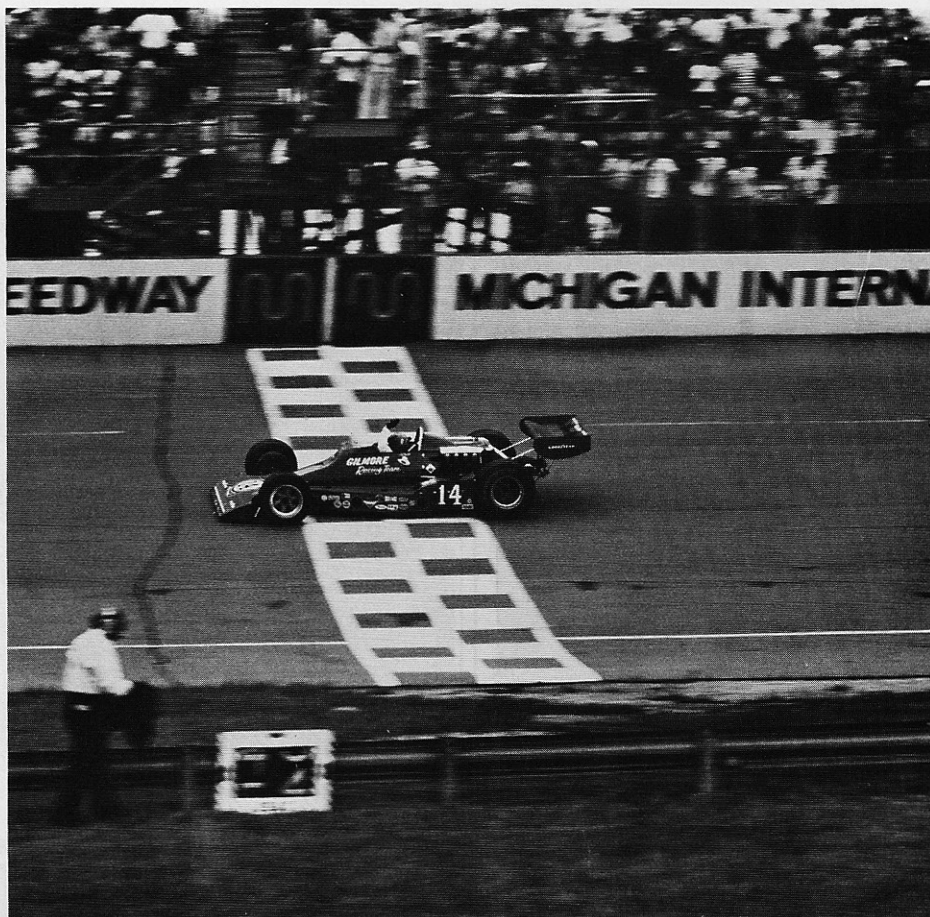
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A. J. acknowledges the checkered.

Bill Fox Photo

# Norton 200

## A.J. Foyt is USAC Champ

By Mark Schott

A. J. "Truckin' Texan" Foyt continued his domination of this year's super-speedway events by capturing the Norton 200 on July 28th. A. J. earned the pole on Saturday despite, as he later remarked, "giving myself a thrill" when the wind blew the Gilmore Coyote within inches of the wall at turn four.

Saturday's fierce winds held speeds well below last year's 196 mph pole speed set by Bobby Unser. In a typically crafty maneuver, he relinquished his number eight position in the qualifying lineup in favor of the final slot. A. J. complained of turbocharger problems but quite possibly wanted to qualify later in the afternoon.

Gordon Johncock temporarily annexed the pole with a 193.340 average, but A. J. crushed Johncock's hopes of pole position by cranking out a 193.809 average, despite gusty winds which slowed his second lap to only 189.623 mph. A. J. said later that, "the wind caught me and damned near pushed me into the fence."

The second row consisted of Indy winner Bobby Unser and Wally Dallenbach, both qualifying in the 191 range. Jerry Grant surprised his contemporaries by qualifying ahead of Sneva, Rutherford and Vukovich. Grant placed the Spirit of Orange County Eagle on the inside of row three. Tom Sneva, who is making a remarkable recovery from his fiery crash

at Indy, turned in a 189.324 mph average to start on the outside of the third row.

Gary Bettenhausen placed his Thermo King Eagle in the eighth row but then injured his elbow in a sprint car race on Saturday night and decided that it would be better if he did not compete. Sprint car points leader, George Snider was called in to sub for Bettenhausen, but due to USAC rules Snider had to start from the back of the grid.

Bobby Unser was disappointed with his qualifying speed of 191.795, after turning 196.667 in practice. Unser blamed gusty winds for the slower speed.

1974 Indy 500 champ Johnny Rutherford could only make the inside of row four at 189.125 mph. Rutherford did a 360 on his cool-off lap. As he explained it, "The brakes had been pulling to the left earlier, but this time they really caught hold. I started fishtailing. I thought at first that I had it gathered up, but it began to multiply. I did a 360 and came down into the infield. I guess the car is okay though I did get a little mud on it."

The 200 started promptly at 1:00 p.m. under ominous skies with a 30% chance of rain. The grandstands, however, were filled to capacity with a record crowd of 52,000. Record breaking cars and record setting crowds seem to always be a part of a Penske operation. Roger Penske is,



of course, the owner of Michigan International Speedway.

When the green flag fell, Gordon Johncock took the front door, and George Snider watched the back door, plugging Super Tex into the rocking chair. But Gordie held his lead for only three laps before Foyt put the hammer down and took it away from him.

Meanwhile Dallenbach had moved into third, and Sneva forged his way into fourth as Jerry Grant faded back when his Eagle developed rear end problems. Grant continued slowing until he finally exited with an expired engine 30 laps later. George Snider also lunched his engine (the second of the week for the team) after only three laps.

There were mixed emotions in the George Bignotti Sinmast Wildcat pits on lap 12. No sooner had Johncock edged A. J. into the lead when teammate Dallenbach coasted in with a burnt piston after running a strong third. Gordie's position at the front was short lived, as A. J. soon stormed by and led until his first pit stop.

Johnny Rutherford put his Gatorade McLaren into third, and young Mike Mosley charged into fifth on his way to the front. On lap 39, Bobby Allison exploded his engine in a big way on the backstretch to bring out a yellow flag. The NASCAR superstar had been running seventh in the Penske team car.

During Foyt's pit stop, Sneva moved the Penske/Norton car into the top slot which he guarded for nine laps before Johncock took over again. While Sneva led, Roger McCluskey appeared in second place from his 14th starting spot in the jet black Silver Floss Special.

At the midway point Johnny Parsons, Jr. brought out the yellow when his mount stalled in turn four after running as high as eighth. This brought on a flurry of pit stops and put Mike Mosley in the lead as he elected to stay out of the pits. This later proved to be his undoing as he ran out of methanol after holding a comfortable lead for 11 laps.

When Mike dropped back, guess who inherited the lead? A. J. was truckin' along with Johncock riveted on his tail. Gordie flashed ahead for seven laps until it see-sawed back to Super Tex at the three quarters point.

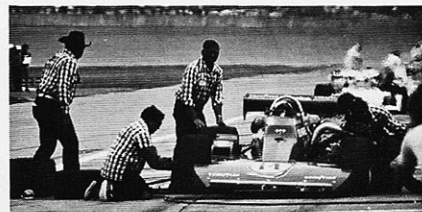
On lap 83 Mosley brought on the fifth and final caution period when he spun and collided with the turn four wall. There was a brief fire which was quickly extinguished by the alert MIS personnel.

After the leaders made their final pit stops, A. J. recaptured the lead with Johncock filling his mirrors. With ten laps

### NORTON 200 GRID

A.J. Foyt Gilmore Racing Coyote 193.809	Gordon Johncock Sinmast Wildcat 193.340
Bobby Unser Jorgensen Eagle 191.795	Wally Dallenbach Sinmast Wildcat 191.438
Jerry Grant Spirit of Orange County 189.573	Tom Sneva Norton Spirit McLaren 189.324
Johnny Rutherford Gatorade McLaren 189.125	Bill Vukovich Cobre Tire Eagle 189.026
Johnny Parsons, Jr. Ayr-Way Eagle 188.976	Jimmy Caruthers Alex Foods Eagle 188.729
Mike Mosley SugarPie Prune Eagle 188.059	Steve Krisloff Leader Card Lodestar 187.696
Dick Simon Bruce Cogle Eagle 187.647	Roger McCluskey Silver Floss Sauerkraut 187.305
Bobby Allison Cam 2 Motor Oil McLaren 187.207	Gary Bettenhausen* Thermo King Eagle 186.819
Pancho Carter Cobre Tire Eagle 185.376	John Martin Un-sponsored McLaren 182.325
Al Loquasto Frostie Root Beer McLaren 180.950	Larry McCoy ShurFine Foods Ras-Car 180.451
Tom Bigelow Vollstedt 179.820	Spike Gehlhausen Kingfish 176.817

\* George Snider replaced Gary Bettenhausen (injured) and was required to start from the last position.



# Results

Michigan International Speedway  
Brooklyn, Michigan  
July 28th, 1975

1. A. J. Foyt, Gilmore Racing Coyote, 100 laps at 158.907 mph; 2. Tom Sneva, Norton Spirit McLaren, 100; 3. Bill Vukovich, Cobre Tire Eagle, 99; 4. Pancho Carter, Cobre Tire Eagle, 98; 5. Bobby Unser, Jorgensen Eagle, 95; 6. Johnny Rutherford, Gatorade McLaren, 97; 7. Jimmy Caruthers, Alex Foods Eagle, 97; 8. Steve Krisloff, Lodestar Eagle, 96; 9. Dick Simon, Bruce Cogle Ford Eagle, 95; 10. Spike Gelhausen, Midwest Sunflower Kingfish, 93; 11. Gordon Johncock, Sinmast Wildcat, 90; 12. Roger McCluskey, Silver Floss Sauerkraut, 79; 13. Mike Mosley, SugarPie Prune Eagle, 77; 14. Al Loquasto, Frostie Root Beer McLaren, 77; 15. Johnny Parsons, Ayr-Way Eagle, 49; 16. Tom Bigelow, Vollstedt, 44; 17. Bobby Allison, Cam 2 Motor Oil McLaren, 37; 18. Jerry Grant, Spirit of Orange County, 24; 19. Wally Dallenbach, Sinmast Wildcat, 12; 20. Larry McCoy, ShurFine Foods Ras-Car, 9; 21. John Martin, McLaren, 6; 22. George Snider, Thermo King Eagle, 4.

to go, Gordie made his move and nosed ahead of Foyt in turn one. The move was all for nought as moments later Johncock's engine developed an acute case of pistonitis, and Gordie pulled dejectedly into the pits.

Only Foyt and Sneva were on the same lap, and Sneva probably lost his best chance for victory when he followed A. J. into pit row for a quick top-up of the tank. As it was, Tom would have had sufficient fuel to have gone the distance since his crew could only add one or two gallons from the pit tank.

A. J. was not to be headed, and he dashed under the checkered flag with a

comfortable lead over Sneva. Bill Vukovich ended up in third place after McCluskey slowed and eventually retired with suspension problems. Duane "Pancho" Carter wound up two laps down in fourth after starting a distant 17th. Bobby Unser, obviously down on power, straggled in fifth, followed by Rutherford, Jimmy Carruthers and Steve Krisloff.

Not only did A. J. win the race, but he captured yet another USAC Championship with the points from the 200. A. J. led a total of 54 laps, completing the 200 at an average speed of 158.907 mph to completely dominate the event. ■

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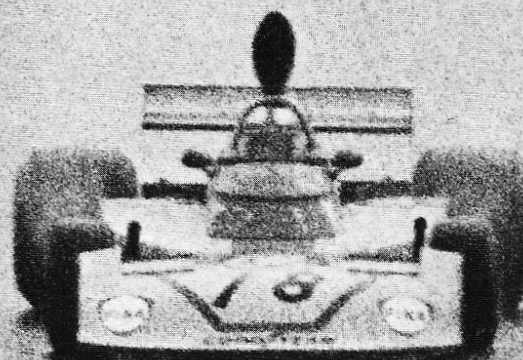
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# Dutch Grand Prix



# Surprise, It's Hunt!

By Jeff Hutchinson

From the pine-green surroundings of Sweden the Grand Prix circus moved down to the barren wind-swept sand dunes of Zandvoort for the Dutch Grand Prix. Just a stone's throw away from the North Sea, Zandvoort in summer time is a popular resort for the Dutch and nearby Northern Germans. This small town, normally full, is overflowing when swelled by the thousands of extra Grand Prix visitors. To eat, to sleep, to move about is difficult, but there is a holiday atmosphere, something like Monaco.

The Hesketh team's teddy-bear mascot was drunk on champagne in Holland, for James Hunt drove the race of his life to outrun Niki Lauda's Ferrari and score his first Grand Prix victory.

With the two Ferraris of Niki Lauda and Clay Regazzoni sharing the front row of the grid for the 75-lap race around the Zandvoort circuit, it looked as though Ferrari and Lauda were all set to score their fourth consecutive win. They prob-

ably would have, but for the one thing that could give the Ford-powered cars a chance: rain.

It rained for two hours before the start of the race; but, as at Monaco, the race started on a drying track. Lauda led the opening laps of the race, while Hunt gambled and was the first to stop for dry weather tyres, rejoining at the back of the field. His gamble paid off; for, although his stop was some 13 seconds longer than the slick Ferrari crew's, his extra five laps on slicks made up the difference.

By the time the Ferraris had stopped for tyres, Hunt was in the lead by 15 seconds. However, by the final 15 laps of the race Lauda had closed right up on the Hesketh, setting fastest lap of the race in the process. It looked as though the Ford-powered car was about to be swallowed up by the superior 12-cylinder Ferrari; but Hunt held on and kept a cool head to stay in front with just one second separating the two cars at the finish.

"He beat me," said Lauda afterwards,

although he must have been wary of trying any heroics to gain an extra three points for a win and risk losing the six for second place. The second place finish for Lauda puts him even further ahead in the points after round eight of the Championship.

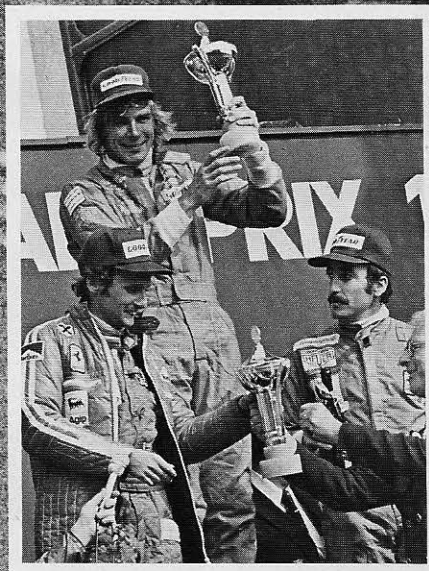
Despite the tricky conditions it was a relatively incident-free race on the track, though not in the pits. Ferrari's joy in gaining second place was tempered by the fact that team-manager Luca Montezemollo was injured during the pit stops. He stepped out in front of Ronnie Peterson's fast-exiting Lotus and was knocked to the ground. Despite a broken leg and injured arm, he stayed to the end before being removed to the local hospital.

Regazzoni's Ferrari came in third, while one lap behind, the two Brabhams of Carlos Reutemann and Carlos Pace were placed fourth and fifth in what turned out to be one of the most memorable races of the season to date.

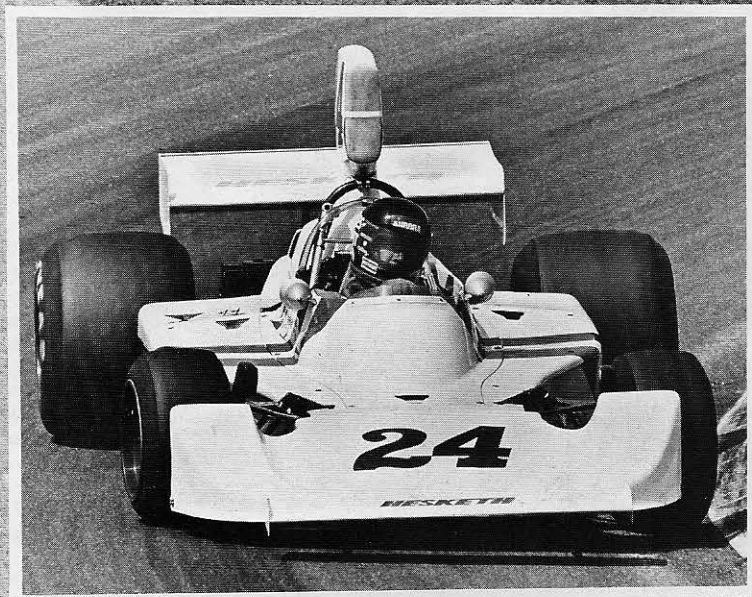
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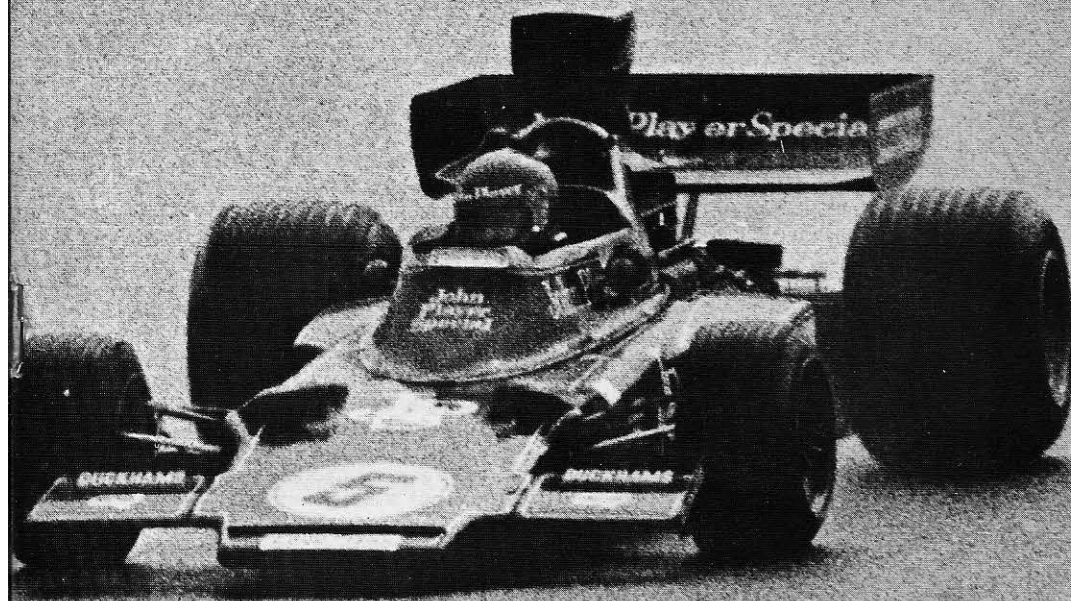
Jeff Hutchinson Photo



*(RIGHT) James Hunt finally stands on the winner's pedestal. (BELOW) Hunt's Hesketh 308 on the way to its first Grand Prix victory.*



Bob Lloyd Photo



Ron Zuehlke Photo





Carlos Reutemann's Brabham is attended to during Saturday practice.

## entry & practice

There were more new drivers and new cars at this race, but for the spectators milling around the paddock area, it was the two bright red Ferraris that provided the main attraction. As victors of the previous three races, they were coming to Holland full of confidence to make it four in a row at the circuit which had seen them outrun all the opposition in a one-two victory the year before. By the end of the first and second day's practice, it looked as if it were going to be a repeat story, for Lauda and Regazzoni were both quickest with Lauda recording a 1:20.29 and Regga a 1:20.57.

Lauda was a good half-second faster than the first Ford-powered car, but his time was almost two seconds slower than his pole-winning time the previous year. This year there were no qualifying tyres, and the 'standard' tyres made for this race all proved to be a little too hard. "The car is sliding more than I would like it" was the general complaint of most drivers, but with everybody using the

same rubber, this was no excuse for a low grid placing.

The grid sheet would indicate everything was easy for the men from Italy, but in fact, practice for the Ferrari team was more problematic than usual.

During the first day Niki was taking the fast curve which claimed the lives of Piers Courage and Roger Williamson when a bolt pulled loose on the rear suspension. The Ferrari lurched sideways, and Niki just managed to catch it before it got away from him. He drove slowly back to the pits where the bolt promptly fell out when he stopped! The mechanics quickly fitted a fresh bolt and made sure that this was tight. Nor was his second day's practice without incident, for soon after the start of the first session, he pulled into the pits with the nose/wing section hanging limp. The downforce of the wing and the high speeds of Zandvoort had broken the nose across the center. A new nose was soon fitted, while the damaged one and the spares were stiffened up with extra fiberglass layers.

The second Ferrari also had a dramatic time on the second day. Clay Regazzoni walked back to the pits to report a

puncture halfway through the first session, but what he did not add was how it had happened. He had sideswiped a slow-driving, tyre-warming Jody Scheckter for no apparent reason. The back wheel of the Ferrari gave the front wheel of the Tyrrell a mighty thump which left a great chunk of Ferrari rim lying on the track and Regazzoni rolling to a stop with a flat tyre. It left a stunned Jody with a bent front wishbone and slightly kinked suspension pick-up points on the chassis, but the Tyrrell men were able to get the car back together in time for the second session, with Jody declaring it okay for the race. It was a silly accident, one that a driver of Regga's experience should never have caused.

Quickest of the Ford-powered Ferrari chasers was James Hunt's Hesketh 308. The car remained unchanged since Sweden, "but just built for a circuit like this," declared James who was happy with his car right from the word go. "Argentina and Zandvoort are two circuits which our car really likes," said designer Harvey Postlethwaite. "We could have won in Argentina until James spun, so maybe we will make up for it here," he added. How right he was.

Jody Scheckter was able to shake off his Sweden doldrums although in his case a replacement engine seemed to solve half his problems. He was fourth fastest the first day, and this time was good enough to keep himself there despite his practice dramas on the second day. It was Jody's teammate Patrick Depailler's turn to sit well back on the grid at this race, for he was back on the second row with a time over a second slower than Jody's. The first day he had been trying some anti-squat suspension changes at the rear which he thought might improve the car. "It was completely no good," said Depailler whose car was put back to the same trim as Jody's for the second day.

Carlos Reutemann, driving his usual Brabham, headed the third row of the grid although throughout practice the team had been experimenting with different rear wings and a new air box. The wing was about the usual size and shape but had large holes cut along the rear edge to prevent pressure build-up along the fast straight. The air box modification was no more than a "bug deflector" to try and "stop things going down other than air," said designer Gordon Murray. The drivers were of mixed opinions about what worked and what didn't, and in the race both Brabhams were running their normal trim.

Emerson Fittipaldi was running his usual McLaren alongside Reutemann in sixth place but with yet another suspension set-up. The front was the same as at Sweden but the rear was having its second change with another revised frame across the top to alter pick-up points. Mass' car and the T car also featured the new set-up. "No, we have not decided this is finally the best, but we were unhappy about having three different cars at one race," said McLaren designer Gordon Coppuck. Mass was certainly pleased with the new arrangement, for he was only two places behind Emerson on the grid. Splitting the McLarens was Hill driver Tony Brise, once again showing fine form in the car



he had driven in Sweden. Fortunately he was without the practice dramas of Sweden and he stuck to his own car throughout.

Surprise driver in the second Hill car was Alan Jones who now seems to be the permanent replacement for Rolf Stommelen until the German is fit enough to drive again.

Carlos Pace headed the fifth row of the grid in his usual chassis which had been reskinned after its Sweden crash, while next to the Brabham was Jarier in the first of the two UOP Shadows. The car was set up in its new 'standard' short wheelbase trim.

Next came the March 751 of Vittorio Brambilla, unchanged since its last race other than a switch to Lockheed front brakes, while the car retained Girlings at the rear. The car was running well enough until shortly before the end of the final session when Brambilla was about to try a full tank test. He felt the engine go tight and switched off before it blew. He then took Lella Lombardi's car out on full tanks for the last few laps of practice and promptly went two seconds quicker than Lella who could not better a back row time.

Hans Stuck and his manager were around the March camp during Saturday; and a contract was signed for Stuck to drive for the rest of the year, starting with the British Grand Prix. He will almost certainly take over Lella's car, while Lella will run the original prototype chassis separately from the works cars.

Tom Pryce completed the sixth row heading Depailler and John Watson's Surtees TS16 on the seventh row. Watson was reasonably pleased with the way the Surtees was going, one getting the feeling that the team members were more than grateful to just be there let alone complain about the equipment. John Surtees was also present and making no secret of the fact that he is struggling desperately to keep his team afloat.

Jacques Laffite was back at the wheel of his Williams FW3, which had undergone some serious testing at Silverstone and now "is much better than it was," said Laffite. His times showed it cannot be all that bad, although Ian Scheckter could not say the same for the old FW2 chassis which he was driving for the first time. Laffite having first call on the new chassis.

Next to Laffite came Ronnie Peterson's Lotus, which seems to be getting further and further away from the right direction at each race. This week the battery and fire extinguisher had been moved right to the front of the car, while in case that was not enough of a weight transfer, they had two noses for the car, one weighing about twice as much as the other. Ronnie was still not a happy man.

Jones headed the ninth row of the grid, settling in nicely with his new mount. Beside him Mark Donohue drove another steady practice with his unchanged Penske chassis, although he was still not 'comfortable' with the Penske's handling.

Ian Scheckter shared the tenth row with Bob Evans and his BRM, but once again hopes of running the new type 200 engine in the race were shattered when a

rotor broke in practice. The less powerful 142 engine, "but 15 bhp better on the brake than we have ever seen it before," was slotted in for the race. Engines were not to be Evans' problem, however.

Jacky Ickx was back on the eleventh row, just a fraction quicker than local hero Gijs van Lennep, driving the Ensign for the first time in the place of Rolf Wunderink, who sustained a concussion in a F5000 practice crash a month ago. Although van Lennep was running the familiar Ensign in practice and the race, the center of attraction was the new Ensign N175-MN04 which had been hurriedly finished for a press preview in front of the home crowd of its Dutch sponsors. Unfortunately, the rain prevented a few planned slow laps by Wunderink, so we could only look at the car, which looks very neat and McLaren-like in appearance. Its first race will be at the French GP, with van Lennep or possibly Wunderink driving.

Bringing up the back of the grid were Lella Lombardi and Wilson Fittipaldi. "Wilsinho" driving a brand new, tidier

Jeff Hutchinson Photo

version of the Copersucar. The only significant difference was a revised front suspension system based on the new front suspension first seen in Sweden, a very simple double wishbone and outboard springs along the lines of the March.

The long awaited arrival of the "New Maki" Formula One car was almost a farce. The only thing new about it was an amateur looking new paint job in the colours of its new sponsor Citizen Watches. The car looked as if it had been bolted together in a private house lock-up . . . which it was. Driving the car was not Dave Walker as announced earlier, but Japanese 2-litre sports car, F2 and ex-F5000 driver 29-year-old Hiroshi Fushida, who stayed over in Europe after driving the Japanese Sigma sports car at LeMans. After 15 laps the oil pump belt broke and the bearings were damaged, so Fushida's first taste of Formula One was not a long one, for the team had no spare

continued ▶

(BELOW) The "new" Maki had problems.





# Dutch Grand Prix

continued

engine. "The other one is delayed by customs in Tokyo airport," was the official reason for no spare engine, although having had six months to rebuild and ship it back, one would have thought it could have been back by now. Fushida's comments on the car were summed up in two words, "Understeer, understeer," although he went on to explain that he thought the reason might be because of the fact that the car was designed around Firestone tyres. "With sorting out it could be good," said Fushida.

## race

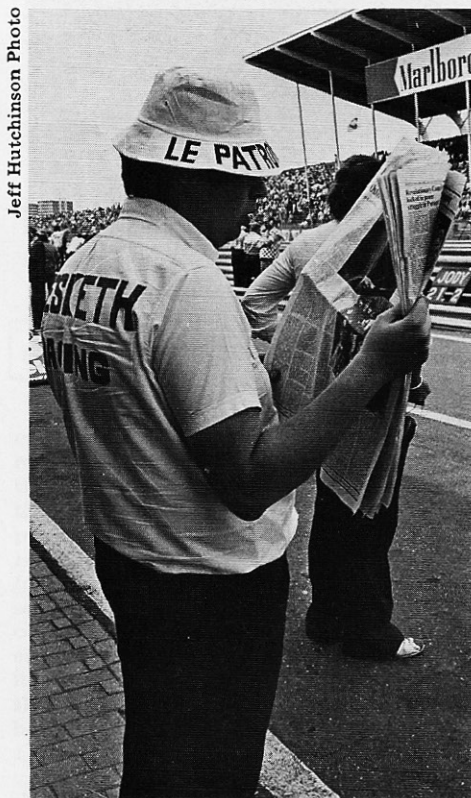
Despite an overcast sky that was threatening rain, a record 60,000 people were tramping over the sand dunes throughout the morning, settling into their seats and vantage points to await the 2:15 p.m. start. At 11:00 a.m. it began to rain and for the next two hours there was a steady downpour which drenched the spectators, but apparently did nothing to dampen their enthusiasm.

The rain stopped shortly before the start of the race, but it was still going to be very much a "wet" start, and the field did a considerable number of pre-race laps to reset the brakes, roll bars and wings for the wet conditions. There were

Ron Zuehlke Photo



Lauda hangs it out in pursuit of Hunt's Hesketh.



Jeff Hutchinson Photo

Le Patron.

a couple of spins, but nothing serious except for the Copersucar which lost a wheel that had not seated on its studs properly when tightened up. Fortunately, the car was not damaged, and although it was a frantic rush to get the car on the

grid for the already delayed start, it eventually made it.

Starter Ed Swart dropped the flag 30 minutes late; and 24 cars, tyres spinning, simultaneously struggled to get some grip on the slippery track. It was Lauda who made it first to the long sweeping right-hand Tarzan corner. Right behind him was Jody Scheckter who had wisely taken to the drier, extreme edge of the track and found a way past Regazzoni and Hunt in the next two places. It looked as though all the cars had gotten safely away to a clean start, but as Patrick Depailler braked into the Tarzan, he rammed Brambilla's March up the back. Brambilla dropped out immediately with a broken rear upright, and Depailler limped around to the pits with a flat front tyre and bent wishbone. After a quick check he resumed the race a lap down, but still full of fight.

Up front, the leading group was driving more sensibly, nobody trying any heroics. Lauda, Scheckter, Regazzoni, Hunt, Mass, Fittipaldi, Pryce, Reutemann and Pace were in single file at the end of the first lap, the only place change the next time around being Pryce and Reutemann, who moved ahead of Fittipaldi after he slid wide somewhere.

Laps five and six saw Pryce and Reutemann move ahead of Mass' McLaren as well, only Mass' problem was more serious than a driving error. The mixture rod on the fuel metering unit had broken; at low revs the engine went into full rich, and the motor would hardly run at all. Mass struggled on bravely, but his efforts were destined to come to nothing when

much later the engine ran out of fuel, the sudden lack of power causing the unlucky Mass to slide off the road and into the barrier. But on lap six he was in seventh place while Emerson, having a hard time in the wet, lost another place to Pace and then another to Jarier.

Despite the lack of sun, the strong wind and the 23 sets of fat wet tyres throwing up the water soon began to dry the track, and by lap seven Hunt and Mass both thought it dry enough to rush into the pits for slick tyres. There were still patches of wet, but Hunt was gambling that being the first into the pits and then being the first to make use of what dry lines there were was worth the risk. He could not have timed it better, for although he rejoined the race virtually at the back of the field, he was soon moving back up the lap chart as the majority of cars followed his example within the next few laps.

During the hectic stops for tyres, Ferrari team manager Luca Montezemollo was knocked down by Ronnie Peterson in the pit lane. Gritting his teeth, he was helped to a chair where he carried on working to the end of the race; the two Ferraris were the last to stop for tyres. The Ferrari men performed one of their usual ultra slick pit stops and put Lauda, who stopped on lap 13, back a mere 18 seconds later. By now, however, the race had a new leader by 15 seconds: James Hunt. The second place Ferrari had rejoined the race in the middle of the gaggle of other cars, some a lap behind. Jarier managed to get by Lauda as he settled in to his slick-shod car, while



thanks to a quick stop, Fittipaldi was fourth but with a fifth place Scheckter closing fast. Regazzoni came back into the race in sixth place with Pryce and Reutemann hard on his heels. Further back Mass was pulling away from Peterson in ninth place, while a slow pit stop saw Carlos Pace well down in tenth, just ahead of Donohue.

Shortly before the stops, Lotus lost Ickx, who after a spin, finally retired with a dead engine, having to struggle to keep it running back to the pits.

By lap 20 the confusion of the tyre stops was beginning to get sorted out, with Hunt in the lead followed by Jarier and Lauda battling for second place some 12 seconds behind. Then a similar gap to Fittipaldi who was being fast caught (and soon to be passed) by Scheckter. Regazzoni, Pryce and Reutemann were all covered by a couple of seconds, not far behind the Tyrrell.

Thanks to the rain, the favourite had become the underdog. With some 55 laps to go, it looked like a thrilling race was shaping up between Lauda's Ferrari and the two Ford-powered cars ahead of him.

Hunt's lead slowly shrank until the Hesketh was only five seconds clear of Jarier's Shadow which refused to give way to the constant pressure from Lauda just inches behind. On lap 44 the Ferrari got through, but then three laps later Jarier was out of the race anyway. His Shadow parked itself in the catch fence after a sudden puncture had caught him by surprise.

Hunt no longer had a cushion to lean back on; the Ferrari was right behind and getting closer every lap. A group of backmarkers helped Hunt stay clear a little longer, but with 20 laps to go the Ferrari was now filling the mirrors of Hunt's Hesketh. It looked almost certain that Lauda would find a way past, but Hunt had other ideas. For lap after lap he held off Lauda, the tension mounting every lap as the finish drew near. Could Hunt actually do it?

During the last few laps the Englishman was driving as he had never driven before; and Lauda, realising there was no way he could get by, actually dropped back slightly, no doubt thinking that six points were better than none should he try any heroics and fail.

Hunt's fist shot in the air to acknowledge his first Grand Prix win, a great win which the thrilled crowd acknowledged with cheers and waves as Hunt sprayed them with champagne. It had been a great race.

What looked like a cliff-hanger for third died just eight laps before the end when Jody Scheckter saw all chances of championship points disappear along with the oil pressure in his Tyrrell's engine. Regazzoni was left in a comfortable third place, the only other car on the same lap as the leading pair.

Carlos Reutemann moved sharply over to let the leaders dice through shortly before the end and so finished a lap down in fourth place, while his teammate Carlos Pace made a good recovery after his long pit stop to take fifth a further 20 seconds behind.

Tom Pryce became a graded driver when he hung on to take sixth place and

his second World Championship point. His high mid-race placing had been lost to the Brabhams as his car started to oversteer more and more, although the talented Pryce seemed to have more than enough skill to match the worst the car could do.

Emerson Fittipaldi lost his chance of points when, like Scheckter, his engine blew after 42 laps.

John Watson never really got going in this race, "because of a severe vibration right from the start," explained John, a vibration which eventually caused the rear wing support to fracture and also broke the bolts holding the right rear brake disc.

Jacques Lafitte retired when his smoking engine finally blew 10 laps from the end. The final retirement was the Lotus of Ronnie Peterson which lost fuel pressure six laps from the finish.

Mass' crash and then Peterson's retirement left Tony Brise and Mark Donohue in seventh and eighth places, both having driven steady races throughout.

Two laps down, Depailler finished a strong ninth despite handling troubles caused by his first lap accident.

Long pit stops saw van Lennep and Wilson Fittipaldi well down in tenth and eleventh places, four laps behind the winner, both men having driven consistent races with their unfamiliar cars.

Ian Scheckter brought the older Williams home to twelfth place, a further lap down after a stop to adjust suspension settings. A nose spoiler trim tab had come off, and his car was handling like a pig.

Also having nose problems was Jones' Hill which made two stops for new noses after the front flippers kept bending on their mountings. The last runner at the finish was Lella Lombardi whose only complaint was that she was feeling sick.

It was another bad day for the BRM team, Evans dropping quickly from the scene with a broken gearbox 23 laps after the start.

With his first win under his belt, nine points extra bringing his total up to joint fifth with Regazzoni, and the promise of a new car for maybe the French Grand Prix and certainly the British, it could be James Hunt making a late bid for the Championship. With a 13 point lead over his nearest rival, however, Lauda now looks more likely than ever to be the winner.

As I wandered through an almost deserted paddock only the unlucky McLaren team remained, the mechanics sharing a sorrow-drowning drink with Denny Hulme as they packed up the truck. Denny turned as I walked by and said, "If you wanna know a real scoop, it's that Niki's going to win the championship; tell 'em Denny Hulme says so."

It sure looks that way. ■

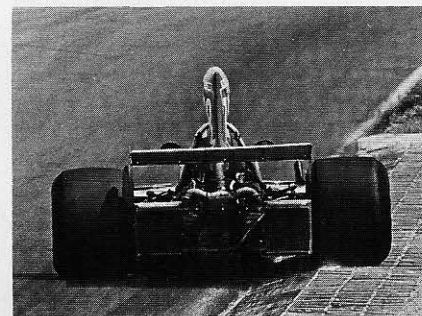
## DUTCH G.P. GRID

Clay Regazzoni Ferrari 312T (021) 1:20.57	Niki Lauda Ferrari 312T (022) 1:20.29	James Hunt Hesketh 308-2 1:20.70
Jody Scheckter Tyrrell 007/2 1:20.74	Carlos Reutemann Brabham BT44B-1 1:20.87	Tony Brise Hill GH-1 1:20.94
Emerson Fittipaldi McLaren M23/9 1:20.91	Jochen Mass McLaren M23-8 1:21.01	Carlos Pace Brabham BT44B-2 1:21.06
Jean-Pierre Jarier Shadow DN5-4A 1:21.10	Tom Pryce Shadow DN5-2A 1:21.16	Vittorio Brambilla March 751-03 1:21.14
John Watson Surtees TS16-05-4 1:21.23	Ronnie Peterson Lotus 72E-9 1:21.46	Jacques Lafitte Williams FW-04 1:21.32
Mark Donohue Penske PC-1-003 1:22.33	Bob Evans BRM P201-05 1:22.97	Ian Scheckter Williams FW-03 1:22.82
Gijs van Lennep Ensign N741-MN3 1:23.30	Wilson Fittipaldi Copersucar-FD-03 1:24.15	Lella Lombardi March 751-03 1:23.99
Did not qualify: Hiroshi Fushida, Maki MC1. 1:33.37		

## PRACTICE TIMES

	First Session	Second Session	Third Session	Fourth Session
E. Fittipaldi	1:21.61	1:21.04	1:20.91	1:20.95
Mass	1:21.28	1:21.48	1:21.01	1:23.62
J. Scheckter	1:21.18	1:20.74	1:21.19	1:21.04
Regazzoni	1:21.75	1:21.79	1:21.32	1:21.50
Peterson	1:22.22	1:22.48	1:21.90	1:21.46
Ickx	1:23.20	1:23.76	1:23.26	1:23.34
Reutemann	1:23.20	1:20.87	1:21.74	1:22.35
Pace	1:23.92	1:21.68	1:21.19	1:21.06
Brambilla	1:21.31	1:21.25	1:21.14	1:22.28
Lombardi	1:23.99	1:24.75	1:24.17	1:25.05
Regazzoni	1:20.57	1:20.94	1:20.96	1:21.93
Lauda	1:20.58	1:20.34	1:20.59	1:20.29
Evans	1:24.00	1:23.53	1:22.97	1:23.80
Pryce	1:21.62	1:21.70	1:21.16	1:21.82
Jarier	1:21.44	1:21.15	1:21.10	1:21.16
Watson	1:21.68	1:21.32	1:21.23	1:21.79
J. Scheckter	1:23.93	1:24.39	1:22.82	1:22.92
Lafitte	1:21.75	1:21.92	1:22.61	1:22.17
Jones	1:22.77	1:22.55	1:22.01	1:22.70
Brise	1:22.88	1:21.24	1:20.94	1:21.16
Hunt	1:20.87	1:21.29	1:21.23	1:21.55
Donohue	1:23.83	1:22.74	1:22.33	1:24.06
W. Fittipaldi	1:24.48	1:24.62	1:24.68	1:24.15
van Lennep	1:24.33	1:23.30	1:24.73	1:23.42
Fushida	1:33.37			

Jeff Hutchinson Photo



# Results

## Dutch Grand Prix Zandvoort, June 22, 1975 40 laps

1. James Hunt, Hesketh 308, 1 hr 46 min 57.40 sec, 177.81 kph
2. Niki Lauda, Ferrari 312T, 1 hr 46 min 58.46 sec, 177.77 kph
3. Clay Regazzoni, Ferrari 312T, 1 hr 47 min 52.47 sec, 176.29 kph
4. Carlos Reutemann, Martini Brabham BT44, 74 laps
5. Carlos Pace, Martini Brabham BT44, 74 laps
6. Tom Pryce, UOP Shadow DN5, 74 laps
7. Tony Brise, Embassy Hill GH, 74 laps
8. Mark Donohue, Penske, 74 laps
9. Patrick Depailler, Tyrrell Ford 007, 73 laps
10. Gijs van Lennep, Ensign, 71 laps
11. Wilson Fittipaldi, Copersucar Fittipaldi, 71 laps
12. Ian Scheckter, Williams FW, 70 laps
13. Alan Jones, Embassy Hill GH, 70 laps
14. Lella Lombardi, March 751, 70 laps
15. Ronnie Peterson, JPS Lotus, 69 laps
16. Jody Scheckter, Tyrrell Ford 007, 67 laps

### Retirements:

Lafitte (Williams FW) engine lap 65; Mass (Texaco Marlboro M23) accident lap 61; Jarier (UOP Shadow) accident lap 44; Watson (Surtees TS16) broken wing mount lap 43; E. Fittipaldi (Texaco Marlboro M23) engine lap 40; Evans (BRM P201) gearbox lap 23; Ickx (JPS Lotus 72) engine lap 6.

### Fastest Lap:

Niki Lauda, Ferrari 312T, 1:21.54, 186.54 kph

"Prix Rouge et Blanc" Award - James Hunt

"Etienne Aigner" Most unlucky driver award - Jean-Pierre Jarier

### WORLD CHAMPIONSHIP (after 8 rounds)

Lauda, 38 pts; Reutemann, 25 pts; Fittipaldi, 21 pts; Pace, 18 pts; Hunt, 16 pts; Regazzoni, 15 pts; Scheckter, 15 pts; Depailler, 11 pts; Mass, 10½ pts; Andretti, 3 pts; Ickx, 3 pts; Peterson, 3 pts; Donohue, 2 pts; Pryce, 2 pts; Jarier, 1½ pts; Brambilla, 1 pt; Brise, 1 pt; Lombardi, ½ pt.



# FRENCH G.P.

## LAUDA NEARS THE WORLD CHAMPIONSHIP

By Jeff Hutchinson

Niki Lauda had us all fooled for a while; not wanting to over-tax himself after a dose of the flu on the first day's practice he ended up only fifth fastest behind Regazzoni's Ferrari and three Ford-powered cars. People were predicting a Ford victory, but on the second day the Austrian shut them all out with a pole-winning time four tenths faster than anybody else.

He kept his first place from the start, and 54 laps later he was still in the lead, although a steadily worsening understeer problem saw his Ferrari only 1.6 seconds ahead of James Hunt's Hesketh at the end of this year's French GP at Paul Ricard.

A brilliant third, even closer to the Hesketh, was the McLaren M23 of Jochen Mass who set the fastest lap of the race and helped push Hunt to within striking distance of the Ferrari in a performance that earned him the Jo Siffert award and almost as many congratulations as the winner for what was unquestionably the best race of his Formula One career.

In contrast Jody Scheckter, who had shared the front row of the grid with Lauda, left Frenchman with no better opinion of him than at this race two years ago when he crashed with Emerson Fittipaldi's Lotus while dicing for the lead. This time he aided Lauda's victory and almost spoiled the race by taking second place at the start and then refusing to give way when slowed by "a terrible power oversteer," soon after the start.

This allowed Lauda to build up a seven second cushion as Jody persistently held up the cars queuing behind to find a way past, and it gave Lauda time in hand he so desperately needed at the end of the race.

Emerson Fittipaldi scored more points for the McLaren men with a distant fourth place, while Mario Andretti

"inherited" a fifth to give the Parnelli team their second consecutive points finish of the year.

Patrick Depailler took sixth, while Tyrrell teammate Scheckter ended up ninth.

### entry & practice

It's the time off from M. Ricard's super-safe 5.81 kilometer raceway that makes the French Grand Prix at Le Castellet so pleasant. You can enjoy a cloudless blue sky and Mediterranean waves lapping at your feet to cool them after walking on the sun-baked, white sand beaches which are all littered with the world's most beautiful girls, half of them topless. At night, music flows out of the hundred discotheques across the shining waters dotted with the lights of moored yachts that dance up and down as if in time to the rhythm. It's a dream world straight out of a James Bond movie, and it takes all the effort one can muster to leave and climb the 10 kilometers inland to swap these idyllic surroundings for those of just another race track, which is probably the reason why this particular race attracts one of the smallest crowds of the whole season.

Another contributing factor must be the circuit itself. While the drivers think its wide run-off areas and miles of catch fencing make it the safest circuit they race on, it does little to encourage the paying public to come in and watch them in action, for with the exception of a couple of the slowest corners, they are kept well out of any possible danger zone and have to be content with a very distant view of their heroes at work.

Even back in the paddock the cars are worked upon in the shuttered garages lining the pit lane, inaccessible to the public whose only chance to see drivers is as they leave or arrive.

Only the press and race officials get

to study the cars at close hand, and at this race there were a lot of new things to see.

Practice, which was scheduled for a total of five hours during Friday and Saturday, started out looking as though it might see a temporary halt to the Ferrari domination of recent races, but by the end it was once again Niki Lauda sitting on the pole . . . it was his fifth out of the nine races held so far this year.

A record 40 chassis were rolled out of the transporters for the 26 drivers that arrived at this race, four of the cars racing for the first time.

Although it was Lauda that ended up on the pole, it looked as though Jean-Pierre Jarier were going to pull out just that little extra and start his home race from the front row of the grid in the UOP Shadow. He was quickest in both sessions on Friday, but by Saturday afternoon three other drivers had bettered his time, first James Hunt in his race winning Zandvoort car, then Jody Scheckter in a brand new Tyrrell 007 and finally Lauda, who in the final minutes of practice did a lap at 1:47.82. This was over three seconds quicker than Denny Hulme's record set two years previously and a staggering four tenths of a second faster than anybody else, Lauda being the only driver to break the magic 1:48.0 barrier.

Lauda was driving his now familiar 312T Ferrari chassis, although for a few laps on the first day he had tried the T car running revised front suspension. The normally rearward angled top rocker arms were at right angles to the chassis which effectively lengthened the wheelbase by around four inches, but after a few laps the car was put back to its normal configuration. "We never intended to run it here for the race, but we just wanted to try a few laps at this circuit to see what it was like," said engineer Mauro Forghieri. "It was better and worse, like everything," he added and did not commit himself to whether or not it would become a regular feature.

Jeff Hutchinson Photos





Ferrari's second driver Clay Regazzoni was sitting way back on the fifth row, running a brand new chassis (024). Despite his lack of speed the Swiss must have considered himself very lucky indeed, for on the very last lap of practice his engine blew itself apart in front of the pits. It could have been the first lap of the race.

Consistently fast throughout was Jody Scheckter driving the second new chassis of the meeting, a Tyrrell 007/6. "Exactly the same as my old one, but it's about 25 pounds lighter," said Jody. He had no explanation as to why he was so much quicker than his teammate at this race but was not unhappy about it.

Third fastest was James Hunt's Hesketh. The car was in Zandvoort trim, the team concentrating all their efforts on the new car which they could not ready in time for this race, but which they planned to have at the British GP. Hunt was pleased with the way things were going, and like the rest of the teams his main worry was engine reliability, which generally seemed to be very bad at this circuit. They were one of the few lucky teams not to have an engine blow up during practice and hoped their luck would last for the race. The long full bore (1.8 km) straight was generally thought to be the main reason for the spate of blown motors.

Jean-Pierre Jarier ended up fourth fastest with his Friday time, which he could not improve upon. His car, like the other Shadows, was the same as at the previous race.

One of the teams with engine trouble was the Martini-Brabham team. Carlos Pace blew an engine on Friday, and then right at the end of practice his fresh engine also lost oil pressure; so it was a great credit to the driver that he managed fifth fastest time. The T car was fitted with a novel looking pair of "mudguards" over the front wheels which were tried briefly in practice, the reason for which Brabham designer Gordon Murray explained, "Were purely to keep stones off the driver's face," which apparently Pace had found a problem. He denied all other rumors that they were to prevent generated lift by the rotating wheel, or that they had any other aerodynamic function. Nobody seemed to quite know whether they were legal or not, and other than a few practice laps they were not used for the rest of the weekend. Another interesting device was a spiral installed inside the Brabham air box. Murray explained that its job was to spread the air more evenly, hopefully curing starvation which had shown up previously on a couple of cylinders. Otherwise the Brabhams were as before.

Tom Pryce shared the third row of the grid with Pace, his only trouble being a bent selector fork in the gearbox. In general the Shadows were showing their usual competitiveness.

Heading the fourth row was Jochen Mass in the first of the McLarens. His best time was the result of some really spirited driving in a car which was still far from competitive. For the first time this year the cars were in the same trim as at the previous race. Mass explained that the present suspension set-up "seems to be about the best we can find, although I am still having the trouble of getting the car set up in the corners and getting the power down on the way out," he added. "I was sitting on my balls" was the way he described the effort he put into his best time.

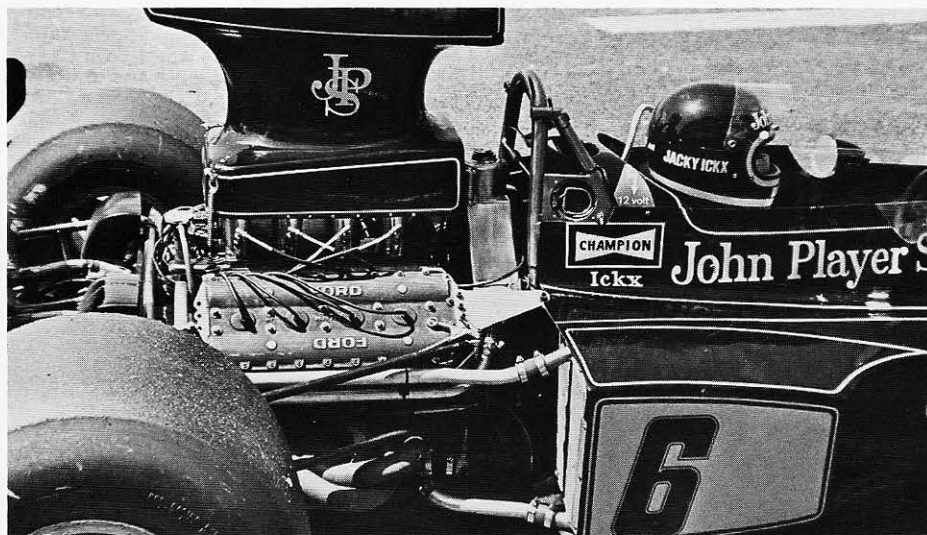
Vittorio Brambilla's March came next, but after a lot of drama. His Friday

engine was not going well, so he spent most of the time in Lella Lombardi's Lavazza Coffee-backed car. On Saturday he lost more time with a broken drive shaft, but when it was running right, the March looked good, and Vittorio was hoping that for once he would get to finish a race.

Regazzoni headed up the fifth row, slotting in alongside Emerson Fittipaldi whose time was a reflection of less courageous driving than that of his teammate, although he also needed an engine change on the second day.

Carlos Reutemann ran out of petrol when he got all geared up for his final effort, but his real problem was a medical one. Apparently the Argentinian has been suffering a chest complaint for the past few weeks, and he has lost his usual ultra-competitive edge.

Tony Brise spent all the first day and most of the second trying to get his Hill to break 1:50.0, but just a few minutes before the end he went out in his usual car fitted with the new rear suspension of his brand new T car built for this race. The new car has considerably altered rear suspension geometry; but because it was so new, the team did not want to risk running it in the race. The decision to swap rear ends proved to be a good one, for in the final four laps which Brise managed to get in the car he improved by almost a second.



The long Lotus (note five inch spacer on the engine and the new oil tank between the engine and the driver).

Patrick Depailler came next driving his usual chassis, one of the few drivers to not better his Friday time. The main reason for this was an enormous engine blow up soon after the start of the first day. "I was pulling 10,5000 rpm on the straight, and there was a great big bang," explained Patrick, who thought the whole engine had disappeared. John Watson shared the seventh row of the grid in the Surtees which was as before except for the change to an old TS14 style F5000 air box, lower than the current one and hopefully creating less drag on the straight.

Mario Andretti, using the same T chassis which he had been forced to run in Sweden after his regular car was damaged, was back for this race. He stuck with this car for this race while the now repaired second chassis became the T car, which the crew of the other chassis jokingly signified by hanging tea bags from the rear wing. All that came about when the other crew had nicknamed chassis

01 the "Moth Ball Special," as it had not been run prior to Sweden.

Jacques Laffite did well to put his Williams on the eighth row with Andretti, especially considering an engine blow up the first day followed by still more engine trouble at the end of the second day. The team's older car was in the hands of Francois Migault at this race and looked like being a nonstarter after he blew an engine, the team having no replacements.

Way back on the ninth row of the grid was Ronnie Peterson still struggling with his familiar Lotus 72 chassis, although his spare chassis and the second chassis of Jacky Ickx featured some dramatic changes. A five inch spacer separated the engine from the back of the monocoque, the space taken up by a new centrally mounted oil tank. The increase in wheelbase "is to try and cut down our power understeer problem brought about by the latest generation Goodyear tyres," explained Chapman. "The longer wheelbase prevents the rear wheels tending to push the front on as the driver turns into a corner, while we have also added another 25 pounds to the front end in addition to the 25 pounds we moved forward at the last race," he added. Ronnie only managed four laps before an engine blew the first day, and from then on he was using the "standard" car because of a suspension fault in the new oil tank. Ickx persisted with the long chassis and declared

the understeer problem now completely cured, although his driving didn't show much improvement.

Mark Donohue was still struggling with the Penske and could not better 18th fastest time, but his usual look of gloom was not so bad as at previous races. The reason for that was a March chassis bought by Penske for "a base line to work from with the Penske." Donohue had managed a few laps testing at Silverstone and immediately equalled his best Penske time despite several experimental parts fitted to the March. For the first time he knew it was the car and not him. It seems that March will carry out a development program working closely with the Penske team, and it looked likely that Mark would be driving the March at the Silverstone GP.

Ickx was next on the grid with Alan Jones along side in the second Hill, still struggling with the old suspension at the rear. Heading the eleventh row was GP newcomer Jean-Pierre Jabouille, having

continued ▶



# FRENCH G.P.

continued

his big chance at his home Grand Prix in a third Tyrrell. Jabouille was driving the usual T car, while Jody's usual race car had now become the T car for this race. He drove to team orders, that is, sensibly, with no heroics, and he seemed happy with the way things were going even though he was back on the eleventh row.

Next to him was the new Ensign making its first appearance on a track after its press showing in Zandvoort. The team had still only managed a couple of practice days since then, Gijs van Lennep being retained as the driver until Roeloff Wunderink is fully fit. "It has the usual teething troubles, plus a big problem getting the power on the road," explained van Lennep, but he was enthusiastic about the car's potential. "It does nothing really evil," said Gijs.

The Copersucar headed the twelfth row, the men from Brazil still straining to make progress with their latest chassis, while alongside was Migault in the Williams who looked like non-starting.

Bringing up the back was Bob Evans' BRM, still lacking the new type 200 engine which was fitted for the second day but then had problems when a valve went in the oil pump causing the engine to pressurize and blow a gasket. "When the engine is working right, then maybe we can keep up with the rest down the straight, for round the corners I am as fast as anybody else, so we must be just about right with the chassis," said an ever hopeful Evans.

Bringing up the last place on the grid was Lella Lombardi's second March which Brambilla once again lapped much faster the first day than Lella could manage the second, the Italian lady showing a noticeable lack of confidence after her recent performances.



Scheckter holds up Mass, Fittipaldi and Jarier.

Jeff Hutchinson Photos

## race

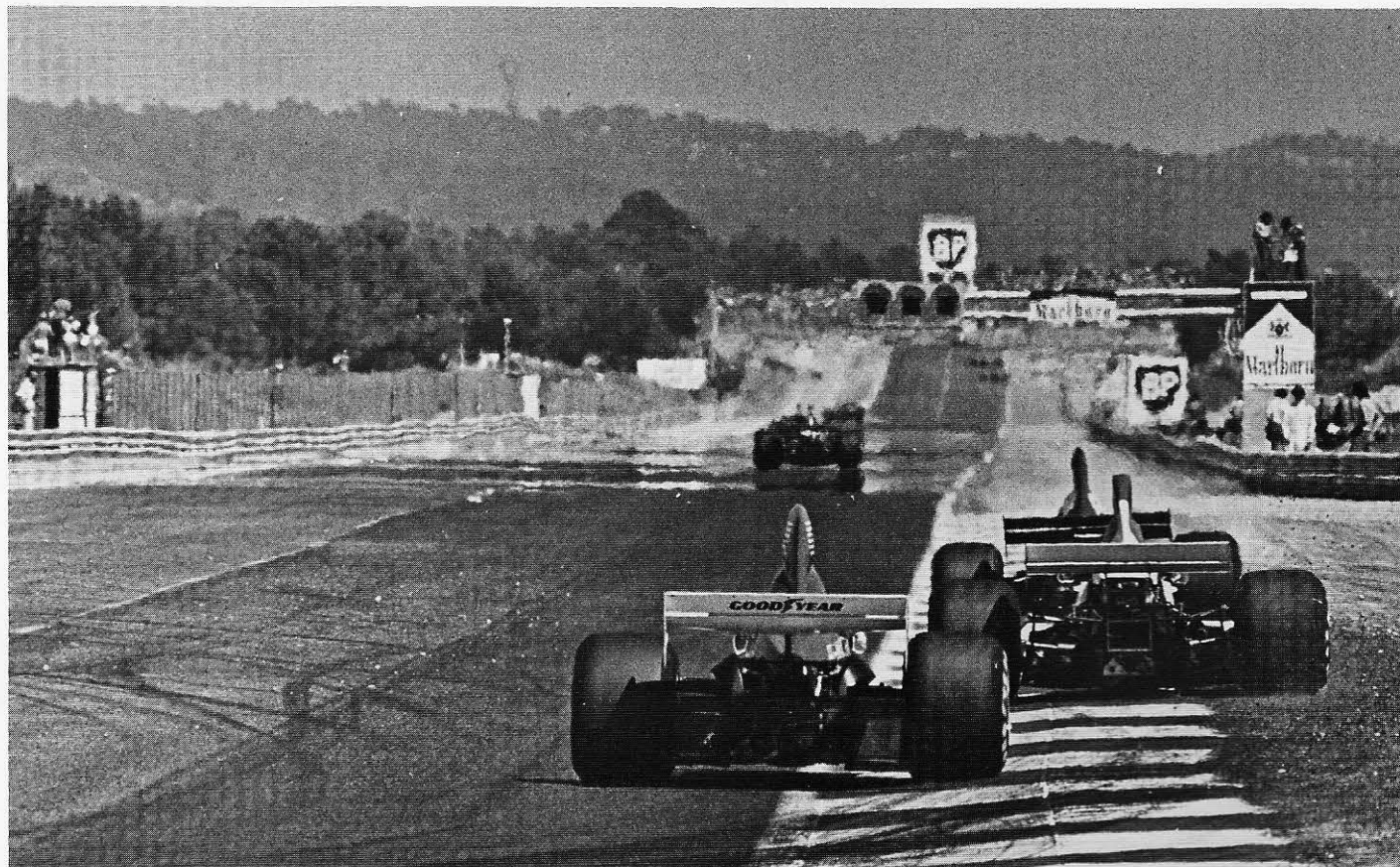
The strong Mistral wind, which had been blowing constantly down the long straight (helping lap times by about half a second according to Jody Scheckter), stopped blowing race morning, and teams were busy checking that gear ratios were still right for the change of speed on the top straight during the brief 45 minute pre-race warm up. The only drama in this session was a broken half-shaft on the Laffite car while Migault was still wandering around with no car after the team failed to secure an engine.

The oil pump on Evans' BRM was still causing the engine to pressurize, and he elected to run his training chassis with the

old 142 motor in for the race.

By the time the cars were pushed out on to the grid for the 2:30 p.m. start, the sun was at its hottest, and a shimmering heat haze distorted the track ahead of them. It was going to be a long hot race.

When the flag fell, it was the flame red Ferrari of Lauda that jumped straight into the lead, Jody Scheckter tucking in behind as the field screamed off towards the first fast left hand corner and down to the slow, tight esses. The field included everyone except Pryce, who was struggling to get his Shadow off the line; for as he had been waiting for the flag to drop, the clutch had started to come in. The car was creeping forward, and he put his foot on the brake to stop it which partially cooked the clutch. When he eventu-





ally got away, the rest of the cars were almost out of sight. Once running the clutch started to improve again, but then after two laps all the drive to the rear wheels stopped, and that was the end of his race.

For the rest it was more exciting. Lauda held on to his lead all the way around the first lap and by the end of the second lap had noticeably increased it. Third time around he had pulled out another full second on his pursuers, who for the time being were still headed by the blue Elf Tyrrell of Jody Scheckter.

After a couple of laps it soon became obvious that the Ferrari was no faster than all the rest, but that all the rest were being held up behind Scheckter's Tyrrell which was oversteering badly.

As Lauda opened it out to a five second lead, the cars behind Scheckter were getting more and more desperate to find a way past. Hunt, Mass, Pace, Regazzoni, Brambilla, Jarier, Fittipaldi and Brise followed Scheckter around at the end of the first lap, and it wasn't until lap six that anybody got by. This was the second Ferrari of Regazzoni, who had picked off a different car each lap until lap six when he made it a Ferrari one-two. His moment of glory was short lived however, for before the start of his seventh lap the Ferrari rolled to a smoky halt with its second blown engine of the weekend.

So Scheckter was back in second place again, followed by Hunt, Mass, Pace, Fittipaldi and Jarier before a gap to Brise who was effectively holding off Andretti and Reutemann. Brambilla's race came to an end at the same time as Regazzoni's with what looked like engine failure when he slowed into the esses with smoke pouring from the back of the car. As it turned out the fluid from a broken shock absorber had sprayed onto the hot exhaust. Brambilla limped slowly back to the pits where the shock absorber was replaced, but after another lap he returned to the pits for good, saying that the car felt terrible.

It took until lap eight before Hunt could find a way by Scheckter, whereupon he immediately started to pull out over a second a lap on the Tyrrell as he struggled to keep the Ferrari, now seven seconds ahead, in sight.

Despite blue flags being waved constantly, Jody was still making it difficult for Mass, Fittipaldi and Jarier to get by. Pace had dropped out of this group and was fighting his way back through the field after a pit stop to change an overheating tyre.

Lauda, now with Hunt still between six and seven seconds behind, continued to pull away at around a second a lap from this third place battle, and for a while the race looked like it was falling apart because of Scheckter's dogged persistence in hanging on for as long as he could to what was obviously a losing struggle.

It took until lap 13 for Mass to get by, and then on the next lap Fittipaldi managed to squeeze ahead at the esses. Also going into the esses it took a fist waving Jarier until lap 22 to pass when in desperation he virtually forced Scheckter to move over or be hit. Had there been a radio link to the inside of Jarier's helmet, only one percent of what was said those eight laps behind Scheckter would have been printable.

By the time Jarier had got through, both Brise and Andretti had caught Jody, and it was their turn to curse the back of his Tyrrell which Jody still insisted on keeping planted firmly in front for as long as possible.

This had the effect of stragglers the



Jochen Mass was the sensation of the race, earning the Jo Siffert award and fastest lap.

race in the order of time it took each car to break away; so by half distance Lauda was still holding just under a seven second gap to Hunt. Jochen Mass was slowly but surely pulling in the odd tenth of a second and driving with great fire in third place, and he had closed the gap to Hunt down to just under three seconds. Emerson, held up an extra lap, was 2.4 seconds further back while Jarier was 17 seconds behind Fittipaldi with little chance of

improving on his fifth place.

For the final half of the race attention was focussed on Hunt, who was still managing to keep Lauda in sight, and on Mass, who was each lap gaining those extra few yards on Hunt.

On lap 38, aided by a tow from Hunt's Hesketh which was now within striking distance, Mass set fastest lap of the race.

continued ▶

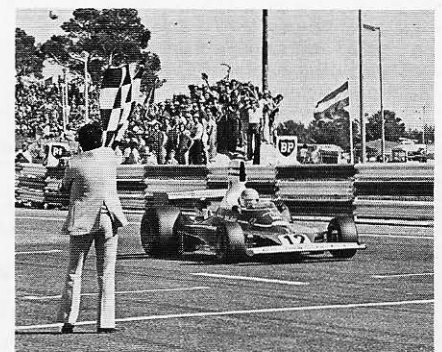
### FRENCH GP GRID

Jody Scheckter Elf Tyrrell Ford 007 1:48.22	Niki Lauda Ferrari 312T 1:47.82
Jean-Pierre Jarier UOP Shadow DN5 1:48.44	James Hunt Hesketh 308 1:48.25
Tom Pryce UOP Shadow DN5 1:48.48	Carlos Pace Martini Brabham 1:48.48
Vittorio Brambilla March 751 1:48.56	Jochen Mass Texaco Marlboro M23 1:48.54
Emerson Fittipaldi Texaco Marlboro M23 1:48.75	Clay Regazzoni Ferrari 312T 1:48.68
Tony Brise Embassy Hill GH1 1:49.21	Carlos Reutemann Martini Brabham BT44B 1:48.85
John Watson Surtees TS16 1:49.70	Patrick Depailler Elf Tyrrell Ford 007 1:49.31
Jacques Laffite Williams FW1 1:49.72	Mario Andretti Parnelli VPJ4-01 1:49.72
Mark Donohue Penske PC1 1:50.15	Ronnie Peterson JPS Lotus 72E 1:50.04
Alan Jones Embassy Hill GH1 1:51.02	Jacky Ickx JPS Lotus 72E 1:50.94
Gijs van Lennep Ensign E175 1:51.21	Jean-Pierre Jabouille Elf Tyrrell Ford 007 1:51.06
Francois Migault Williams FW1 1:51.82	Wilson Fittipaldi Copersucar-Fittipaldi 1:51.64
Lella Lombardi March 751 1:52.97	Bob Evans BRM P201 1:51.85

### PRACTICE TIMES

	First Session	Second Session	Third Session	Fourth Session
Lauda	1:49.02	1:48.84	1:48.28	1:47.82
Scheckter	1:49.03	1:48.85	1:49.20	1:48.22
Hunt	1:49.43	1:48.84	1:48.25	1:48.40
Jarier	1:48.67	1:48.44	1:48.50	1:48.57
Pace	1:49.81	1:48.48	1:48.48	1:48.78
Pryce	1:49.58	1:49.07	1:50.32	1:48.48
Mass	1:50.32	1:49.51	1:48.68	1:48.54
Brambilla	1:50.55	1:49.31	1:49.03	1:48.56
Regazzoni	1:49.22	1:48.77	1:48.70	1:48.68
E. Fittipaldi	1:50.18	1:48.75	1:49.64	1:49.48
Reutemann	1:50.23	1:49.27	1:49.16	1:48.85
Brise	1:50.21	1:50.42	1:50.47	1:49.21
Depailler	1:49.41	1:49.31	1:49.42	1:49.54
Brambilla*		1:49.55		
Watson	1:53.52	1:50.95	1:49.70	1:49.97
Andretti	1:54.58	1:50.26	1:49.72	1:50.19
Laffite	1:52.35	1:50.80	1:49.85	1:49.72
Peterson	1:50.73		1:50.26	1:50.04
Donohue	1:51.30	1:50.87	1:50.31	1:50.15
Peterson*		1:50.55		
Andretti*		1:50.85		1:52.41
Ickx	1:51.89	1:52.34	1:51.36	1:50.94
Jones	1:54.48	1:53.15	1:53.14	1:51.02
Lauda*		1:51.03		
Jabouille	1:51.56	1:51.06	1:51.30	1:51.23
van Lennep	1:51.47	1:51.71	1:51.81	1:51.21
W. Fittipaldi	1:56.42	1:51.70	1:51.64	1:51.92
Migault	1:52.84	1:51.82	1:56.00	
Evans	1:54.42	1:51.83	1:51.89	1:51.85
Lombardi	1:57.61	1:56.47	1:52.97	1:53.91
Brise*			1:56.76	

\*Time set in T car



## Results

French Grand Prix  
Circuit Paul Richard  
July 6, 1975  
54 laps

- Niki Lauda, Ferrari 312T, 1 hr 40 min 18.84 sec
- James Hunt, Hesketh 308, 1 hr 40 min 20.43 sec
- Jochen Mass, Texaco Marlboro M23, 1 hr 40 min 21.15 sec
- Emerson Fittipaldi, Texaco Marlboro M23, 1 hr 40 min 58.61 sec
- Mario Andretti, Parnelli, 1 hr 41 min 20.92 sec
- Patrick Depailler, Elf Tyrrell Ford 007, 1 hr 41 min 26.24 sec
- Tony Brise, Embassy Hill GH1, 1 hr 41 min 28.45 sec
- Jean-Pierre Jarier, UOP Shadow DN5, 1 hr 41 min 38.52 sec
- Jody Scheckter, Elf Tyrrell Ford 007, 1 hr 41 min 50.52 sec
- Ronnie Peterson, JPS Lotus 72E, 1 hr 41 min 54.86 sec
- Jacques Laffite, Williams FW1, 1 hr 41 min 55.61 sec
- Jean-Pierre Jabouille, Elf Tyrrell Ford 007, 1 hr 41 min 55.97 sec
- John Watson, Surtees TS16, 53 laps
- Carlos Reutemann, Martini Brabham BT44B, 53 laps
- Gijs van Lennep, Ensign E 175, 53 laps
- Alan Jones, Embassy Hill GH1, 53 laps
- Bob Evans, BRM P201, 52 laps
- Lella Lombardi, March 751, 50 laps

#### Retirements:

- Pace (Martini Brabham BT44B) lap 27; Ickx (JPS Lotus 72E) lap 17; W. Fittipaldi (Copersucar-Fittipaldi) lap 14; Donohue (Penske PC1) lap 7; Brambilla (March 751) lap 7; Regazzoni (Ferrari 312T) lap 6; Pryce (UOP Shadow DN5) lap 2.

#### Fastest Lap:

Jochen Mass, Texaco Marlboro McLaren M23, 1:50.60

## POINT STANDINGS

#### WORLD CHAMPIONSHIP (after 9 rounds)

Lauda, 47 pts; Reutemann, 25 pts; Fittipaldi, 24 pts; Hunt, 22 pts; Pace, 18 pts; Regazzoni, 16 pts; Scheckter, 15 pts; Mass, 14½ pts; Depailler, 12 pts; Andretti, 5 pts; Ickx, 3 pts; Peterson, 3 pts; Donohue, 2 pts; Pryce, 2 pts; Jarier, 1½ pts; Brambilla, 1 pt; Brise, 1 pt; Lombardi, ½ pt.

#### CONSTRUCTORS WORLD CHAMPIONSHIP

Ferrari, 50 pts; Brabham-Ford, 38 pts; McLaren-Ford, 30½ pts; Hesketh-Ford, 22 pts; Tyrrell-Ford, 20 pts; Lotus-Ford, 6 pts; Parnelli-Ford, 5 pts; Shadow-Ford, 3½ pts; Penske-Ford, 2 pts; March-Ford, 1 pt; Hill-Ford, 1 pt.



# FRENCH G.P.

continued

But once in the air stream of the Hesketh he found the turbulence causing too many problems to repeat the performance and pass Hunt.

All this pressure from behind had also provided the urge for Hunt to start lapping just that little bit quicker; so at this stage the second and third placed cars started to grind away at the Ferrari.

Emerson was out of the chase. The rear tyres on his McLaren had "gone off" while a high speed misfire in the closing stages of the race prevented him from doing any more than simply "hold on" to his fourth place, and this was made easier by the fact that Jarier was still so far behind.

Brise and Andretti were still trying to find a way by Scheckter. Andretti passed Brise in the meantime since Brise was in trouble with gear selection problems. The two of them eventually got by after 31 laps, while soon after Jody quickly moved over for his teammate Depailler, who was fast closing on the Hill.

The last 15 laps of the Grand Prix of France made up for what had started out a procession. Hunt and Mass were reducing the gap to Lauda, who was having to nurse the front tyres of his Ferrari by this stage. With ten laps to go Hunt had closed the gap to 4.6 seconds, and then with five laps to go it was 3.1 seconds. Four laps to go and it was 2.8 seconds, then 2.4, then 2.2 seconds; and finally the chequered flag came out. Lauda was just 1.6 seconds clear of Hunt, who still had

Mass right behind and less than a second away. Just 2.31 seconds covered the first three cars.

Fittipaldi came in a distant fourth, while Andretti inherited fifth place after Jarier slowed towards the end with his engine not revving more than 9,500 rpm because of a faulty rev limiter. It had cost him three places by the end, for he came in eighth.

Depailler had got past the troubled Brise to claim the final point in sixth place, while Brise's gear selection troubles did not stop him taking Jarier for seventh spot just three laps from the end.

Scheckter finally took ninth place, while the battle for tenth produced a thrilling finish among Peterson, Laffite and Jabouille, the last three cars on the same lap as the Ferrari.

All three cars were nose to tail at the start of the last lap; then Peterson fell back with handling problems which let Laffite and Jabouille close right up. The three cars stayed in that order to the end, 1.1 seconds covering them at the flag.

In thirteenth place, a lap behind, was John Watson's Surtees which had been up with Depailler in the opening stages of the race only to lose almost a lap when for some reason his engine lost 1500 revs for several laps and would not pull properly. Suddenly it cleared all by itself, and Watson was back on full power making up his lost places again, but by this time he was too far back to hope for points.

Fourteenth place went to Carlos Reutemann's Brabham which was also well up amongst the mid-field runners early on but fell back with the rear tyres going off badly, which he finally elected

to change by a pit stop shortly before the finish.

Gijs van Lennep came home next after a steady drive with the new Ensign, while Alan Jones' lowly sixteenth place came after a stop to check out the rear wing following a spin backwards into the catch fencing shortly after half distance.

Evans brought his ailing, underpowered BRM in two laps down, while Lombardi finished last, four laps down, after a pit stop to investigate bad handling later traced to a seized front shock absorber. In fact, her stop made no difference to her final place.

Pace's climb back through the field after his early stop was halted after 27 laps when a rear constant velocity joint on the drive-shaft broke, while the same trouble also put out the Penske and ended on lap seven what might be its last race until it proves better than the First National City team's new March development car.

Jacky Ickx's race ended after 17 laps when he pulled off with yet another broken front brake shaft CV joint, now thought to be caused by a bad batch of joints.

The retirement rate turned out to be very low considering the hot weather and fast, demanding nature of the circuit, the only other car to retire being the Copersucar when its engine blew up after 14 laps.

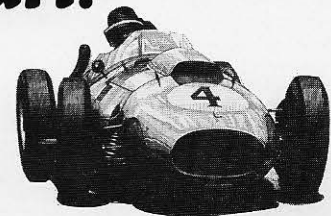
Lauda's fourth win of the year gave him almost twice as many points as any other driver in the chase for this year's title. The Ferrari is still very much top dog, and no other driver appears to have a chance. The real battle is going to be for second place. ■

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# HESKETH 308C

By Jeff Hutchinson

Although it was not ready to run in the British Grand Prix, Lord Alexander Hesketh proudly presented Harvey Postlethwaite's latest brainchild, the Hesketh 308C, to the press on the eve of the race. Lord Hesketh himself opened the doors of his Christopher Wren-designed converted stable to unveil the team's latest 'horse', one of the nicest and most different Grand Prix cars seen for a long time.

Keystone of the new car is reduced frontal area and weight: "It's about 60 lbs lighter than the 308 and the frontal area has been reduced by 15%," said Postlethwaite. The track and wheelbase of the new car is just about the same as the old one but that's where the similarity ends. Both the front and rear suspension of the new car rely on the Hesketh-developed rubber block suspension for springing instead of the usual coil springs.

The front end utilizes a lower wishbone with a rocking arm top link attached to the inboard damper unit. The rear has parallel lower links and single top link with the damper unit mounted off the bottom of the upright and the rear sub-frame.

Jeff Hutchinson Photos

The new monocoque is incredibly thin, only seven inches deep compared to 16 inches on the old car, but despite this a full fuel load capacity has been

located in the wide sides and behind the driver. Another noticeable feature is the lack of a conventional type air box. Instead, the engine cover acts as an air box with a slot on either side to feed each bank of injector trumpets.

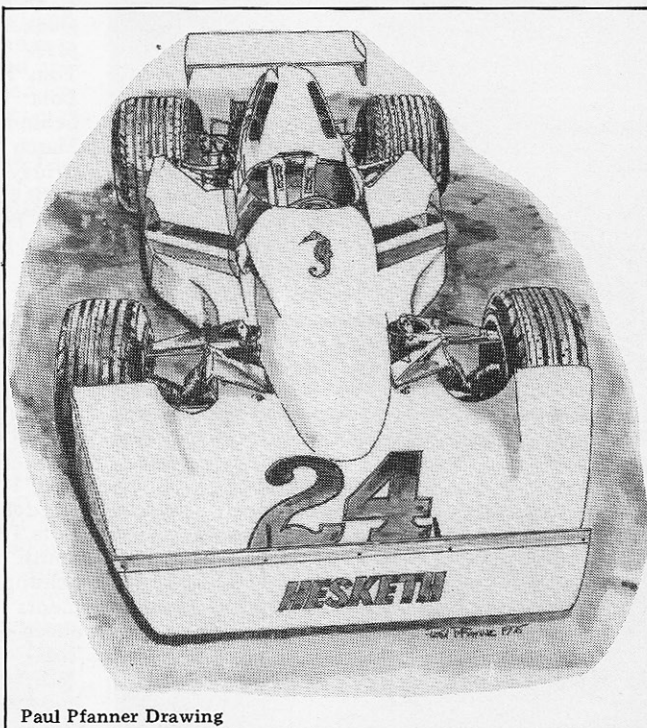
Oil radiators are mounted under the rear wing, and water radiators are positioned on either side of the monocoque, parallel with the rear wheels. A new low profile nose has an adjustable wing hung off the front like the old car.

"The old car was very good on fast corners and not so good on slow ones. With this car I have tried to improve the top speed and the slow cornering ability at the same time," said Postlethwaite.

The 31-year-old ex-March designer said that the first race for the car should be at the Nurburgring in two weeks' time,

but it all depended on how well the testing went the week before.

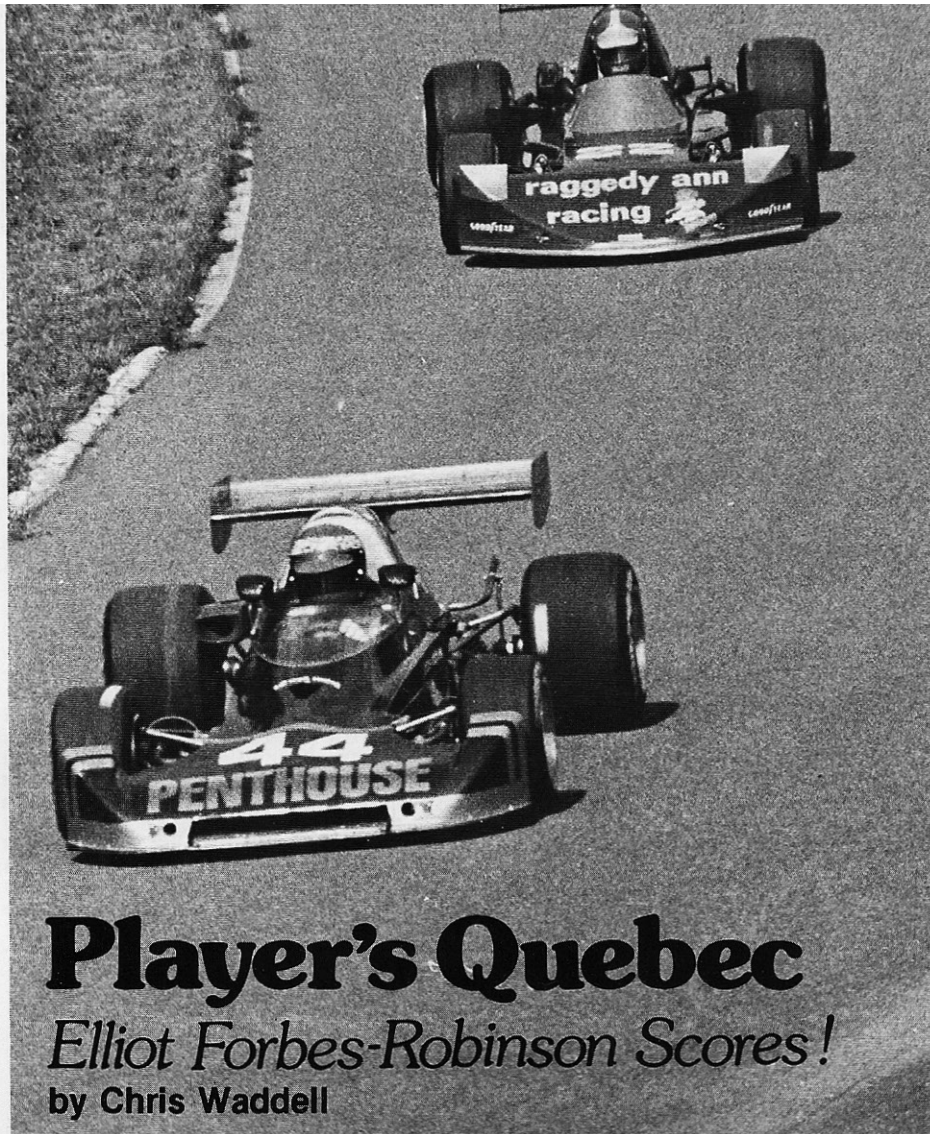
If there was ever a car that *looked* right it's the new Hesketh. But we'll wait and see how well it goes. ■



Paul Pfanner Drawing







# Player's Quebec

## Elliot Forbes-Robinson Scores!

by Chris Waddell

If at first you don't succeed . . .  
 When the Bill Scott Racing white transporter pulled into the paddock at Edmonton in late May and disgorged two new Lola T360s, the team thought they were all set to capture the 1975 Player's Challenge Series.

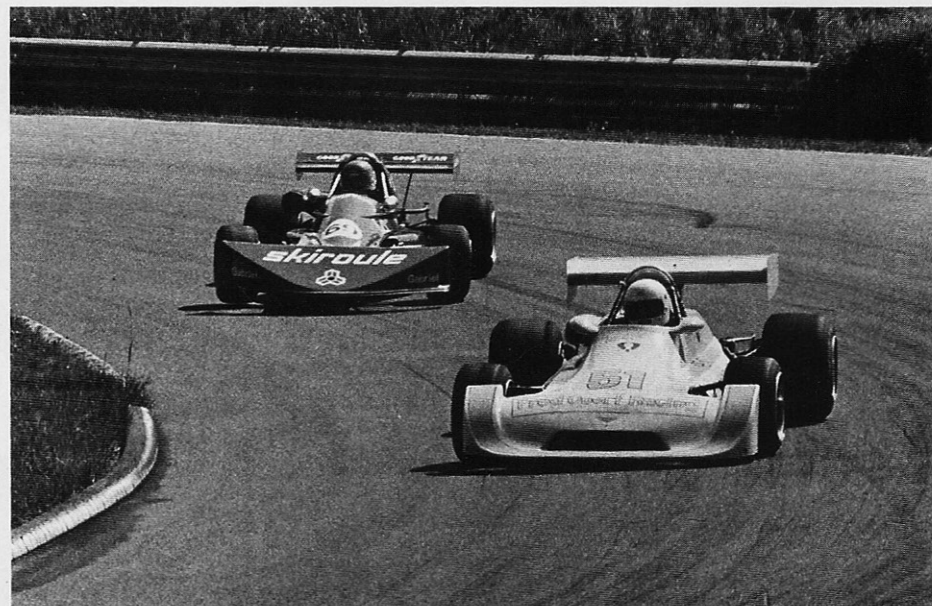
After all, they had done some testing at Summit Point prior to the start of the season, where the cars ran very well. But they were in for a rude awakening that weekend, qualifying 14th and 21st and not really figuring in the race when Elliott Forbes-Robinson went out early and Howdy Holmes struggled along from 21st on the grid.

The team has tried to catch up ever since that cold May weekend. They have tested at every track prior to the opening of practice and have gone about the business of becoming competitive in the professional manner that has made them one of the top Super Vee teams over the years.

The work finally paid off on July 6 at St. Jovite when Forbes-Robinson won his first Player's race, taking his Penthouse Lola T360-BSR to a 6.7 second victory over the Skiroule March 75B-Villeneuve.

But the results might have been differ-

ent had defending Canadian Champion Bill Brack lasted the race. Brack's STP Chevron B29-Hart had been fastest in each of the three qualifying sessions and wound up with the pole at 1:35.803. Joining him on the front row was Forbes-Robinson at 1:36.076, again spurred on by Penthouse ladies but almost equally



enthusied about the uphill-downhill nature of the newly re-opened 2.65-mile Le Circuit Mont Tremblant.

Sitting on row two were two youngsters who are becoming recognized as two of the best young drivers currently racing in North America. Bobby Rahal's Red Roof Inns Lola T360-McCoy, suffering from carburetion problems, lapped in 1:36.255 to head Gilles Villeneuve, whose Skiroule March recorded a 1:36.314 after spending much of the day sorting out handling problems.

Dave Walker finally got going in the Quaker State Lola T360-Nicholson to place fifth with a 1:36.338, ahead of Tom Klausler's 1:36.377 in the Traylor Lola T360-Whitehurst. Bertil Roos was behind them in the Schweppes/Castrol March 75B-Hart after crashing the car on Friday and damaging two corners. His 1:36.499 put him in the lowest grid position he has qualified in so far this year. Next to him was Howdy Holmes in his Lola T360-BSR, timed at 1:36.630, ahead of Bruce Jensen's Exotic Plants Chevron B29-Hart (1:36.674) and Bobby Brown's Chevron B29-Whitehurst (1:37.129).

The Tui BH2-Nicholson twins of John Nicholson and series newcomer Damien Magee were 12th and 13th behind Bobby Dennett's Opert Chevron B29-Hart, while Fred Phillips was 17th in his 1975 Atlantic debut at the wheel of a brand new Lola T360-Smith. Tom Gloy's Lola T360-Smith was back in 21st, while Vern Schuppan was 23rd in the Rapid Movements March 722/73B-Nicholson, just ahead of Jon Woodner's Interscope March 75B-Cosworth.

After one pace lap Brack used his knowledge of Le Circuit to grab the lead going down over the hill through the opening series of corners. EF-R was right on his tail, however, followed by Rahal and Villeneuve, who were racing wheel-to-wheel with Walker.

The second time past there was no Rahal in sight. The 22-year-old American had gone into the pits to retire—a recurrence of his practice carburetor woes meant that the car wouldn't run in left-hand corners. Walker was another to

(RIGHT) Gilles Villeneuve comes up to lap Juan Cochese.

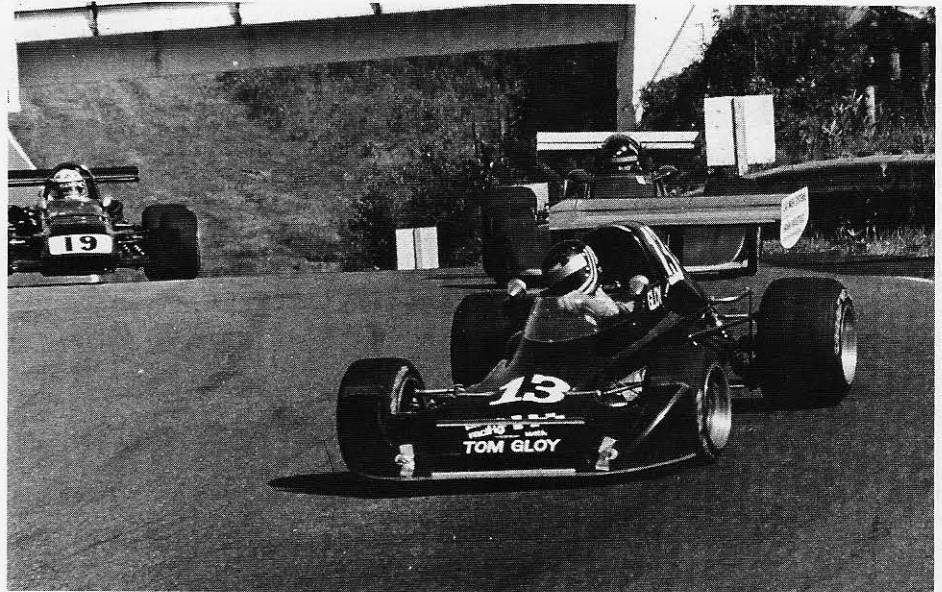


make an early pit visit, complaining about the car running on three cylinders, but he was sent back into the fray. Brown had also had a chat with his mechanics about a broken right-front suspension that turned out to be just the wheel-locating studs rounding out their holes on the wheel. A new wheel saw him on his way again.

In front, Brack had pulled out a small gap by the start of the fourth of the race's 38 laps, but that ended entering Namerow corner, the tight hairpin before the pits, at the conclusion of his fourth lap. Brack's clutch would not work, and as he scrambled his way through the corner, Forbes-Robinson rocketed into the lead. What had been a one-second lead for Brack was now a one-second deficit, and it would soon grow to 3.5 seconds.

Behind the front two, Villeneuve had slotted into third ahead of Klausler and Roos, with Jensen and Holmes fighting their own battle behind Bertil. Then came a long train headed by Magee and Nicholson with Dennett, O'Connor, King, and Phillips in tow.

By a bit over quarter distance, the demolition derby had begun. On that lap O'Connor and King had tangled, damaging both monocoques; Walker and Hugh Cree's Chevron B29-Hart had a coming-together that again left two damaged cars; Schuppan had retired, after working his way past a couple of cars, when the half shaft pulled out of the CV joint; and Jensen had left the road on some oil and ripped the nose off his Chevron. While these proceedings kept many a pit crew



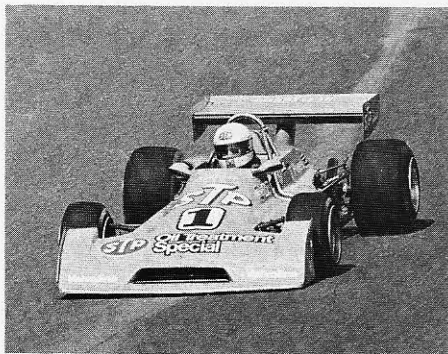
Tom Gloy leads Bobby Brown and Damien Magee.

Chris Waddell Photos

sive Lola T360-Smith driven by Mike Hall. Nicholson finally ended up eighth after losing fourth gear. Magee had retired after 15 laps with a broken cam follower, while Phillips had quit with electrics in disarray one lap later.

Despite the fine win, EF-R's title hopes are slim. He now has 45 points, behind Roos with 75, Villeneuve with 68,

Klausler with 62, and Brack with 58. Elliott would need almost two wins in the last two series races (a win is worth 30 points) with none of those in front of him doing well at either event. It's possible, however, for the Scott team has come a long way since the start of the year, but at this late date it might be just too much for them to hope for. ■



Bill Brack DNFed.

wondering what had happened to their driver, the Scott and Brack crews were getting ready for a battle at the front.

Brack had finally figured out how to get everything done without a clutch, and starting on lap 17 he began to narrow the 3.2-second gap to EF-R. By lap 21 the split was only four-tenths of a second. Then on the 23rd lap the STP car's engine, which had been smoking for a half-dozen laps, blew itself to bits, and Brack's race was run. For EF-R it was now a cruise to the winner's circle as long as he could keep out of Villeneuve's clutches which he did, holding the gap to the Canadian at between six and eight seconds, finally settling for a 6.7-second margin as he was running out of gas on the last lap.

Klausler, Roos, and Holmes were in the next spots behind Villeneuve, running solitary races, while Bobby Dennett took a good sixth ahead of an equally impres-

#### PLAYER'S QUEBEC GRID

<b>ELLIOTT FORBES-ROBINSON</b> Penthouse Lola T360-BSR 1:36.076	<b>BILL BRACK</b> STP Chevron B29-Hart 1:35.803
<b>GILLES VILLENEUVE</b> Skiroule March 75B-Villeneuve 1:36.314	<b>BOBBY RAHAL</b> Red Roof Inns Lola T360-McCoy 1:36.225
<b>TOM KLAUSLER</b> Traylor Lola T360-Whitehurst 1:36.377	<b>DAVE WALKER</b> Quaker State Lola T360-Nicholson 1:36.338
<b>HOWDY HOLMES</b> Lola T360-BSR 1:36.630	<b>BERTIL ROOS</b> Schweppes/Castrol March 75B-Hart 1:36.499
<b>BOBBY BROWN</b> Chevron B29-Whitehurst 1:37.129	<b>BRUCE JENSEN</b> Jensen Exotic Plants Chevron B29 1:36.674
<b>JOHN NICHOLSON</b> Tui BH2-Nicholson 1:37.352	<b>BOBBY DENNETT</b> Opert Chevron B29-Hart 1:37.267
<b>BILL O'CONNOR</b> Lola T360-Smith 1:37.708	<b>DAMIEN MAGEE</b> Tui BH2-Nicholson 1:37.589
<b>ROBERT JOUBERT</b> Quaker State Lola T36 1:37.977	<b>JAMES KING</b> March 75B-Traylor 1:37.845
<b>VINCE MUZZIN</b> March 75B-Cosworth 1:38.171	<b>FRED PHILLIPS</b> Lola T360-BSR 1:38.002
<b>MIKE HALL</b> Lola T360-Smith 1:38.256	<b>CRAIG HILL</b> Gabriel March 75B-Hart 1:38.244
<b>PETER FERGUSON</b> Samsonite Chevron B29-Hart 1:38.404	<b>TOM GLOY</b> Hanna Car Wash Lola T360-Smith 1:38.387
<b>JON WOODNER</b> Interscope March 75B-Swindon 1:38.480	<b>VERN SCHUPPAN</b> Rapid Movements March 722/73B 1:38.416
<b>HECTOR REBAQUE</b> Opert Chevron B29-Hart 1:38.633	<b>FRANK DELVECCHIO</b> Anulabe March 73B-Hart 1:38.590
<b>CHIP MEAD</b> Lambusco March 75B 1:38.795	<b>TOM OUTCAULT</b> Lambusco March 75B-Hart 1:38.639
<b>TOM PUMPELLY</b> March 75B-Hart 1:38.977	<b>JUAN COCHESA</b> Opert Chevron B29-Hart 1:38.817
<b>PETER BROEKER</b> Siebro March 74B-Breatorex 1:39.808	<b>SEB BARONE</b> Chevron B29-Hart 1:39.027
<b>CHARLIE GIBSON</b> March 73B-Hart 1:39.903	<b>TIM COOPER</b> Rutledge Oil March 75B 1:39.876
<b>MIKE BYSTROM</b> Brabham BT38-Cosworth 1:40.578	<b>SYD DEMOVSKY</b> Chevron B29-Whitehurst 1:40.444
<b>HUGH CREE</b> Chevron B29-Hart 1:41.121	<b>PRICE COBB</b> March 75B-Race Shop 1:40.980
<b>LLOYD CALLAWAY</b> Chevron B27-Nicholson 1:42.952	<b>CLIFF HANSEN</b> March 75B-Race Shop 1:42.841



## Results

Player's Quebec  
Le Circuit Mont Tremblant  
July 6, 1975

1. Elliott Forbes-Robinson, Penthouse Lola T360-BSR, 38; 2. Gilles Villeneuve, Skiroule March 75B-Villeneuve, 38; 3. Tom Klausler, Traylor Lola T360-Whitehurst, 38; 4. Bertil Roos, Schweppes/Castrol March 75B-Hart, 38; 5. Howdy Holmes, Lola T360-BSR, 38; 6. Bobby Dennett, Opert Chevron B29-Hart, 37; 7. Mike Hall, Lola T360-Smith, 37; 8. John Nicholson, Tui BH2-Nicholson, 37; 9. Seb Barone, Chevron B29-Hart, 37; 10. Frank Delvecchio, March 73B-Hart, 37; 11. Juan Cochesa, Opert Chevron B29-Hart, 37; 12. Chip Mead, Lambusco March 75B-Cosworth, 37; 13. Cliff Hansen, March 75B-Race Shop, 36; 14. Peter Ferguson, Samsonite Chevron B29-Hart, 36; 15. Peter Broeker, Siebro March 74B-Breatorex, 36; 16. Robert Joubert, Quaker State Lola T360-Nicholson, 36; 17. Price Cobb, March 75B-Race Shop, 36; 18. Lloyd Callaway, Chevron B27-Nicholson, 34; 19. Syd Demovsky, Chevron B29-Whitehurst, 33; 20. Bobby Brown, Chevron B29-Whitehurst, 33; 21. Tim Cooper, Rutledge Oil March 75B-Williams, 32.

#### Nonfinishers

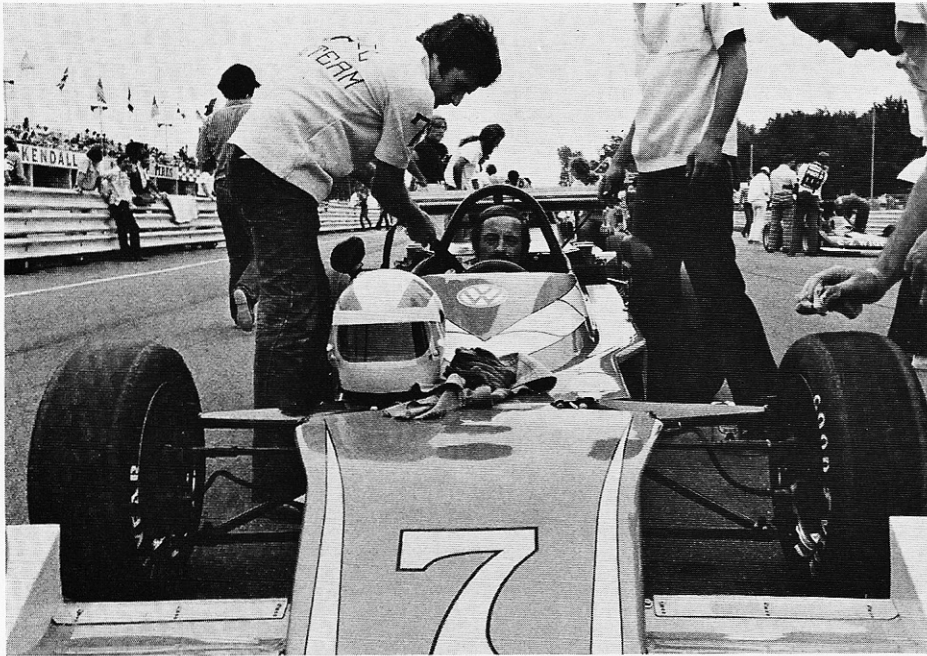
22. Craig Hill, Gabriel March 75B-Hart, 29; 23. Hector Rebaque, Opert Chevron B29-Hart, 28; 24. Fred Beyer, Brabham BT38-Hart, 25; 25. Bill Brack, STP Chevron B29-Hart, 22; 26. Tom Pumpelly, NTW March 75B-Cosworth, 22; 27. Vince Muzzin, March 75B-Cosworth, 19; 28. Tom Gloy, Hanna Car Wash Lola T360-Smith, 18; 29. Fred Phillips, Lola T360-BSR, 16; 30. Damien Magee, Tui BH2-Nicholson, 15; 31. Tom Outcault, March 74B-Cosworth, 14; 32. Bill O'Connor, Lola T360-Smith, 9; 33. Hugh Cree, Chevron B29-Hart, 9; 34. Dave Walker, Quaker State Lola T360-Nicholson, 9; 35. James King, March 73B-Traylor, 9; 36. Bruce Jensen, Jensen Exotic Plants Chevron B29-Hart, 8; 37. Vern Schuppan, Rapid Movements March 722/73B-Nicholson, 8; 38. Mike Bystrom, Brabham BT38-Cosworth, 5; 39. Jon Woodner, Interscope March 75B-Cosworth, 4; 40. Bobby Rahal, Red Roof Inns Lola T360-McCoy, 1.

\* Penalized one lap for a push start in the pits.

Fastest Lap: (New Atlantic Record)

Gilles Villeneuve, Skiroule March 75B-Villeneuve, 1:35.585





Winner Tom Bagley waits for the start.

Leigh Fosberry Photo

# Watkins Glen

## Round 7 Robert Bosch Gold Cup

By Bruce Czaja

Judging from most of the comments heard at Watkins Glen, one would have to assume that Tom Bagley was the only driver who was happy with his performance during the weekend. Bagley, from State College, Pennsylvania, was the fastest qualifier and led the race from start to finish, so it is obvious that he would be happy. As for the rest of the field . . . see below.

Thirty-seven cars were entered in the Glen round, with the addition this time of Elliott Forbes-Robinson, the defending series champ. The highlight of the entry,

Elliott was in one of Fred Opert's cars for his first Super Vee start this season. All of the series regulars were there, including Billy McConnell in the Essex Chemical Tui; Bill Alsup and Bob Lazier in new Lola T-324s; Howdy Holmes in a new Lola with his E-Z Wider sponsorship, entered by Wilbur Bunce; a second Bunce Lola for Peter Moodie; the Haas Lola for Eddie Miller; the three Bill Scott Racing Royales for Bill Neuhooff, Harry MacDonald, and John Barringer; Benny Scott in the Viceroy Lola; Fred Phillips in his Elden; and Richard Melville in the Heppen-

stall Lola.

When practice started on Friday, the official qualifying mark stood at just under 1:57. The mark was set by Elliott in the Gold Cup race last July and had stood through qualifying for the October races. That was not the mark which everyone was shooting for, however. All remembered Howdy Holmes' race record, set in the tremendous battle he had with Elliott and Harry Ingle in the October Gold Cup race. Holmes' mark was in the 1:55 range, almost two seconds below the official qualifying record. Everyone thought they should be somewhere near that mark for this race.

From the first practice session on Friday the grumbling started. No one, but no one, was able to get near Holmes' time. There were a couple of drivers who were nearing the 1:57 mark, but most of the top shoes were struggling to get into the 58s. Different teams tried different solutions, but nothing seemed to work. Some drivers went as far as taking the wings off the cars thinking they were slowing them down on the Glen's long straights. As logical as the idea seemed, the cars were not able to run any faster without the wings than they were able to with them. No, it wasn't the wings. Whatever it was, there was a lot of head-shaking and hand-wringing going on as drivers and crews tried to figure out what was wrong.

At this point it might be helpful to inject a little history. In the race last fall, Howdy was running with Elliott Forbes-Robinson, Harry Ingle, and Fred Phillips in the early and mid-portions of the race. The four were locked in a very tight drafting situation, which included a lot of passing. In NASCAR racing, where drafting is the rule rather than the exception, the drivers know that they can run faster when they draft another car than when they run alone. Two cars together will have a higher speed than one. This same principle applied to Howdy's fast lap in October. All four drivers were turning in

(BELOW) Benny Scott.

Maureen Fennelli Photo





quick times during the race. On Holmes' fast lap, he started the lap in fourth place and slingshotted into first as the four came around on the next lap. That little move must have picked up at least a second for Howdy and gave him the exceptionally quick time. But this time everyone, including Howdy, seemed to forget the circumstances surrounding the record and remembered only the time. A lot of unnecessary frustration resulted.

As noted, Tom Bagley in the Kent Oil Zink was the one happy driver during the weekend. The car was running perfectly, as was Tom, and he grabbed the pole with a 1:56.569, a new qualifying record. Tom is normally a very cheerful person and he was even more so throughout the weekend, as he knew everything was working right.

Richard Melville was second fastest with a time of 1:57.523, well off Bagley's best. The large gap between Bagley's time and the rest of the field also added heavily to the grumbling.

Billy McConnell put the Essex Tui in the third spot, his highest starting position of the year. He was pleased to be in third with a time of 1:57.812, but like the others was wondering why he was so far off Bagley's pace.

Eddie Miller, winner of the last two races, was fourth fastest in the Haas Lola. Eddie was having all sorts of problems during practice and qualifying, mainly with fuel starvation, which kept him from turning in the kind of times he was used to. The crew was just hoping they could find a cure in time for the race.

Benny Scott had the pole side of the third row with 1:58.456. This was two tenths slower than Miller but two tenths faster than Howdy Holmes, who shared the third row. For Holmes, the race would be his first start in the new E-Z Wider Lola, which replaced the one destroyed in the fire which struck Wilbur Bunce's motor home after Lime Rock. Howdy had tested the car earlier in the week at Summit Point, mainly to check out the handling. After six laps in the test session, a dog ran across the track in front of Howdy. The two came together, with moderate damage to the right front suspension on the car and heavy damage to the dog. For all intents and purposes, Howdy was in the car for the first time at the Glen.

The fourth row was taken up by two other drivers who also had new Lolas for the race. Bob Lazier, forsaking his Supernova, had the eighth-best time with a 1:59.033. Bill Alsup did Bob one better by qualifying seventh fastest with a 1:58.893 clocking.

Fred Phillips complained his way into ninth spot with a 1:59.159. Like Miller, Fred was having fuel feed problems, along with a couple of other minor mechanical ills, which kept him from approaching the kind of lap times he is capable of. Taking the tenth spot, far from where he would have liked to be, was Elliott Forbes-Robinson, whose best was a 1:59.611.

Behind the top ten came Peter Moodie, Bill Neuhoff, Ed Mulford, Jerry Jolly, Harry MacDonald, and Lou Gigliotti.

Two warm-up sessions were held on Sunday. Eddie Miller was again struck by

mechanical ills as he spent most of the first warm-up session stranded far from the pits when his Lola decided not to function. No other serious incidents occurred, but neither had anyone found any new tricks to increase his speed.

Thirty-five cars started the race, which was scheduled for 19 laps around the 3.3 mile circuit. At 64 miles, the Glen Gold Cup was the longest race of the year. It was originally scheduled for 20 laps but was cut back by one lap since many of the crews felt that they would be unable to complete the distance with the amount of fuel they carried in the cars.

Bagley grabbed the lead immediately as the cars stormed into the first turn. Behind, the field was fighting to sort itself out. As they came by the start-finish line the first time, it was Bagley in front, followed by Melville, McConnell, Holmes, Scott, Miller, Lazier, and Forbes-Robinson. Alsup had slipped back three spots to tenth, while Mulford had moved up four to ninth.



The Neuhoff wreckage.

Bill Fox Photo

The next time around, Bagley and Melville again held the top two spots, Bagley slightly more than a half-second up on Richard. Melville was, in turn, almost a half-second up on Holmes, who was a few lengths ahead of Benny Scott. Billy McConnell had slipped to fifth and Miller was sixth, followed by EFR, Lazier, Alsup, and Mulford.

The third lap saw Miller spin his way down to 14th spot while Fred Phillips moved to sixth. Fred had dropped to 12th on the first lap but was now flying through the field. The Elden would hold sixth for three more laps until the car retired with a broken oil pump.

The first serious incident of the day occurred on the third lap when Lou Gigliotti, Chris Skoppe, and Mark Isaacs came together in the first turn. All three went into the catch fencing, causing assorted amounts of damage to their machines. As a precaution, all were taken to the track hospital and released after being checked over.

By lap five Bagley had opened a mar-

gin of more than a second over Melville. Holmes was third, about two seconds down and a second up on Scott. Billy McConnell was fifth, with Lazier close behind, taking the sixth spot when Phillips went into the pits. Behind, a tremendous battle was shaping up among Ed Mulford, Bill Alsup, Bill Neuhoff, and Peter Moodie for seventh place. Elliott, who was having an engine go off song, was having a good race with Eddie Miller for 13th.

The order of the top six held for the next three laps. By lap nine Bagley had increased his margin to almost two seconds. Melville had also put some more room between himself and Holmes, who had done the same to Scott. McConnell and Lazier were having a great race for seventh, and the battle for the next four spots was every bit as intense as it had been. Suddenly the struggle ended. Bill Neuhoff hit a small bump with the Royale as he exited turn nine, a fast sweeping left hander, which caused the

rear end of the car to swing out. The car slid across the track, made heavy contact with the guardrail, and bounced back into the middle of the circuit. Fortunately, the following drivers were able to see the car, which was right in the proper line, so the accident was limited to Neuhoff alone. Neuhoff jumped out of the car and over the rail as the field picked its way around the wreckage. On the same lap Alsup had pulled off course, ending the four-car race. Neuhoff was taken to the local hospital for x-rays and was given a clean bill of health.

Neuhoff's accident caused the field to be further strung out. While the wreck was being cleared away, only Lazier was able to improve his position, getting by McConnell for fifth. At halfway point, the order was Bagley, Melville, Holmes, Scott, Lazier, McConnell, Mulford, Moodie, Miller, and Elliott. EFR would hold the tenth spot for one more lap until he retired the Tui with a loose valve cover. Behind the top ten most of the field had settled into their normal running pos-

continued ►



# Glen Super Vee

continued

itions except for Harry MacDonald, who was extremely frustrated to find himself running in 13th place for most of the race. He wasn't able to run near his qualifying times because the engine kept cutting out, although the car was handling fine. Afterwards, the crew would discover an imperfect external kill switch was the villain.

Bagley maintained his two-second margin over Melville for the remaining nine laps. But behind them it began to appear as if a race could develop for the second spot. From the 15th lap on, Holmes was slowly but perceptibly closing the gap between himself and Melville. As the leaders crossed the line to start the final lap, Howdy was about five lengths behind Richard. He was able to close up when the two ran into some slower cars on the back straight and tried to pass on the extension. The pass failed, but it left him right on Richard's tail. Bagley took the checkered flag 2.186 seconds ahead of the second-place car.

For the second time this season, Howdy caught Melville in the last turn on the last lap to capture second place. The spectacle of the two of them sliding through the last turn provided the most exciting moment in all the races held at the Glen during the weekend. The normal line through this sweeping right-hander is to use the whole width of the track both on entering and exiting the turn. The two went into the turn nose to tail, Melville in front. Once they hit the apex, Melville started out towards the outside of the track on the normal line. Holmes gave the E-Z Wider car a little twitch and put on the power to slip to the inside of Melville. Richard, surprised to see the other car alongside (his right side mirror had shaken loose, so he didn't realize Howdy was so close), bobbed slightly as Holmes pulled alongside. With both cars sliding, just inches apart, the chances for a third serious incident were high. Showing great skill, the duo held their own for the 200-yard drag race to the finish line. Howdy had the advantage, crossing the line just a couple of inches ahead.

Benny Scott completed his lonely race

in fourth, never really getting close to Howdy for third nor receiving pressure from behind. Lazier finished fifth, followed by McConnell. Bill had spun the Tui, but he did an excellent job of keeping the car on the track and moving off in the right direction after two loops.

Peter Moodie finished seventh in a very steady race, followed by Eddie Miller, who had worked his way up to eighth. Jerry Jolly was ninth, relatively pleased with the finish since the car had been rebuilt following a crash the week before. John Kalagian brought his Royale into the final point spot. Ed Mulford, who had been running in the top ten, spun on the 16th lap and finished 12th.

Once again the point standings in the Robert Bosch Gold Cup were scrambled

around. Richard Melville moved back into the lead with 70 points. Bagley's win moved him into second with 65. Eddie Miller's 3 points for eighth place dropped him to third in the standings with 63, the Glen race marking the first event this year that Eddie had finished and had not won. Howdy Holmes moved into fourth place with 50 points, followed by Fred Phillips at 47. Bob Lazier and Benny Scott share sixth position with 44 points each.

With four, and possibly five, races left in the series (the Mexico City round is not firm yet), any of the top seven has a shot at the championship. Reliability will be the key as Melville's points lead demonstrates. Richard has finished in the points in every race this season and is the only one of the top seven to do so. ■

## WATKINS GLEN S/V GRID

Tom Bagley Zink Z-11 1:56.569	Richard Melville Heppenstall Lola T324 1:57.523
Billy McConnell WMR Tui BH5 1:57.812	Eddie Miller Carl Haas Racing Lola T324 1:58.283
Benny Scott Vicerooy Special Lola T324 1:58.456	Howdy Holmes Wilbur Bunce Racing Lola T324 1:58.730
Bill Alsap Zeitler Racing Lola T324 1:58.893	Bob Lazier Lola T324 1:59.033
Fred Phillips Elden Mk14B 1:59.159	Elliott Forbes-Robinson Fred Opert Racing Tui BH5 1:59.611
Peter Moodie Wilbur Bunce Racing Lola T324 1:59.620	Bill Neuhoff Bill Scott Racing Royale RP19 2:00.365
Ed Mulford Brian Stewart Racing Tui BH4 2:00.531	Jerry Jolly Lola T324 2:00.623
Harry MacDonald Bill Scott Racing Royale RP19 2:00.923	Lou Gigliotti Budlong Team-3 Lola 2:01.116
Domenick Billera Billera Corp Lola T252 2:01.397	John Baringer Bill Scott Racing Royale RP19 2:01.411
William Henderson Thor-Fire Racing Team Lola 2:01.897	John Kalagian Royale RP18 2:02.077
Rick Bell Bell Racing Royale RP18A 2:02.106	Peter Dodge Lola T252 2:02.463
Jack Rabold Rabold Lola T320 2:03.049	Mark Isaacs Heppenstall Royale 2:03.640
Joe Colantonio Colantonio Royale RP18 2:04.038	Mark Felsen Ferrari Denver Lola T324 2:04.735
Dick Ferguson Justice Bros. Tui Supernova 2:05.307	Francisco Romero Fred Opert Racing Tui BH5 2:05.515
Peter Thompson Richard Gross Royale RP14G 2:05.763	Charles Montague Renson Automotive Croszie 24F 2:06.502
Jim Schmid Lola T322 2:07.165	Bob Dugo Box Electric Royale RP18A 2:07.770
Clint Dalton Dalton Roofing Lola T252 2:09.681	James Morski Tomlan Lola T252 2:10.258
Shelton Lindsay Alfonse Tui BH5 2:14.281	John Frana Jarl Petersen Lynn 001 2:16.591
Christian Skoppe Elden Mk14 2:21.549	

## Maureen Fennelli Photo



Surprise! Miller didn't win.

# Results

Robert Bosch Gold Cup  
Watkins Glen, New York  
July 13, 1975  
19 laps, 64.163 miles

1. Tom Bagley, Kent Oil Zink, 19 laps; 2. Howdy Holmes, Wilbur Bunce Racing Lola, 19; 3. Richard Melville, Heppenstall Lola, 19; 4. Benny Scott, Vicerooy Special Lola T324, 19; 5. Bob Lazier, Tivoli-Lodge Lola T324, 19; 6. Billy McConnell, WMR Tui BH5, 19; 7. Peter Moodie, Wilbur Bunce Racing Lola T324, 19; 8. Eddie Miller, Carl Haas Racing Team Lola T324, 19; 9. Jerry Jolly, Lola T324, 19; 10. John Kalagian, Royale RP18, 19; 11. William Henderson, Thor-Fire Racing Team Lola, 19; 12. Ed Mulford, Brian Stewart Racing Tui BH4, 19; 13. John Baringer, Bill Scott Racing Royale RP19, 19; 14. Harry MacDonald, Bill Scott Racing Royale RP19, 19; 15. Rick Bell, Bell Racing Royale RP18A, 19; 16. Francisco Romero, Fred Opert Racing Supernova, 19; 17. Domenick Billera, Billera Comp. Ent. Lola T252, 19; 18. Charles Montague, Renson Automotive Croszie 24F, 19; 19. Clint Dalton, Dalton Roofing Lola T252, 18; 20. Dick Ferguson, Justice Bros Tui Supernova, 18; 21. Jim Schmid, Lola T322, 18; 22. Peter Thompson, Richard Gross Royale RP14G, 18; 23. James Morski, Tomlan Lola T252, 17; 24. Joe Colantonio, Royale RP18, 17; 25. Bob Dugo, Box Electric Royale RP18A, 16; 26. Elliott Forbes-Robinson, Fred Opert Racing Supernova Tui BH5, 11; 27. Bill Alsap, Zeitler Racing Lola T324, 7; 28. Bill Neuhoff, Bill Scott Racing Royale RP19, 7; 29. Fred Phillips, Elden Mk14B, 6; 30. Jack Rabold, Rabold Lola T320, 5; 31. Mark Isaacs, Heppenstall Royale, 3; 32. Lou Gigliotti, Budlong Team-3 Lola, 3; 33. Christian Skoppe, Elden Mk14, 3; 34. Mark Felsen, Ferrari Denver Lola T324, 2; 35. John Frana, Jarl Petersen Lynn 001, 0.

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Oliver and the Shadow were impressive.

Bill Fox Photo

# Watkins Glen

## Redman is still Top Dog in F-5000

By Gordon Kirby

Already reigning Champion Brian Redman is beginning to establish control of this year's USAC/SCCA F5000 Championship. At Watkins Glen in mid-July he won his second race of the season. After three races of the nine-event F5000 schedule, the Englishman has amassed precisely double the points total of the second man in the Championship. Redman's Glen victory was also his tenth in eighteen starts since joining the Haas/Hall team two years ago. Additionally, it was the seventeenth time that he has crossed the finish line (those seven other finishes were all in second place). So thorough is Haas/Hall preparation that in all that time Redman has never once had a mechanical DNF.

At the Glen, Redman showed, just as he had at Pocono and Mosport, that this remarkable record is not a result of easy, relaxed pacing. This time he qualified fastest, about half a second under the Formula One record, and chased hard after Jackie Oliver's Shadow for many laps. Redman got by Oliver a few laps before the Shadow burst its engine and carried on to win easily.

Otherwise the race was a big disappointment. Mario Andretti started a lap and a half behind after his Lola refused to run because of fuel pressure troubles, while the rest of the field faded back on their own. There were a few early-lap

battles, but these soon dissipated. Al Unser was able to finish a comfortable second clear of B. J. Swanson, who drove Bob Bay's ex-Redman Lola T332 very well to take third. Warwick Brown and Eppie Wietzes lost time in the early laps, each getting stuck behind slower cars as a result of a disorganized start. Nevertheless they came through to fourth and fifth places ahead of Andretti, who set a new track record on his way to sixth place.

Exactly why this year's F5000 Championship has yet to achieve the high level of competition seen in last year's final races is unclear. One can only assume that it is a combination of tight economics and a sharpening of the state of the art among the best teams. There is certainly a growing gap between the faster cars and the rest of the field, and at the Glen this gap was larger than ever before.

### practice & qualifying

The Lola T332s of Brian Redman and Mario Andretti dominated practice and qualifying, eclipsing Andretti's race and practice marks of last year almost immediately and going on to better Mark Donohue's turbo Porsche 917/30's best and Carlos Reutemann's pole time from last year's U. S. Grand Prix. For the first time since last summer's OMS round, Redman was able to beat Andretti for the pole with a startling best of 1:38.316.

Andretti was not at all far behind, getting down to 1:38.423 and remarking later, "I reckon I could lead a Grand Prix with my F5000 car."

It was interesting to note that the Haas/Hall and Vél's Parnelli teams had each done about-faces in terms of aerodynamic trim. Redman's car carried single-section nose fins and Andretti's dammed wings with trim tabs. Whereas Redman's tail-mounted oil radiators had been relocated to normal T332 position behind the front wheels, Andretti's Lola now carried its oil radiators beside the gearbox. Effectively then, at least in this comparatively minor regard, each team had copied the other's Mosport set-up!

Although both were appreciably slower than Redman and Andretti, the two men who qualified third and fourth were equally impressive. Fastest of these two was Jean-Pierre Jarier, who was at the Glen for the accompanying six-hour race and was given a run in the second UOP Shadow DN6, "Just to feel it out." In only fourteen laps he got down to 1:40.869, climbed out, and said simply, "It is a very nice car, very easy to drive." It didn't take Don Nichols long to decide that Jarier would race his just-completed second Shadow.

Raising everyone's eyebrows with his fourth fastest effort of 1:40.878 was B.J. Swanson. Driving his Bay Racing Lola-Chaparral T332 very neatly, B.J.'s performance belied the fact that this was only his third professional race. Chief mechanic Jerry Eisert explained with quiet satisfaction, "He only had about eight pounds of air left in one of his rear tires as well."

The second Viceroy Lola T332, driven by Al Unser, qualified behind Swanson with a best of 1:41.286. An engine failure and a braking problem, which ultimately proved to be caused by faulty calipers, hampered Jackie Oliver's practice so that he qualified sixth in 1:41.348.

Trying a new nose and relocated oil radiators on his Talon-Molloy MR1A, Warwick Brown got down to 1:41.388 only to go off at the very end of practice, badly damaging the car's gearbox and rear subframe. Behind Brown came David Hobbs who was again harassed by engine failures; consequently his shortened practice yielded a best of only 1:41.806.

Graham McRae arrived at the Glen for his first American F5000 race of the year. For this purpose he had Eddie Lewis' Lola T332 running on Firestone tires and powered by one of McRae's self-built engines. Despite lacking any of the latest bits, McRae got into the top ten with a best of 1:42.226. Next up, on 1:43.014, was Eppie Wietzes, who got in only a minimum of practice with his extensively modified Lola T400. Wietzes' team had modified their T400 extensively by fitting it with T332 rear suspension, changing the roll center at the front and building a sheet metal body of much slimmer proportions than conventional T400 coachwork. Eppie, pleased with the car by the end of practice said, "It's beautiful. Now I have to get my confidence together in the car."

The single Jorgensen Eagle was troubled all weekend by a series of broken

continued ▶



# Watkins Glen

continued

rocker arms and the adaption of Vern Schuppan to the car. Schuppan was signed to replace Bobby Unser during the week prior to the Glen. Dan Gurney decided it would be best if Bobby could concentrate on the USAC Championship. Vern found the Eagle to be far too stiff for his liking. This, combined with learning the circuit and engine problems, kept him down to a best of only 1:44.048.

John Gunn came next complaining that his T332 wasn't putting out much horsepower. Gunn was followed by Tony Dean's Chevron B28; then came Danny Ongais, showing no ill effects after his Mosport shunt of a month before and now driving Interscope Racing's Lola T400, which had been fitted with T332 suspension. Ongais was understandably being very careful about playing himself in and learning a new car and a new cir-

warm-up, but as he was in the second heat, he at least had a chance to make the start. The Hogan mechanics got his car onto the grid after changing engines in one hour and ten minutes!

## heats

Because of the thin entry (only twenty-one cars), the heats were shortened by five laps to ten lap sprints. But this was hardly a cure to the problem of having only ten, widely-differing cars and drivers on the track, and the qualifying races proved to be even more of a disappointment than those at Mosport.

Brian Redman led the first heat from start to finish to win easily and comfortably. Into second came Al Unser who trailed Jean-Pierre Jarier initially but passed the Shadow midway through the race when the Frenchman's engine began to go off. Jarier hung on for third and drove straight into the garage for an engine change before the final. Graham McRae drove well, finishing fourth despite a torn oil line. He trailed Warwick Brown for a while, but then the Talon slowed with a jammed shift linkage which left the car stuck in fourth gear.

Eppie Wietzes lost fifth place to Danny Ongais after the Canadian's engine lost an injector tube early in the race. Jon Woodner was able to learn a few things about his Talon before the shift linkage slipped. He cruised to the end stuck in fifth gear. Woodner finally slipped to eighth behind John Cannon.

## final

In between the heats and the final the garages were very busy. It seemed that everyone, save the Haas/Hall and Viceroy teams, had major problems to sort out, and when the cars rolled around on their pace lap, the rot spread even to the Viceroy team. Andretti's Lola suddenly coughed to a stop; the rest of the field streamed around him and drove on to the frontstraight.

With Andretti sitting helplessly out on the track, the starter dropped the flag, and the field, disorganized as it was with only one car on the front row, spread themselves across the road. Oliver, from the second row, was already closing on Redman as the flag came down, and as they barrelled towards the first turn, the Shadow shot inside the blue Lola and snatched the lead.

After the field had disappeared through the first corner and bellowed out of earshot with Redman and Oliver already pinching clear of the others, Andretti came slowly into view, blipping his throttle furiously. He stopped opposite his pit, and, after a few frantic arm-waving moments between him and his mechanics, Mario dropped the clutch, and the Lola accelerated hesitantly off in pursuit of the field.

Andretti's troubles seemed to be the start of the end of this race; for although a couple of tight little groups fought hard for a while, it wasn't long before the race had all but dissolved into a procession.

Oliver, driving the Shadow very hard, remained in the lead for a long time, Redman staying tight beneath the Shadow's wing for a couple of laps, darting out vigorously under braking wherever possible; but always his path was blocked by the leader's sharp, door-shutting tail. Then Brian saw a few wisps of water trailing away from the Shadow's exhaust pipes, and as he explained later, "I settled in behind him and waited for him to blow."

But the Shadow kept going, and after a while Redman decided he best start looking for a way by again. Finally he found it, keeping as close as he dared in the leader's slipstream down the backstraight, then diving to the outside as they dove into the right-hander that leads down onto the new Glen circuit. The Lola pulled even, snapped across the Shadow's bows and led the sprint down into the next turn.

Redman immediately picked up his pace by a small margin, but Oliver kept the leader well within range until suddenly, three laps after losing its lead, the Shadow threw out a cloud of vapour as it boomed by the pits. Oliver pulled the car off the road just past the first turn, climbed out and trudged back to the pits, having recorded his best F5000 performance to date.

Leigh Fosberry Photo



Redman receives congratulations from his crew after breaking the track record for the first time on Friday.

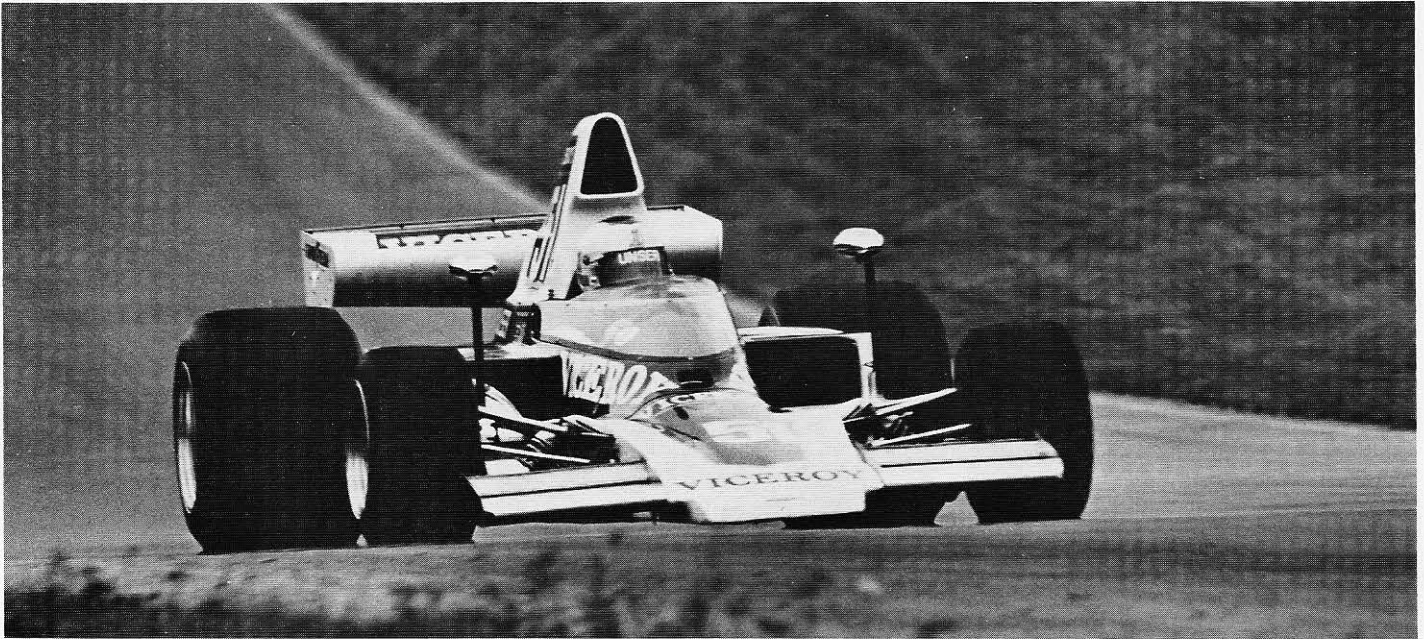
cuit. Ongais' teammate Jon Woodner had a brand new Talon for the Glen, but he never managed a flying practice lap due to the failure of a pair of oil pumps. John Cannon also had a very limited practice when his Anglo-American March 73A burst two engines.

Due to the local noise regulations, there was nothing scheduled until after mid-day Sunday. The conventional morning warm-up was run just before the start of the first heat which meant that anyone who had troubles in the warm-up and was in the first heat was in serious trouble. Vern Schuppan was unfortunate enough to run into more rocker arm failures. He started his heat from the pit-lane, well after the rest of the field had gotten away. David Hobbs lost another engine (his third of the weekend) during the

Schuppan drove the Eagle into eighth place, keeping his revs down to 7,000 rpm redline as the AAR crew decided they must have received a bad batch of rocker arms.

As the first ten-lapper belonged to Redman so the second was all Andretti's. Mario drove hard throughout the race, managing to record a faster race time than Brian and winning himself the pole for the 30 lap final. Jackie Oliver struggled into second with his Shadow, its braking problems now cured but plagued by excessive oversteer resulting from an experiment with extra angle on the wing tabs. Despite troubles with the brake balance, B. J. Swanson held off David Hobbs' attack for third place. Hobbs came through the field easily, starting at the back after his rapid engine change.





Al Unser grabbed another second place.

Bill Fox Photo

The Shadow's blown head gasket left Redman with more than a dozen seconds in hand over the second man Al Unser. Al had led a good four-car chase from the start; but this battle lost first David Hobbs when his fourth engine of the meeting failed, then Jean-Pierre Jarier when the second Shadow slid off the road and tore an oil line away from its union. This left only B. J. Swanson to chase Unser, B. J. having held his place stead-

record, and charged his way up to sixth place by the end. Falconer later suggested that a fuel check valve must have jammed briefly and then released itself.

While Andretti drove his own race to the flag, Redman did likewise. The Haas/Hall T332 worked impeccably, just as the Franz Weis-built Lolas have done so many times in the past. Brian won his second race of the year by over half a minute from Al Unser, who again drove very neatly to a second place finish. Into third came B. J. Swanson, who only faded away from his chase of Unser when a wheel weight flew off his Lola, following which fifth gear began to grow balky. It was a fine drive for such an inexperienced newcomer.

Warwick Brown got stuck in the mid-field during the disorderly start, but he soon worked the Talon clear and drove away on his own into what eventually became fourth place. Behind Brown came Eppie Wietzes, who, like the Tasman Champion, lost a lot of time working past some slower cars during the opening laps. Wietzes was the last man to complete the full distance, and although far from pleased with his engine, the Canadian

felt he had made the right kind of changes to his T400 and was, for the first time this year, looking forward to the rest of the season.

Vern Schuppan, driving the Eagle carefully for fear of breaking more rocker arms, lost sixth place to Andretti just before the end. It wasn't a very satisfying race for Schuppan, but he did say that the AAR team was "fantastic."

Otherwise it was all bad news. John Cannon lost another engine; Graham McRae's Lola blew an oil line which sprayed its liquid over his back tires and spun him into the guardrail. Danny Ongais' race lasted only five slow laps before a malfunctioning magneto finally broke, while teammate Jon Woodner pulled his Talon off during the first lap when the oil pressure completely faded away.

After all the promise of last season, the F5000 Championship seems to be stagnating. If it doesn't show more of last year's flare very soon, there is every possibility that the cynical old circuit owners will go looking for another series next year. Time can change the face of motor racing all too rapidly. ■

Maureen Fennelli Photo



Graham McRae's return to American F5000 was luckless.

fastly from the start under strong pressure from Jarier.

Meanwhile, Andretti completed one last lap, stopped at his pit with his engine still fluffing, and carried on after a quick check by engine man Ryan Falconer. Falconer could discover nothing wrong, so he sent Andretti away, and within a lap the problem had mysteriously cured itself. Mario pressed on from the back, the engine now working perfectly, as he picked off car after car, broke the track

#### WATKINS GLEN F5000 GRID

Finishing Positions Heat One	Finishing Positions Heat Two
<b>BRIAN REDMAN</b> Haas/Hall Racing Lola T332 16:56.08, 119.65 mph	<b>MARIO ANDRETTI</b> Viceroy Lola T332 16:42.629, 121.25 mph
<b>AL UNSER</b> Viceroy Lola T332	<b>JACKIE OLIVER</b> UOP Shadow DN6
<b>JEAN-PIERRE JARIER</b> UOP Shadow DN6	<b>B. J. SWANSON</b> Bay Racing Lola T332
<b>GRAHAM McRAE</b> Eddie Lewis Racing Lola T332	<b>DAVID HOBBS</b> Hogan Lola T332
<b>WARWICK BROWN</b> Burke/McCormack Talon MR1A	<b>DANNY ONGAIS</b> Interscope/Bell Electric Lola T400
<b>TONY DEAN</b> A.G. Dean Chevron B28	<b>EPIE WIEZES</b> Formula Racing Lola T400
<b>HORST KROLL</b> Davie Kroll March 741	<b>JOHN CANNON</b> Anglo American March 73AM
<b>VERN SCHUPPAN</b> Jorgensen AAR Eagle	<b>JON WOODNER</b> Interscope Talon MK1
<b>JERRY KARL</b> Interstate Travlers Lola T332	<b>EVAN NOYES</b> Eagle Creek Aviation Lola T332
<b>DAN GARDNER</b> Lola T330	<b>ROGER BIGHOUSE</b> Roger Bighouse Chevron B24
<b>HERBERT KUEHNE</b> Lola T300	<b>JOHN GUNN</b> Racing Consultants Lola T332

## Results

Watkins Glen F5000  
Watkins Glen, New York  
July 13, 1975

- Brian Redman, Carl Haas Racing Team Lola T332, 50 min 59.071 sec, 119.22 mph, 30 laps
- Al Unser, Viceroy Lola T332, 30 laps
- B. J. Swanson, Bay Racing Lola T332, 30 laps
- Warwick Brown, Burke/McCormack Racing Talon MR1A, 30 laps
- Eppie Wietzes, Formula Racing Lola T400, 30 laps
- Mario Andretti, Viceroy Lola T332, 29 laps
- Vern Schuppan, Jorgensen AAR Eagle, 29 laps
- Tony Dean, \* A.G. Dean Chevron BT28, 28 laps
- Roger Bighouse, Roger Bighouse Racing Chevron B24, 28 laps
- Evan Noyes, Eagle Creek Aviation Lola T332, 26 laps
- Jackie Oliver, \* UOP Shadow DN6, 18 laps
- Jean-Pierre Jarier, \* UOP Shadow DN6, 11 laps
- John Cannon, \* Anglo American Racing March 73AM, 9 laps
- Graham McRae, \* Eddie Lewis Racing Lola T332, 9 laps
- David Hobbs, \* Hogan Lola T332, 8 laps
- Danny Ongais, \* Interscope/Bell Electric Lola T400, 5 laps
- John Gunn, \* Racing Consultants Lola T332, 5 laps
- Dan Gardner, Lola T330, 5 laps
- Horst Kroll, \* Davie Kroll March 741, 4 laps
- Jerry Karl, \* Interstate Travlers Service Lola T332, 2 laps
- Herbert Kuehne, \* Lola T300, 0 laps
- Jon Woodner, \* Interscope Talon MK1, 0 laps

\* Did not finish



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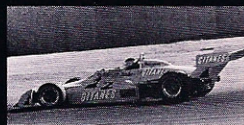
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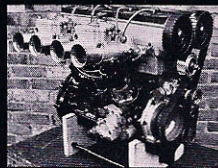
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Bill Fox Photo

# Mosport Bulova

by Chris Waddell

After four rounds in the Bulova Formula 100 Championship, it looks as if it will be very tough to beat Dave White's Gareri Travel/RaceTeK Lola T342. White has won the last two races and leads the title chase with 55 points.

Second currently is the Crossle 30F of Nigel Gough, who collected a second-place finish in the most recent event which was held on June 28th. But he is 14 points behind White. The Canadian-built Ferret Mk. 4, driven by John Scratch, is third, while Don Sobering's Crossle 25F is fourth with 32 points, one behind Scratch.

Sobering had earlier been challenging White for the series lead but had his license suspended for one race and was given a \$100 fine by CASC when they found his exterior master switch had been bypassed in the car's wiring.

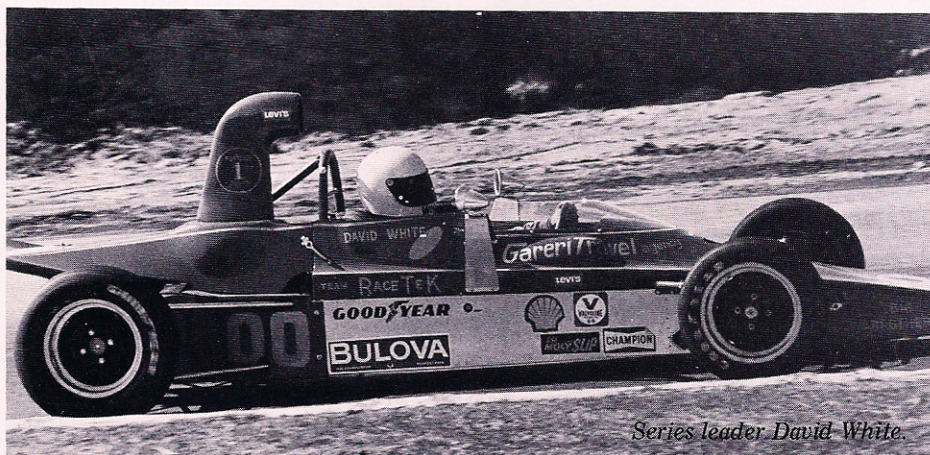
Things are not well with the Bulova series at the moment; entries appear to have reached their lowest point in the last couple of years. Expenses are, of course, constantly on the rise, but another problem appears to be that regular complaint

of Formula Ford/100 drivers and entrants: cheating.

More time is spent in the paddock arguing about who is and who isn't legal than is spent on the track, but few competitors appear willing to post the money needed to have another car torn down. The organizers have not yet done a comprehensive check to examine what most of the dispute seems to center around—compression ratios—so the rumors continue to build. At least one entrant, Brian Stewart, a former Canadian FF champion, blames this for keeping down the American entries, previously a large part of the Bulova field.

The Bulova series still has the potential to be one of the best series for Formula Fords in North America, but the five-year-old series currently appears to be suffering some growing pains that hopefully will be solved before the end of the year.

Through all this, White keeps marching on through all this and looks hard to beat for the \$7500 Mosport Driver-to-Europe scholarship awarded to the series winner.



Chris Waddell Photo

Series leader David White.



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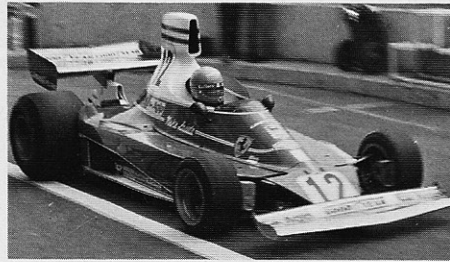
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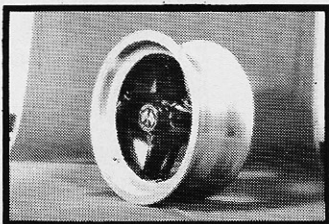


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# NORRIS INDUSTRIES

## PRODUCES WINNING PRODUCTS

We make things you depend on every day and we make them so well, you seldom have to think about them . . . or us.

- Innovative Design
- Quality Materials
- Precision Engineering
- Disciplined Teamwork
- Championship Performance

**WEISER/FALCON** - Residential, Commercial and Mobile Home Door Locks, Cabinet and Furniture Hardware ●

**WASTE KING** - Food Waste Disposers, Dishwashers, Char-Glo Broilers ●

**PRICE PFISTER** - Bathroom Faucets and Shower Fittings, Garden Faucets, Gate Valves, Relief Valves, Brass Sink Traps, Flanges, Elbows, Plugs ●

**THERMADOR** - Electric Ranges, Microwave Ovens, Self-Cleaning Ovens, Range Hoods and Fans, Space Heaters, Kitchen and Bathroom Ventilators ●

**PLUMBING FIXTURES** - Tubs, Sinks, Lavatories and Water Closets



**BOWERS** - Electrical Outlet and Switch Boxes ● **ARTISTIC BRASS** - Decorative Bronze Plumbing Fittings, Hardware, Bathroom Accessories ●

**FIRE & SAFETY EQUIPMENT** - Extinguishers, Carbon Dioxide Systems, Sprinkler Devices, Smoke Detection Systems ●

**AUTOMOTIVE PRODUCTS** - Automobile, Mobile Home and Custom Wheels, Wheel Covers, Trim Rings ●

**COMPRESSED GAS CYLINDERS/PRESSED STEEL TANK** - High Pressure Cylinders and Tanks ● **DEFENSE**

**PRODUCTS** - Cartridge Cases, Projectiles, Rockets, Missiles